

Nebraska is in Need of Highways for Rural Districts; Road Figures

THE railroad system of Nebraska is quite extensive, there being over 6,000 miles in the state, eighty-five out of ninety-two counties being traversed by railroads. It is not so fortunate, however, in the matter of good highways, for with the exception of New Mexico and Oklahoma Nebraska has the smallest percentage of improved roads of any state. Out of a total of 80,000 miles in the state, there was, according to statistics compiled by the United States office of public roads in 1904, only .02 per cent of this vast mileage surfaced with stone or gravel. In other words, there is a road in the state only one mile of good road in the state to every 3,500 miles of public road. About the only improved roads in Nebraska worthy of the name were in Douglas county in the neighborhood of Omaha.

When these figures are compared with those of other states they are more amazing. In Massachusetts, for instance, 45 per cent of the roads have been improved, while in Ohio and Indiana from 33 to 35 per cent of the roads have been improved. It would, therefore, appear that the question of good roads is one which has been sadly neglected in Nebraska. Comparing the roads of Nebraska with those of the whole country, it is found that the total mileage for the United States in 1904 was 2,185,000 miles, of which 108,000 miles had been surfaced with stone, 25,000 with gravel and 7,000 with other materials, total of about 134,000 miles, or 7.14 per cent.

Nebraska spent on public roads in 1904, \$1,247,400, but the expenditure for the whole country was about \$30,000,000 or almost 100 times as much. The average road tax in Nebraska for 1904 was 21 cents on each \$100 worth of taxable property, but the average for the United States was 25 cents, while the average for Iowa was 35 cents, New Hampshire 45 cents, Oregon 37 cents and Washington 72 cents. In 1904, a large portion of the road tax of Nebraska was paid in labor. This system never has contributed very much towards the permanent improvement of the roads of any state. It was fortunate for Nebraska that this method of paying taxes has been largely abandoned recently.

It is well known that improved roads add to the value of agricultural land and that in the states or counties which have good highways the value of the land is higher on the average than in those states or counties which have poor roads, and while road building is only one factor which controls the price of land, it is certainly a very important one.

In this connection it is interesting to note that in 1905 the average price of land in Nebraska, according to the Bureau of Statistics, was \$11 per acre. The average value of land in Indiana, according to the same report was \$64 per acre, but in Indiana about 35 per cent of the roads have been improved. The average price of land in Ohio was \$7 per acre, while 35 per cent of the roads had been improved. On the other hand, it has been observed that in those states which have a small percentage of improved roads, the land is considered less valuable. For instance, the land of Arkansas is valued on the average at \$5 per acre and only 1 per cent of the roads have been improved, while the land of Texas is valued at \$11 per acre on the average and that state has only 1.7 per cent of the roads improved.

The roads of Nebraska are located, as in many other states where the land was laid out by the government on section lines. Assuming forty feet to be the average width of section line roads in Nebraska, there are 388,340 acres included in these rights-of-way, but, of course, the rights-of-way in many cases are much wider than that. At \$11 per acre, the rights-of-way alone of the public roads in the state of Nebraska are worth \$11,337,600.

In a recent investigation relative to the cost of transportation in the United States, conducted by the Bureau of Statistics of the Department of Agriculture, it was found that in Nebraska the cost of hauling seven kinds of products—corn, wheat, oats, barley, hay, potatoes and fire—amounts to 20 cents per ton per mile on the average, while for the longest hauls, the cost is above 16 cents per ton, per mile. The average length of hauls for these crops was found to be about ten miles. In Banner 11 Loup counties, correspondents report a charge of 10 cents per bushel for hauling wheat from farms to shipping point over

roads varying in length from twenty to thirty-five miles. This is, however, an unusually high rate and a long haul. Correspondents from Knox county declare that hauling is their hardest work, while replies from Stanton county state that better roads would reduce the cost of hauling at least one-third.

In Europe, and especially in France, an extensive system of good roads has been the means of increasing the value of the land and of putting the landholders in easy communication with the markets. In some cases they are even able to compete with the railroads. In France it is reported that \$12,775,000 has been spent in establishing this, the finest system of highways in the world. England and Germany also have excellent roads, while Switzerland is renowned for its magnificent scenic highways. Such roads as those in Europe afford

easy communication for the farmer, and the cost of hauling is reduced to about 10 cents per ton per mile, and in some cases to as low as 7 cents, from one-half to one-third the amount paid by our farmers. It has been estimated in France that an average size draft horse will draw to market, a distance of eighteen miles, a load of 2,300 pounds, returning home the same day.

