THE HAYS FREE PRESS.

VOL. XLI. NO. 17 HAYS, ELLIS COUNTY, KANSAS, THURSDAY, MARCH 30, 1922. SUBSCRIPTION $1.50 PER YEAR

THE PARK CITY

By M. H. J.

The original surveys of city plats, when additions are made thereto, small plats often occur where the line is not unform with the first survey; when these irregularities occur the city government utilizes these jogs as small or subsidiary parks, and when embellished with trees and greenery, add much to the beauty of the city as a whole as well as to the public convenience and enjoyment.

Just bide a bit till Hays has gotten her second wind and we'll have all those parks we have been talking about. In the Custer camp ground and the Station parks already established along the creek together with the much coveted park on the site of old Fort Hays; when that occurs Hays will have established her claim to THE PARK CITY. And we have the opportunity—at no expense for the ground—to create a Central Park one quarter of a mile in length along the unused eastern half of north Grand Avenue; the west half of the avenue will make a fine driveway the full length of this proposed park, and it is easy to realize what a fine breathing place this will make when set to grass and adorned with trees and shrubs. It would be well worth while for the city to plow the ground and set it to grass and trees this spring. This do in behalf of the city we love and establish our claim to THE PARK CITY! Covet the best gifts and resolve on the finest town in Western Kansas!

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Two square irrigation fountains twenty feet in depth and walled with concrete to the level of the creek, to be operated by centrifugal power are awaiting a full equipment for service. Each of the wells or fountains will be furnished with a ten-horse electrical motor, all of which will provide a thorough plant for irrigating the gardens. These are known as hydro-electric stations.

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Send no money, but come yourself and bring the family and settle in Hays, the model educational center for the great plains region. After you're once firmly settled and feel at home, you will have ample time to spend your money, and we'll help you do it, but won't be mean about it.

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President Lewis and Professor Malloy are maturing an attractive program for the May Music Festival Week, to surpass, if possible, anything they have heretofore attempted. Here's saying that Hays and Ellis county will back them to the limit.

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The sand haulers load now at a point half a mile south west of the Normal on Station grounds. The sand costs the builder $1.25 a load and the hauling $1.75.

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Margot Asquith, a little, homely seventy-five pounder who smokes cigarettes and talks about her English "bloods" entertaining flappers in the bedroom is billed to read her piece in Kansas City soon.

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Business on Chestnut Street must perforce growth south; Mr. Tholen is pointing the way by erecting a business house adjoining his Jewelry store. Eventually business houses will extend nearly to the Thomas bridge.

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The necessity for a solid foundation to build upon is well illustrated by the depth and strength of the foundations now being laid for the Methodist Community builing, which reminds me of the fact that builders went down ninety feet for a foundation for some of the sky-scrapers on Manhattan Island.

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Burlington, Kansas, has suffered a heavy property loss from a destructive flood on Rock Creek, an innocent enough looking channel usually without water, but on different occassions has proved a dangerous neighbor. Hays is located on even a more dangerous stream than that and while we do not aspire to the role of a prophet, we venture to say, that Big Creek can, on short notice, as in the past, give us a lot of trouble. Hays has had warning enough; will the city continue to take the risk? Or will it, as, usual, put up a roar because of a danger signal, and do nothing.

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If you are perplexed; sour on the world; or get soft on your girl, take your trouble to the newspaper, the chaperon—an old maid in the sere and yellow leaf who knows everything, can put her finger on the sore spot and name the dope that will cure it; always when in a corner take refuge under the wing of the Chaperon; she will wave her wand over your rupture and the kinks will disappear.

Does your feller allow his finger nails to go into deep mourning? Submit the grievance to the Shap; her verdict will make old Solomon want to come back and try again.

The divinity is sleek, amiable, and weighs about 300 avoirdupois and her fate is slight but mighty and has legs like a jaybird's; what had she better do to create an equilibrium? Go instantly to the Shap, she has canned wisdom and pickled information in stock that won't spoil in handing it down to you.

You have trouble and you groan and fret under the weary load; are the co-ed schools sparking schools or institutions where the students are getting round shouldered decyphering the enigmas of the glacial epriod and trying to reconcile them to the Four-power Pact; you await the answer with an impatience impossible to comprehend. Take the conundrum with all possible solemnity to the Shap, she's the lass that can cut the Lloyd George for you.

Is Jim Reed of poor old Missouri luny or just foolin' ?. We have submitted this question to all the learned Societies and got nothing but a stiff punch under the ear; with great confidence we submit the question to you and enclose stamp for private information.

Sis is fourteen and Bub is sixteen and they eloped and made oath that they had arrived at morriageable maturity and now the old man is after them with a club—can you advise us of the way out of this mess? Nothing easier; you've come to the right spot to secure the pure and undefiled; go and sin no more!

