

### For National Roads

ALMOST a hundred years have passed since the American national government abandoned its wise, patriotic, and economical policy of government road building, and left this work to the states and local communities. The result is that today we have not one single highway of national proportions—not one single paved road connecting the principal centers of population across the continent—hardly any long stretches of paved roads worthy the name, outside of the densely populated east.

What the building up of great railroad systems through consolidation of weak short lines has done for railroad service, a national road policy, supplemented by adequate and consistent state promotion and control, would do for the transportation problem of this country.

It is not very many years since a traveler was forced to change cars, trains, and railroad systems 11 times on a trip from Washington to New York, 239 miles. Each time he changed, the traveler had to look out for his own baggage, transfer it, find his train, car, and seat, pay his fare, and go through much the same rigmarole, only worse, that a traveler today goes through when he buys a coupon ticket around the world.

There are some pinhead politicians whose demands, if satisfied, would mean virtually a return to the days of railroad "systems" 20 miles in total length; to the days of unlimited competition, which is only another name for unlimited destruction and ultimate unlimited ruin; to the days of "independence" which simply means savagery—civilization connotes interdependence.

The same arguments that are applied today against government and state aid in road building have been applied in the effort to block the government's activities to suppress yellow fever, and to increase the yield of an acre of cotton, and to advance money for reclaiming arid lands.

More, not less, participation by state and national treasuries and authorities in public works of universal benefit—that is the demand of this day.

Suppose the national government had been appropriating each year for the last half century, for the purpose of building permanent roads, only the price of a single battleship, or only one-tenth of what we spend each year for our army; suppose such an appropriation had been made on condition that the states spend twice as much as the national government contributes; such an appropriation, which would hardly have been noticed in the annual budget of the national government, and which would have meant only 10c to 25c per capita per year for the people of this country, would have been the means of establishing, by now, not less than 75,000 miles of first class paved highway, or a total of ten broad highways across the continent from ocean to ocean, together with 20 highways north and south from border to border, together with 15,000 miles of paved laterals.

See what we have missed? Sole cause, mistaken policy, not lack of money. There are signs that the American people are coming back to life. At the last session of congress \$500,000 was appropriated for good roads, together with \$25,000 for a committee to investigate and report upon the whole problem of future national road promotion on a large scale. The right of the national government to build and maintain roads is not to be questioned. The policy of state and local cooperation is sound every way.

The initial appropriation is to be distributed among the states on condition that each state receiving national aid itself appropriate twice as much as the national government apportionment. The \$500,000 will be apportioned among the states equally, which means equitably in proportion to their needs rather than their population—for Arkansas and New Mexico need good roads a good deal more than New York and Pennsylvania need them.

The first appropriation will not go very far, that is plain. Paved roads cost from \$4000 to \$15,000 per mile, and part of the first \$10,000 apportioned to each state will be set aside for maintenance; so that, even with the additional contribution by the individual states, there will be a fund of only about \$24,000 available the first year. This money will not be used for actual road construction, but rather for experimentation, to see how future appropriations can best be applied to existing roads to put them in condition for heavier traffic.

To build a good road is simply to shorten the distance between two points. All transportation and traffic are dependent to a greater degree on the time element than on the mileage element. If a farm is four hours drive from the railroad, it matters little to the farmer whether the distance be four miles or 40 miles, except as the wear and tear may be greater or less—as a matter of fact, the wear and tear on the average unimproved road is greater than the wear and tear would be in ten times the distance over an improved road.

Build good roads, shorten distances, improve all conditions of life, prevent waste, produce more wealth out of the earth, and gain more from the labor of men and beasts.

The appropriation by the last congress is the first step toward attempting to regain in some degree our lost ground. We are 100 years behind Europe in our road policy. We are able, financially, to make up some of the lost time by moving faster having once begun. Let the broad policy of national and state aid in good road building throughout the union become a fixed element in our national policy.

### The Human Touch

IT IS a whole lot easier to do business with a man if you know what kind of watch chain he wears, if he smokes a pipe, if he curls his mustache, if he shaves every day, if he carries a big packet of old telegrams and letters in his inside coat pocket, if he grips your hand like an oyster or a baseball pitcher, if he reads "The Outlook," if he writes all his business letters by hand with a stubby pencil, if his automobile is paid for, if he believes in reciprocity and fair play, if he loves children, if he waits on customers himself, if he patronizes Montgomery Ward, if he prefers good goods or fake pretence, if he advertises his connection with the church, if he spurns the crooked sixpence, if he loves flattery, if he always has time to do the decent thing, if he is courteous to servants. A knowledge of these things helps to create a bond of understanding between business men. It is to get this personal touch that El Pasoans make their annual Get-Acquainted excursions.