Computations from figures collected by the Nebraska State Railway commission show that in the year ending November 30, 1909, about 5,000,000 tons of produce from agriculture, live stock, forestry, etc., were hauled over six railroads operated within the state. Five other roads failed to report these figures. Besides these omissions, no account was taken of transportation on waterways. While some of the produce above mentioned may not have been hauled over the public roads, it is more than likely

that a large portion of the products of the state. The most important roads in the vicinity of the larger towns should be macadamized or surfaced with gravel, whenever these materials are available.

Experiments conducted by the office of public roads show that sand and clay can also be used to a good advantage in this connection, and while Nebraska is not as well supplied with suitable road building material as many other states, still her needs are not so great and her climate and soil conditions do not require the most expensive types of construction nor the very best material.

The road machine and the split log drag may be utilized to good advantage in improving a large majority of the roads of the state, but these machines should be used at the right time and should be run by skilled operators. It is the general

practice at the present time to work the roads with a road machine in the summer time when the ground has become thoroughly dry. Loose dirt and clods, weeds and grass are piled up in the middle of the road. If the road is heavily traveled this material soon turns to dust and as soon as the winter rains come on it is reduced to mud. The proper time to work the roads of Nebraska, or any state for that matter, is in the spring of the year when the ground is soft and damp. From two to four horses can then do as much work hitched to a road machine as twice this number of horses later on in the season. Furthermore, by working the roads when the ground is damp, it will pack and bake into a hard crust, which will be comparatively dustless all summer, and with a moderate amount of traffic will not become impassable in winter. If the use of the road machine is supplemented by that of the split log drag, there is no reason why Nebraska should not have as good roads as any state in the union. In many instances roads may be kept in good condition by the use of the drag alone. The drag should be used when the ground is soft and damp, so that when the road dries out finally, it will be firm. The dragging should be done as often as needed, say from six to twelve times annually. The cost should not be more than 50 cents per mile for each dragging, and at a total of from \$3 to \$6 per mile per annum the average road can be kept in reasonably good condition.

As above stated, the best system of roads in the world today is that of France. These roads are divided into sections or beats, and one man is placed in charge of each section. He is not employed because of his political pull or because he is a good fellow, but he is employed because he knows how to do the work, and he is kept constantly at it. The French system is what is called the French patrol system, and it is founded on the principle that "a stitch in time saves nine."

A modification of this system has recently been adopted in the state of New York, and those states and counties that are following the same principle are the ones in which the best work is being accomplished. Competent supervision is absolutely essential if good roads are to be constructed and maintained, and one of the first steps toward competent supervision is the establishment of a state highway department.

Over half of the states now have state highway departments and almost as many states are appropriating money out of the state treasury to aid the counties in road improvement. The various states pay from 25 to 75 per cent of the cost of building state-aid roads, and in several states the whole cost of trunk line systems is being paid out of the state treasury.

The first steps to be taken, therefore, in the state of Nebraska, if improved roads are to be built, is the establishment of a state highway department, employing a competent highway engineer and all necessary assistants. This should be supplemented by a plan which will provide for the employment of a trained engineer in each of the important counties in the state under whose direction all road work should be done.

The United States office of public roads has built quite a number of object lesson experimental roads in various parts of the state, out of stone, gravel and sand-clay mixtures. Details regarding the building of these roads may be obtained upon application to the director of that office.

E. C. SNTDER.



EARLY ROAD MAINTAINED WITH THE SPLIT-LOG DRAG

EARLY ROAD IN MISSOURI AFTER DRAGGING 30 MINUTES

Developments in the Field of Electricity

Electricity and Farm Life.
ELECTRICITY has already revolutionized farm life through the telephone. Three-quarters of a million telephones are today installed in farm houses in this country. Mostly the telephone neighborhood systems, which are usually joined with other neighborhood lines, and with the network of the nearby village. It is easy to realize, says the Brooklyn Eagle, what a blessing is conferred by such opportunities of communication. The farmer's wife and children are no longer in dread when the men happen to be away; for the tramp is wary when he knows that a telephone is at hand to summon help.

The rural telephone affords opportunity for gossip with neighbors on dreary winter nights, when perhaps the roads are impassable. If sickness occurs, a doctor may be readily summoned, and, in case of necessity, he can give emergency directions over the phone. There is prompt aid to be had if fire breaks out.

