

Good Roads.

Congressman Pollard addressed the Postmasters' Convention at Lincoln recently on the subject of Good Roads. He said in part as follows:

I think that if there is one question upon which the people of Nebraska are agreed it is the need of improving our highways. The question is how shall we do it. The macadam road is too expensive to be considered as a general system in Nebraska. The sand-clay road was worked out by Mr. W. L. Spoon, an expert road engineer of the Division of Public Roads of the Department of Agriculture at Washington, to meet the demands for a good road at a reasonable cost. It has been tried quite extensively in the south and has proven itself entirely successful. It seems to me this type of road is particularly well adapted to our conditions. Our black loam clay soil would form an ideal foundation for a sand-clay road. The great quantities of sand along the Platte river and in other parts of the state will furnish all the material necessary to be added to the roads as they now exist and it can be secured at a low cost. The first step is to grade the road so as to give it good drainage. It is then plowed to a depth of four or five inches and harrowed or disked to thoroughly pulverize it. Six or eight inches of sand is then spread over the surface and the road is again harrowed or disked to mix the sand and earth as thoroughly as possible. This mixing should be done if possible after a heavy rain. The harrowing then puddles the mixture and converts it into a bed of sand-clay mortar. The proportion of clay to sand should be such as to entirely fill the voids in the sand, making a solid base. A properly constructed road of this kind will bear up the heaviest loads in any kind of weather.

At my suggestion the Chief of the Division of Public Roads at Washington has sent Mr. Spoon into Nebraska. Five of the seven county boards of my district, including Cass, Lancaster, Pawnee, Johnson and Richardson counties are availing themselves of the services of this engineer, who is one of the most expert in his line in the United States. It is the policy of the Division of Public Roads to send free of cost expert road engineers to confer with the county boards that request it. It has been found that usually about ten per cent of the roads of a county carry from 75 to 90 per cent of the traffic. The engineer will go over the entire county with the Board and map out a general plan for the improvement of the high-ways. The roads carrying the bulk of the traffic are usually improved by the sand-clay, burnt clay or macadam treatments as local conditions warrant and the lateral roads are graded and kept in good condition by the use of the splitlog drag.

Under our present system of maintaining the high-ways the county is made the unit and it seems to me that this is the ideal plan rather than for the state or nation to do it. I believe, however, that the legislature should so amend the law as to make it possible for each county to hire an expert road engineer at a salary which will be sufficient to secure a man of experience and training. I do not believe that this office should be elective but that the engineer should be hired by the county board and serve at their pleasure. This engineer should have entire charge of the county subject, of course, to the direction of the board and all district supervisors should be under his direct charge. I also believe that the district supervisors should be paid a sufficient salary to enable them to devote all their time to the road work. I do not believe the execution of this plan would cost but little if any more than is at present ex-

ended and our high-ways would soon be in fine condition.

The session of Congress just closed appropriated \$90,000 for the maintenance of the Division of Public Roads. This division of the Agricultural Department was established in 1893 and until this year not a dollar of the money appropriated for its use has been spent in our state except for the assistance rendered in constructing the macadam road across the Nemaha bottom at Auburn. So long as I am a member of the Agricultural Committee I propose to see to it that Nebraska receives her full share not only of the money expended by this division but by all the other divisions and bureaus of this great Department which is doing so much for the improvement of the agricultural conditions of the country.

Mr. Spoon will remain in the State some little time and when you postmasters go home I hope you will impress upon your county boards the importance of making application through your respective congressmen to secure the services of this engineer in order that the entire state may benefit from his visit.

Market Letter.

Kansas City Stock Yards.

June 28, 1908.

Cattle receipts last week totaled 20,000 head and the market underwent considerable change, on account of influence always at work at this season. Best fed grades are becoming more scarce all the time, and naturally sell strong, tops last week at \$8.00 to \$8.25 on different days. Grass steers suffered a loss of 10 to 25 cents because of lower prices at other markets incident to the appearance of a good supply of cheap Texas steers at the various points. Cows and heifers outside of the best, declined 25 to 50 cents during the week and calves closed a quarter lower. The quarantine division here was formally opened Friday of last week and receipts there had no influence on the general market last week. Stockers and feeders were in small supply but prices on them ruled strong. The run today is 12,000 head including 2000 calves of which about 200 ear loads are in the quarantine division, the market today exhibit a further widening of the price range, best steers selling steady, top \$8.00 while she stuff and medium to common steers are selling weak to 15 lower. Greenwood county grass steers 1150 to 1300 pounds are selling today at \$5.60 to \$6.00 All the Kansas City packers are in the market today. Cows range from \$2.75 to \$5.00, heifers \$3.25 to \$6.00 calves \$3.25 to \$5.50, bulls \$3.00 to \$4.75.

Top hogs stood at \$6.05 the last four days of last week with the bulk of sales fluctuating mildly and with a tendency toward lower prices for medium to common grades. Run is 8000 here today market 10 to 15 higher.