Speaking of prosperity and the state of the country, the patient is being mightily watched, and if anything looks suspicious of coming illness there will be plenty to notice it and tell about it. There are some people, including politicians and women, in this country who love to enjoy poor health.

To be real exclusive, omit buying an automobile.

Regular old down east day. One year is enough. We like it because it's here. Roll on, terrestrial ball (it rolls on).

### One-Sentence Philosophy

**QUAKER MEDITATIONS.**  
(Philadelphia Record.)  
Some people would like to travel over the road to success in a private car.  
No chance is so welcome as that which carries the monkey of an empty pocket.  
The brightness of many a young man consists largely of waistcoats and neckties.  
In spite of the theory that all's well that ends well, it is just as well to begin right.  
There isn't anything in the whole world quite so proud as a girl of 16 with her first real beau.  
Travel broadens a man, but on the other hand you can stay at home and get a tailor to pad your shoulders.  
Mrs. Gussage—"You have told me a barefaced lie."  
Mr. Gussage—"Nonsense, my dear. That lie is old enough to have whiskers."

**REFLECTIONS OF A BACHELOR.**  
(New York Press.)  
The baby has got to look like any other child of the family.  
A mother of a large family has so much patience with it because the father hasn't any.  
A woman is very clever to be able to learn from a man what she knows so much better than he does.  
Where a woman can't make money she makes money by her husband never spending any of his own on himself.

**GLOBE SIGHTS.**  
(Acheson Globe.)  
Most political arguments are just assertions, accompanied by wise looks.  
A man is also aging a little when a woman rather buys his waistcoat than rather than.  
Neither does one need to have rheumatism to find some excuse for kicking the river's offense.  
Why does a high priced restaurant want a patron to wait for his meal long enough to lose his appetite?  
A town is becoming a city when a man living there feels he can consistently carry one without being lame.  
Don't complain and complain and complain against a man, and then fall to appear in police court as complaining witness after he has been arrested.  
It is a human nature to want to abuse some one occasionally.  
A woman's idea of an easy mark is from a dollar to 38 cents.  
Silence sometimes gives consent and sometimes it gives offense.  
A woman says it's easy to flatter a man, but hard to keep him flattered.  
An excellent excuse for keeping his face closed.  
When men think they are manly, but the majority are entitled to another estimate.  
There seems to be a good deal of human nature in a motorcar, but it makes more noise than an automobile.

### Sundry Bores By Walt Mason

PEOPLE dodge old Dad McElroy as they carolee and sing, for he always has a story that he's suffering to spend; and his tales are always dreary, so they make his home dreary; and they wish him in Siberia with his anecdotal string. People dodge old Billy Biddle when he comes up to the door, for he always has a riddle that he wants an answer to; and his riddles are as hoary as the yards of Dad McElroy, and from Boston to Empory people seeing him cry "Shoo!" People dodge old Huckleberry as around the town they whiz; for his stories never vary—they are of his rheumatism; oh, he always is complaining how he suffers when it's raining, how his tortured thumbs are straining when the wintry blizzards bliz. People dodge old Sarah Twister, for she gives them all an ache; she's a tiresome shrieking sister, batty on the suffrage faze; wearing out her vocal features she is lecturing the bleachers on the rights of female creatures when she should stay home and bake. People dodge old Peter Peddler; he's severely left alone; for he is a chronic meddler in affairs which aren't his own; he's a rare old mischief maker, spreading gossip by the acre, he's a bad old scandal raker, and his name makes people groan.

### In His Hour of Darkness The Herald's Daily Short Story

By Philip Barnes.

THE old room looked warm and comfortable in the firelight. The shadows had fallen early upon that stormy day, and darkness was fast closing in upon a wet and weary world. Stormy gusts of wind drove the rain upon the windows, and moaned drearily in the wide chimney. The firelight cast mystic figures upon the carpet, and over the child's head was hanging the old picture of one, weary with play and happiness, had fallen asleep, and now his curly head was resting on his father's knee. The child's eyes were fixed upon the picture, and he sat upon a low chair and clasped his hand closely.

A shadowy blacker and more lasting than the shadow of night, had fallen over the landscape without, had fallen over her life, and robbed it of the happiness which had appeared so sure and lasting. At that moment the door was opened cautiously, and a faint light entered. She put up a hand to enjoin silence, and he crept slowly towards her.

"You will tire yourself with him," he said, in a low voice. "And it is not very bad for him to sleep now, for it will spoil his rest! Let me ring for a nurse."  
"No, no!" she said. "I prefer to keep him at present. It will not spoil his rest later, and he is very tired."  
"But what of your own rest?" he asked, his eyes fixed on her.  
"You are absurd and fanciful, Isabel! You will spoil him, and he will become a torment to you, a trouble like his father."