Meanwhile, the farmer, through the telephone, keeps in touch with the market, being thus enabled to sell his produce at the highest price. He does not take the trouble to load his wagon until he knows that the opportunity to sell is favorable. In some instances the village grocer or butcher pays the monthly rent of a telephone for any customer who spends \$25 at his store during the month. He gets his money back through augmented business and a reduction in his staff of order men. Also, it is a fine advertisement.

Telephones in the rural districts are mostly put up by farmers' associations, the subscribers often cutting and planting the poles and stringing the lines, so that the electrician employed has only to put in the boxes and establish the "central." In the middle west—particularly in Indiana, Ohio and Illinois—the country over great areas is covered with a network of telephone wires, which reach farmhouses at points from a distance from railroads and inaccessible by telegraph. Usually the rental is about \$4 a year, and is never more than \$1 a month. The plants are first class, and some of them have as many as 1,000 subscribers.

In the territory embraced by some of the larger systems, letters marked "rush," and addressed in care of "central," are taken from the envelope and read aloud over the wires to the addressee. It is likely that before long special delivery telephone stamps will be issued, which, when stuck upon a letter, will serve as an order to the postmaster to open the message and transmit the contents over the phone. Already on some systems at a certain hour of the day, all circuits are thrown open, and "central" reads to all subscribers the most important items from the latest editions of the newspapers, including market reports and weather predictions—the latter being of great and obvious importance to farmers.

Magnetism and Human Nerves.
A paper presented recently before the Royal society of London by Prof. S. P. Thompson speaks of the effect of magnetism on the human nerves of sensation. Prof. Thompson's experiments show that an alternating magnetic field may produce physiological effects. The Electrical World says that many persons have looked for such effects. Lord Lindsay (now the earl of Crawford), assisted by Mr. Cromwell F. Varley, constructed many years ago an enormous electromagnet, now in the observatory at Edinburgh, so large that it would admit between its poles the head of any person who wished to test whether a

strong magnetic field would have any sensible effect. Nothing whatever was perceived as the result. Prof. Thompson, however, says the Electrical World, recently succeeded in demonstrating a real physiological effect due to magnetism. Some six years ago, when experimenting with an alternating electro-magnet which had been constructed for showing Prof. Elihu Thomson's well-known experiments on the repulsion of copper rings, he observed a faint visual effect when his forehead was placed close to the magnet. Repeated tests, however, by finding Lord Kelvin's mention of the negative results in Lord Crawford's experiments, he further explored the matter, and found a means of producing the visual effect (which is subjective and physiological) in a way that succeeds with every person on whom it has been tried.

An alternating and magnetic field of sufficient intensity and extent was produced by passing an alternating electric current around a specially constructed magnetizing coil. On inserting the head into the interior of the coil in the dark, or with the eyes closed, there is perceived over the whole region of vision a faint, flickering illumination, colorless or of a slightly bluish tint. The period of the flicker is not well defined. It does not seem to be the same over the whole region of vision at the same time, nor is it equally bright over the whole region of vision, but is somewhat brighter in the peripheral region than in the central parts. Even in daylight, with the eyes open, one is conscious of a sensation of flicker, superimposed upon the ordinary vision. The effect is diminished by lowering the intensity of the field, and increased by raising it. Attempts to discover whether the brightness of the phenomenon stands in any relation to the direction of the axis of the field with respect to the directions of the principal axis of the skull have not yet revealed any definite result. It will be necessary to apply more intense fields than have yet been tried. No after-effects of any kind have been experienced, either by Prof. Thompson or by any of the persons who have made the experiments with him.

Wireless Telephone from Train.

Wireless telephoning from a moving train was accomplished the other day for the first time in England with complete success. In length, between Horley and Three Bridges, on the Brighton railway, Mr. Henry von Kramer, the inventor, who conducted the experiment, is an electrical engineer, trained at Munich, and now engaged in business at Birmingham. For four years he has been working out the principle of his private wireless system in his laboratory. For the purpose of the experiment a double line of wire was laid along the sleepers between Horley and Three Bridges. One telephone apparatus was placed in the brake-van of the 2:30 p. m. train from London Bridge, the other was in the signal box at Three Bridges. As the train entered the circuit at Horley, Mr. von Kramer placed the receiver to his ears, and conversation took place while the train was running at forty miles an hour. A railway official then took the telephone, and, talking to an inspector at Three Bridges, asked him to repeat the message. This was satisfactorily done. And the inventor then had another successful conversation. The fact which distinguishes Mr. von Kramer's system from any other previously tried in England or America is that there is no contact by a brush between the moving train and the

stationary wires. The electric impulses travel between the "bridge" on the carriage and ground wires through an open-air space of eighteen inches.