The sheep market has been most unsatisfactory since the first of last week and the run of 5000 head here today is selling at a still further decline. Best spring lambs are worth \$6.00 to \$6.25 yearlings \$4.65 to \$5.00 muttons \$3.75 to \$4.35. Receipts from the Northwestern ranges will not begin before August. J. A. Rickart

Hiawatha Chautauqua July 12-18

The Hiawatha Chautauqua July 12-18, 1908, in a tent opposite Public Square. Tent comfortably seats 2,000 people and comfortable seats have been provided. Gunsaulis, Waters, Carleton Lee, Gov. Johnson, all the Big Politicians Wm. Allen White, Victor Murdock, Senator Long, J. L. Bristow, Cyrus Leland, W. R. Stubbs, W. A. Harris, and many others. The Chicago Players and Signers Club, Vandas Enos and her girls, Pamhaskia and his pets, and many other entertainers. Swimming Pool, and Moving Pictures.

BOB BURDETTE'S BEAR STORY.

Tale Recited by President Roosevelt Around the Campfire.

They were resting around the President's campfire in the Louisiana canebrake. The dogs were asleep with the fatigue of the chase, the guides were lying around feasting their eyes upon the distinguished guest, and the president was enjoying the campfire as a sportsman can.

"Boys," he said, "did you ever hear Bob Burdette's bear story?"

"Wah Bob Burdette a b'ah huntah?" asked Guide Enolds.

"Not exactly," the President answered. "Bob was a much braver man than a bear hunter. He trailed bear in his youth, but when he grew older he became brave enough to follow the lecture platform."

The guides didn't know this last named bear, but they smoked their pipes in confidence of its terrors.

"Bob's bear story needs Bob to tell it," the president continued, "but he isn't here, and I'll rattle around his shoes a bit. There were two men going through a field. A large and mean-dispositioned bull waited until they had gained the middle of the field, when he set upon them, bellowing."

"The two men ran for their lives, but the bull closed up and began hooking at their coat tails. One of the fugitives made for a tree and shinned into it, while the other took refuge in a hole in the ground."

"The bull made for the man in the hole. It flashed over as he dived in. He instantly bobbed out again, the bull made for him, and he bobbed in and out as the bull shot back and forth. They kept this up for a while, and the man in the tree yelled:

"Why don't ye stay in that hole, ye dang fool?"

"The bull was dashing across the hole with mad roar, and the man was bobbing in and out desperately, but he heard the voice from the tree."

"Dang fool yerself," he retorted breathlessly. "That's a bear in this hole!"

One of the guides threw a log on the fire, an owl hooted off in the timber, and there wasn't a nature faker within 500 miles.—St. Louis Post-Dispatch.

Holland's 1,000,000 Wage Earners.

With 5,500,000 inhabitants Holland has 1,000,000 wage earners. Sickness insurance is voluntary and organized in free associations. In 1890 there were 650 associations, with 600,000 members. Premiums are \$1.44 a member; benefits are medical attendance, medicine and sickness payments.

Accident insurance is compulsory (law of 1901). Workmen and foremen in manufactories (up to \$1.68 daily wages) are insured in a state fund, mutual associations or casualty companies. In 1904 there were 84,046 insured establishments. Premiums are paid by employers according to wages and risk. The receipts of 1904 were \$888,000. The benefits are (a) disability, free treatment and daily payments up to 70 per cent. of wages; (b) permanent disability, pensions up to 70 per cent. of wages from seventh week; (c) to dependents of deceased, pensions up to 60 per cent. of wages and a death benefit of thirty times the daily wage. In case of willfulness no indemnity is paid, and in case of drunkenness only half. Six hundred and ninety-six thousand dollars were paid (1904) to 45,902 injured and 226 killed. Settlements are made in case of doubt by councils.—Prof. Henderson in Charities and the Commons.

Birds Teach Lazy Man a Lesson.

Go to the birds, thou sluggard, for birds can and do work far harder than human beings. A pair of house martins, when nesting, will feed their young ones in 20 seconds—that is, each bird, male and female, makes 90 journeys to and fro an hour, or about 1,000 a day. On each journey the bird has the added work of catching the insects. Even so tiny a bird as the wren has been counted to make 110 trips to and from its nest within 430 minutes; and the prey carried home consisted of larger, heavier and harder to find insects than were caught by the sparrows. Among them were 20 good-sized caterpillars, ten grasshoppers, seven spiders, 11 worms and more than one fat chrysalis.

Appreciation.

"They say Butterworth is going to erect a monument over the grave of his wife's first husband."

"An ordinary man would regard that as a waste of money, wouldn't he?"

"Perhaps, but you see he left enough life insurance to make it possible for Butterworth to get along without working for the rest of his life, and I suppose he feels that he ought in some way to publicly show his appreciation."

Progress of Science.

Fair Patient—I suffer greatly from insomnia, doctor.

Doctor—You should eat something just before retiring.

Fair Patient—But you once told me never to eat anything before going to bed.

Doctor—Oh, that was a year ago. Science has made rapid strides since then.

Courteous Girl.

"Why," asked the divorced count, "do you refuse me?"

"I am afraid," replied the beautiful American girl, "that I might not be able to support you in the style to which you have been accustomed."

George H. Fallstead

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