"Ah, hush!" she murmured, with whitening face. "Hush! Even you must not speak of this."  
"And yet he has ruined your life!" he replied bitterly. "You who were once so bright and happy! And I believe you would have done better to have left him to his fate."  
"Oh, I have forgiven him!" she said. "I should have forgiven him even if he had deserved his punishment; but he does not!"

"The judge and jury thought differently," he replied. "There is no end to a woman's folly."  
"Nay, say rather a woman's love!" she said softly. "But tell me, you have seen him since he was banished. How is he, and what message did he send?"  
"He is well," he replied coldly. "Quite well, I believe, and he sent no message."  
"No message—none?" she breathed. "Did he not want to know about me—and about his child?"  
"My dear Isabel, you expect too much. To a man who has spent many weary years in prison, his own wife and fare and in degrading circumstances, the fact that he will soon regain his liberty is usually more to him than anything else."  
"Brian was never selfish," she said slowly. "He must have suffered terribly. He would have written to me if he is changed now. He looks what he is—a gloomy, hopeless convict, marred by prison life, and with no prospect of anything but a return to his evil ways."

"Her eyes flashed upon him with sudden anger." "How dare you!" she breathed. "Have you forgotten that he is my brother? That of other of my child, that I—I love him!"  
He shrugged his shoulders. "That is my dear Isabel, is just what I should like to forget, but I cannot."  
"You know he is not guilty of the crime for which he has been punished—do you know?"  
A curious change passed over Guy Sullivan's face as he looked at his beautiful cousin. "I know," he said. "I know! My dear Isabel, you must be mad! What do you mean?"  
"—I—I don't know," she murmured. "I know he is innocent, and somehow I think you know it, too!"  
He laughed oddly and awoke the child, who clung to his mother.

### Origin of Familiar Things By Madison C. Peters

Turkeys Were First Found in Mexico City by Spanish Invaders.

WHEN the Spaniards discovered the City of Mexico, the commonest meat was turkey. When it was first introduced into European farm yards in 1520, the people named it on the theory that it was an Asiatic fowl. The Germans for a while called it Calicut cock; the French still call it Dind, or India fowl, and the English call it turkey, but the oriental country from which it came, according to the theory of John Bilew, was really Mexico.

**Vegetables in History.**  
The first date is believed to be lost in antiquity, but Pliny records its use, and as he died in A. D. 79, the melon is probably as old as the cucumber, which is one of the vegetables named in early Bible history, though some claim that melons were really introduced into the Christian era; the origin of the pumpkin is one seems to have been able to place, but we read that pumpkin pies were made more than 300 years ago, after which the pumpkin was used in the side, take out the seeds and filaments, and with a mixture of apples and spices, and baked them.

A book was written on the radishes 1900 years ago. The ancient Greeks of the islands, beets and radishes in their obligations to hold. They tell us that persimons were brought to Rome from the banks of the Rhine at the command of the emperor Augustus for use on his table.

Buckwheat began to be cultivated in England in 1474, and was brought into Europe from Asia a hundred years before.

The first camera—obscure was invented by Porta, an Italian philosopher, during the latter part of the 16th century.

**The First Photographs.**  
A German named Schultz obtained the first actual photographic copies of writing in 1777. To Thomas Wedgwood is due the honor of first producing pictures on surfaces of paper. In 1829 John Duguerre perfected the Daguerreotype process, the first practical photography. Watches, similes moved by a spiral spring instead of a weight, were made as early as the 14th century, though the law which governs the mechanical theory of springs were first enunciated by Harens in the 17th century. Cravat, a corruption of Cravat or

### HALF A BILLION DOLLARS WASTED IN SMOKE

Merchants Are Heaviest Losers in Damaged Goods; Vegetation Injured by Smoke From Factories.

By FREDERIC J. HASKIN.

PITTSBURGH, Pa., Nov. 15.—Aside from the immense cost of smoke to the owners of the plants which make it—a cost represented in needless coal bills—the national smoke bill represents a million of dollars of economic waste to the public at large. The blighting influence of a municipal smoke pall on the health of a community alone might justify its abatement. It has been shown at home and abroad that smoky cities are cities with high death rates from all bronchial and pulmonary diseases. In addition to this the effect of trees and vegetation in general has been shown to be harmful and costly. In the Paris of 1889, for example, it was estimated that every 25 dies because of the smoke pall. It has been found that the smoke gases of busy cities frequently injure vegetation within a radius of 50 miles, but a more appreciable smoke loss to the community is that inflicted upon the merchants and by him transferred to the "ultimate consumer."