Regulating Strength of Light.

A demonstration was given recently in London of the Watkin electric switch. The object of this switch is to enable the amount of current admitted to a circuit to be varied at will, within the limits of seven stops, so that electric lamps may be lighted brilliantly or otherwise as may be desired. The switch is provided with a series of electrical resistances which in the operation of the switch are thrown in or out of the circuit according to whether the amount of light is diminished or increased. These resistances, or "resistors," are constructed of an alloy which it is claimed allows very little of the current prevented from flowing through the lamps to be expended in heat. The glare of electric light is frequently found to be objectionable and a reduced amount of illumination is often sufficient and more convenient. This switch, which is also applicable to electric fans, radiators, cooking utensils, motors, etc.—allows gradations of intensity to be made in much the same way as with gas, while the saving of current effected is claimed to be from 12 1/2 to 30 per cent, according to the stop at which the switch is set. The switch is applicable to either direct or alternating current.

Quaint Features of Every-Day Life

Wants a New Cuss Word.

ALTER GEORGE NEWMAN, New York millionaire and North Carolina gold mine owner, who struck Roanoke, Va., with a vim and offered a \$500 bill for a new "cuss" word, left town during car for Salisbury, N. C., without having added the much wanted bit of profanity to his strenuous vocabulary. He took a spin through Roanoke and exhibited a novel feature in automobile transportation by using a negro valet dressed as a minstrel man for a trumpeter instead of bringing into commission the ordinary horn. At all street corners the loudly dressed negro stood in the car and blew shrill blasts on a cornet.

When Newman went to settle his hotel bill, the handsomely dressed and portly party occupied he emphatically told the clerk the rates were too low and demanded that he be permitted to pay double the regular amount. An inventory of the money tills in a number of local establishments showed a goodly sum of Newman's riches, and Roanoke people are wishing for the day Newman's speedy return.

Fleas Prove a Law.

Fleas and a top-cared bulldog are what got the Brandmeyer brothers—Charles O. and Martin C., grocers at 24 West Twenty-Fourth street, Kansas City—into the circuit court.

Aaron P. Duncan, a watchman, 2331 Bond street, brought suit to enjoin the Brandmeyers from maintaining a nuisance and to abate the same. He says the grocers erected a barn in the alley back of his home and stocked it with hay, wheat, oats and a bulldog. Duncan holds that the dog introduced the fleas to the premises, and that the snug contents of the barn furnished them with an ideal abiding place where their tribe has multiplied beyond the capacity of any census enumeration.

Lately the fleas tricked from the grocers' barn to the watchman's home. It is averred, what with organized flea hunts at twenty minute intervals from noon to noon and the shining of household debris at the Brandmeyer building every half hour from dusk to dawn, life at the Duncan domicile has been no midsummer dream, hence the suit.

Dog Gives Alarm of Fire.

Prince, a dog belonging to Wilbur Kimball, of 604 First street, Elizabeth, N. J.,

gave the alarm of an incendiary fire next door by rushing to his master's bed and pulling his nightshirt until it was almost in ribbons. Then, as soon as Mr. Kimball arose and went to the door, the dog rushed out and down the street, grabbed a policeman by the coat and tugged until he had pulled him halfway to the house at 605 First street, which was burning.

A fire alarm was rung in and the firemen managed to confine the flames to the interior of the house, which was badly damaged. It is believed that the house was set on fire.

Warning and Fulfillment.

"We know the hour and ye know not the day that the end may come. Are ye prepared to meet thy God?"

As a street preacher raised his voice to a scanty audience along the curb at West Madison and South Des Moines streets, relates the Chicago Inter-Ocean, a man wearing the brown button of the Grand Army of the Republic in the lapel of his coat, grasped at his throat and fell with a choking sound.

His sermon interrupted, the preacher leaned over the prostrate body, thinking it was merely the usual case of a man overcome by liquor. A glance, a hand placed over the heart that had stopped beating and the preacher rose, his face sternly than ever.

"Send for the police," he said. "The man is dead."

And then, as the crowd started back, the preacher took advantage of the momentary lull and began his sermon again. "Ye know not the hour, ye know not the day," he shouted so that his voice reached loungers farther away, who became immediately interested and hurried to the spot. Then, with the lifeless body at his feet, the preacher continued the interrupted sermon until the police arrived.

The man who had dropped dead at the preacher's warning reached his ears as Alfred Ahearn, a laborer, who resided at 41 West Madison street.

Ten Ears of Corn in One.

A roasting car that will not be roasted, boiled or cooked in any other manner, but preserved as a curiosity as long as it lasts, was grown by Charles E. Beers, merchant, Centre square, Waynesboro, Pa., on his West Main street lot.

It consists of ten separate ears in one compact bunch, a little crooked and misshapen, but otherwise perfect.

Horace Greeley's Cabbages.
UDGE Nathan Gough of Clarksville, W. Va., who served four terms in congress before being appointed to the federal circuit bench, told in New York a story of Horace Greeley. Judge Gough's father got acquainted with the editor at the organization of the republican party in 1856, and when the boy came up to go to school here in New York in 1859 he brought a letter of introduction.

"Mr. Greeley seemed to take a fancy to me," said Judge Gough, "and I really saw quite a lot of him. When the time came to go home the Clarksville fair was about to be held and my father invited Mr. Greeley to accompany me and take a look at the fair, which was a great event in those days."

"To my surprise he accepted the invitation and spent a week enjoying the products of the region and meeting both old line whigs and rampant democrats. He was especially interested in the truck raised by an old German, who used to grow bigger cabbages, turnips, potatoes and beets than anybody else and always took prizes."

"The enormous cabbages displayed by the old German were especially admired by Mr. Greeley. He pointed at one that seemed equal to filling a bushel basket."

"How much does it cost you to raise such cabbages?" he asked the farmer.

"Oh, about 2 cents a head on the average," was the reply.

"Great God!" Mr. Greeley ejaculated. "Why on my farm at Chappaqua it costs me, according to the accounts I keep, exactly \$1 a head to raise cabbages."—New York Sun.

Great Presence of Mind.

A negro preacher once visited a Catholic church and seeing the altar boys march up the aisle, one of them swinging the incense pot, while the others chanted in low voices, thought that this would be a pretty good idea to introduce in his church. On his return to the south he trained fifteen or twenty little negro boys to imitate the white boys.

One Sunday morning the congregation was surprised to see a row of little fellows marching up the aisle, chanting away; of course they noticed nothing wrong, but the preacher noticed that the little fellow who was supposed to carry the incense pot did not have it; so he leaned over the pulpit and chanted in the same time: "What have you done with the incense pot?" and the little negro chanted back: "I left it behind; it was too damned hot."—Mack's National Monthly.

A Pertinent Commentary.

F. H. Elliott, the secretary of the American Automobile association, said at an automobile banquet in New York:

"I like to see women run their own cars. I like to see women do all sorts of things, provided they have had the proper training and are proficient. There is no sight more agreeable than that of a healthy American girl riding her horse, running her motor, driving her coach, with a skill and grace no man need be ashamed of."

"But smoking and that sort of thing—oh, no, that doesn't become the American girl. An American girl drew up her touring car to a country inn. She got out with her friends. She took off her dust coat and goggles. She opened a gold cigarette case and put a cigarette between her rosy lips. The old country waiter may have done it unconsciously, but, nevertheless, he offered a singularly good commentary when he brought in a big, foul-smelling con-

trivance to the pretty automobilist, set it down at her feet, and said: "Spittoon, miss?"—Washington Star.

A Counter Attraction.

It was at a ball game between Chicago and Pittsburgh. The score was tied, two men were out, a runner was on third, and Hans Wagner was at bat! The crowd was too excited to be noisy.

A sporting editor had taken his neighbor to the game. The neighbor was not a fan, but he had succumbed to the delights of "traveling on a team," and was having a real, garrulous, good time.

At the moment when there wasn't a heart beating on the bleachers, and the grandstanders were nauseated with suspense, the sporting editor's neighbor emitted this:

"Look, Jake! Look at that coke train! Did you ever see one engine pulling so many cars? I'm gonna count 'em!"—Lippincott's Magazine.

A Handy Tool.

Suddenly the steering wheel went wrong. There was a quick swerve. The car lurched against the high bank at the side of the road. There was a momentary crunching and shivering, and then, with a loud snap, something broke.