**Millions Lost Through Smoke.**  
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### Abe Martin



Mrs. Asbury Gum is peelin' tomatoes at it' canner's 'th' married. Live so you kin go 't' th' after without making your neighbor mad.

### 14 Years Ago Today

From The Herald Of This Date 1898

Passenger traffic at this point shows a slight fall-off in the last few days. W. R. Fall went north on the Santa Fe this morning for a business trip through New Mexico. The Missouri, Kansas & Texas railroad officials are making a tour of inspection over that line. Arthur Wood left for eastern New Mexico, by way of the Northeastern, to be absent 10 days or two weeks. The G. H. passenger track is about completed and will be a great help to the switchmen in handling the four flyers. W. B. Gibbs, superintendent of the St. Louis United States Copper mining properties, is in the city from the Jarilla mountains. The city clerk today issued a permit to W. H. Tanner for the erection of an adobe residence on lot 19 of block 18, Campbell's addition, cost \$200. Commercial agent Alexander, of the White Oaks route, was a passenger on the outgoing Santa Fe this morning for White Oaks, New Mexico. Joe Wilson went north on the Santa Fe this morning and took with him two men to do work on the bridge gang on the northwestern branch of the Santa Fe. The Spooner Dramatic company is still holding the boards nightly at the opera house and playing to good houses. Last night the company produced "A Lawyer's Wedding."

The Campbell Real Estate company has presented to Isaac Aldred, the new district clerk, who was in the employ of the company for seven years, a fine gold watch with a suitable inscription. The new chemical plant of the G. H. will be in operation in a short time. The pipe lines and carpenter work has all been completed, and the plumbers are at present completing their end of the work. The El Paso Tennis club is in receipt of a letter from the Lac, Crater and Agricultural college clubs, and they want this club to play a series of games about the middle of next month. The club has accepted of six members of their own club down and play against six of the El Paso boys.

The county commissioners' court yesterday afternoon fixed the bonds of the county officers as follows: Sheriff's bond, \$5000; county clerk, \$1000; constable, \$1500; county auditor, \$1000; precinct constables, \$500 each; and county judge, \$3000. The salaries of the jail guards were allowed out of the road and bridge fund.

**A SURE SIGN.**  
A large boarding house caught fire during dinner and much confusion resulted. After the worst was over the landlord, who was a philosophical soul, remarked that it was a blessing that the fire had not happened at night, as some might have been lost. A little later the negro boy, who heard this mysteriously called her aside and cautiously exhibited a great bundle of dark, tangled hair. "Don't say nothing," Miss Nora, he whispered. "The fish tin in this house is 'peasin' One of the ladies in de room ovva de liberty done got burnt up. I ben up dar to see, an' I found her hair."

**PASSENGER MEN OF THE T. & P. TO MEET IN EL PASO.**  
Men who represent the passenger department of the Texas & Pacific Railroad company in cities outside of El Paso, are expected to meet here tomorrow afternoon at 2 o'clock at the El Paso Hotel. Those where the road runs and several who are moving their headquarters to Dallas, Texas, on November 19. C. P. Chilton, division passenger agent, will attend the meeting. Three months later he will bring the bunch to El Paso to see how the city has grown.

**UTAH IS A large tract of reformed desert land located around the largest collection of brine in the world and surrounded by more desert on all sides. When discovered it was very lonely and was avoided by the coyotes because of its climate and lack of shade. But man has improved Utah until she blooms with roses and raises enough grain to feed herself in spite of the fact that she exceeded the speed limit for many years in raising families.**

Utah was not intended for human residence any more than Texas was, but when the Mormons located there in 1847 they were too tired to go on, and besides the country had been getting steadily worse for 500 miles. So they borrowed all the rivers in the vicinity and turned them into the desert. Water a stock and watered the land, and the result was a lush and fertile country. Water a desert and it will produce bumper crops. In the spring the Utah farmer chases a river over his land and in the summer he piles down the ground and waits for the harvest. Dry farming is very successful in Utah, and is not as exasperating as dry farming in Maine.

Utah is famous for its Mormons, who have built great churches and industries, and who work together in politics better than Tammany hall. Politics in Utah doesn't concern itself with the tariff. The only issue is the Mormon vote, and it takes pretty good bait nowadays to catch it.

Utah is also famous for its great Salt Lake, across which the Southern Pacific has built the longest bridge in the world. The state has a handsome mountain range and waits for the winter, which is all enough to let the Singer building pass under without raising the draw, and

make as much fuss about it as the ordinary man when he pays \$12.43 in taxes. Utah became a state in 1896, at which time the Mormons agreed to marry with federation and restraint. Salt Lake City, an enormous little city of 100,000 people, is its capital, and Ogden is the only other settlement visible from a fast train.

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Exceeded the speed limit for many years in raising families.