When the engine had ceased to sputter and the man had permitted his hands to fall useless from the wheel, the lady in the tonneau calmly unwound her hair, removed a hairpin from beneath her hat, and, leaning forward, said:

"Here, John. Perhaps we can fix it with this."—Judge.

The Enemies.

Appropos of the enmity, now happily buried, that used to exist between Minneapolis and St. Paul, Senator Clapp said at a dinner in the former city:

"I remember an address on careless building that I once heard in Minneapolis. 'Why,' said the speaker, in the course of his address, 'one inhabitant of St. Paul is killed by accident in the streets every forty-eight hours.'"

"A bit of voice from the rear of the hall interrupted: 'Well, it ain't enough,' it said."—Chicago Post.

Boy Beats Dr. Buckley.

Dr. J. M. Buckley, the well-known editor of the Tribune, addressing a New York City Sunday school, related an incident that greatly interested the children. He told of meeting a ragged, hungry-looking little girl in the street on a windy day, and when he questioned her she related a pitiful story of a sick mother and younger brothers and sisters without food. After giving her a silver dollar the good doctor followed at a safe distance to see what she would do with the money.

"Now, children, what do you suppose was the first thing she bought with that dollar?" said Dr. Buckley. "Hands up." Another ventured a guess, but none proved correct. Finally a little boy whose upraised hand alone remained was asked for his answer to the question.

"A basket," he sang out.

"Correct," said the doctor; "there's a boy who thinks. Now, come up here on the platform and tell us why it was a basket."

After considerable coaxing the boy reached the platform, but seemed unwilling to talk.

"Go on," urged the doctor, "I want these boys and girls to learn to think, too." The boy still hesitated and Dr. Buckley

took from his pocket a silver quarter. "I'll give you this," he said, "if you'll tell us what makes you think the little girl bought a basket first."

"Be-be-because," stammered the youngster, at last moved by the sight of the money, "I was over in Hoboken last Sunday and heard you tell the story there."—Harper's Magazine.

Submerging the Ego.

The "Red state" Kentucky variety with the bloom on it, "I'll doubtless long hold the palm for the happiness and finish of its execution. Not to speak of what the fine old golden Bourbon can do in these doughty days of prohibition, there is still its past record, observes Life.

Back in his head, in the blue grass empire, they love to tell some good stories of their much honored John G. Carlisle and those pleasant nights at the banquet hall illumined with his scintillant wit. Occasionally, too, the aftermath of the banquet board comes in for a share of reminiscence.

Two men of the bright coterie gathered about Senator Carlisle in those rare times will not soon be forgotten in their section—the aristocratic and big brained Hamilton, the other the witty and irrepressible Irish counselor and orator, Hallam.

With Carlisle, they made a trio of cronies seldom matched again on Grand avenue, and to this day the older residents along that street recall with tender, reminiscent grin how gallantly the three would off escort one another home in the hours "avant the twal."

But one night (or morning?) there was a strange perplexity. The bell of Carlisle's residence kept ringing drearily. Neighbors peeped out, seeing only the three familiar on the top step: Wouldn't the latch key work?

Finally an upper window opened and the madame, never overpensive with this state of things, asked in exasperated tones: "What in the name of heaven is that?"

"Mrs. Carlisle," answered Hallam, with a tongue rather less glib than was its wont, "we have brought home the senator."

"Oh well," she returned impatiently, "just stand him up in the doorway and go on. I'll come and get him."

"We would gladly do it, madam," rejoined the Irishman, dejectedly, "only you will have to come down and pick him out!"

Room for Improvement.

William F. Oldham, bishop of Singapore, talked at a dinner on his last visit to New York about missionary work.

"I am certain," he said, "that the type of man," he said, "goes about declaring that we missionaries civilize the savage out of existence—that we do them harm instead of good."

"Well, as a matter of fact, if these cavaliers knew what I know about some tribes they would speak less confidently. Some tribes are so degenerate that to do them anything but good would hardly be possible. They are, in fact, just like the ugly woman who visited the beauty doctor. This woman was ugly in every feature, but her nose was particularly ugly. That, no doubt, was why she desired the beauty doctor to begin on it."

"I am willing," she said, "to pay you liberally, doctor, but I demand in return substantial results. We will start with my nose. Can you guarantee to make it locally beautiful?"

"The doctor, after looking attentively at the woman's nose, replied:

"Well, madam, I can't say as to ideal beauty, but a nose like yours I couldn't help improving if I hit it with a mallet."—New York Sun.