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My daughter's feller comes every evenings, Sundays included, and taps timidly on the window pane, and she? well, she's up to snuff and don't you forget it; she has her things on, with her ears to the ground, and at the first tap, she goes like a shot out of a blunderbus and she's onto the porch or the sidewalk before you can say Jack Robinson—is there any cure for that infection? Hardly, my son, but I will take the matter under advisement and hand down my decision next August.

At one time I thought I should submit my case to Judge Kenesaw Mountain Landis; but as he has resigned from the bench, I turn to the old reliable Chaperon for a lift. I am a young lady of fifty-seven years; am due to come into an inheritance of forty-three and one-half million dollars May first, prox.; seven devoted suitors have occupied the trenches around my house and threaten to go over the top any minute; my fancy is stuck on two of 'em; am unable to decide which from tother; I could fix upon one if the other dear charmer would only absent himself. In what way would you go about to bestow the delectable, the approving smile? would you throw some poison out to the feller you thought you could dispense with? Call me up and let me know.

CLEAN UP! PAINT UP!

The week of April 3rd to 8th has been designated by the Governor of Kansas as Clean-Up Week.

All the cities in this State will be cleaning up next week. We have the best little City in the state and we want it to be the cleanest. You may say "why try to clean up our City so carefully." Well why not? You keep your house nice and clean so why not your yard also.

Now is the time to do it, so DO IT NOW.

The City will begin hauling your trash and tin cans next week so have your stuff piled up and ready.

REMEMBER. The wagon will make only one trip through each alley or street. It's up to you. Be ready when it comes. DO IT NOW.

A. W. Seng,
City Manager.

TWO SERIOUS PROBLEMS FOR THE MOTORIST

With the approach of spring and the touring season automobile owners of the West should give serious thought to two problems: Highway construction and maintenance and traffic regulation.

The number of people killed and injured has grown to appalling proportions. Though a goodly number of the accidents is unavoidable on streets and roads never intended to handle the huge high-speed traffic of today, nevertheless the bulk of the accidents is directly traceable to the sped mania and the recklessness of a comparatively small percentage of the drivers.

Can these reckless drivers be curbed? We believe that it is possible—if the careful motorists will co-operate. In future issues we shall take up this subject in greater detail.

The bulk of the traffic on streets and highways consists of comparatively light passenger cars driven by their owners for non-commercial purposes. The bulk of the taxes and fees for road building and maintenance is paid by these owners, yet the greatest damage to the roads built and rpaired with their money is inflicted by heavy solid-tired trucks operated for profit. A hundred ordinary touring cars do not and can not damage a modern highway as much as one mammoth truck carrying a ten-ton load, but almost nowhere does this truck pay for the damage it inflicts on the pavement built with the money of the hundred touring-car owners.

And when these owners scurry almost into the ditch to avoid a collision with the screeching twenty-passenger stage careening down the highway, all they can do is to let off steam by emitting impotent curses.

Yet there is a remedy which we shall present in coming lessons.—Mrach SUNSET.

WHAT EVERY HEART KNOWS

The following sad item from the Council Grove Guard will squeeze the silent tear from many an editorial eye:

"Perhaps it wasn't intended that we be fair with Miss Metzger when we told about her parties, or perhaps it was because she was a good friend of ours and we wanted to do especially well that we made so many mistakes, but it seems that the goddess of luck was plotting against us and we are wondering what trick she will play on us today. In Thursday's paper we gave all honor to Miss Gladys' sister, Miss Mildred, and although it isn't any more than fair that good fortune be divided, still we always strive to tell the truth. And again last night we mixed up the names. Mrs. Roy McCardle was the hostess to the party given Thursday afternoon, and not Mrs. Roy Metzger as the paper said. We are told that there isn't any Mrs. Roy Metzger. Please accept our humble apologies."

It always runs that way. Let an editor lay himself out on an article and the devil jiggles his hand and dashes his glass of sparkling hope to the ground. Once we tried to refer to a lady in a local performance of "Pinafore," as "an airy fairy Lillian," and the proofreader let the printer get it "an hairy fairly villian." We tried next day to correct it and it came out, "a very fatty little un!" And we quit.

Each heart in the newspaper game knoweth its own bitterness!—Emporia Gazette.

Candidate for Governor on the Republican ticket, Senator W. P. Lambertson, accompanied by his wife, is campaigning in the Sixth District, in Graham county, March 31st, this week. Candidate Ex-Gov. Stubbs announces he will start his campaign for Governor next week and talk in every county in the State. Editor W. Y. Morgan of the Hutchinson News will start on his gubernatorial campaign some time next month. So from now until the August Primaries the State is to be full of politics.

Ralph Northrop of Great Bend, who was here last fall to get a contract with the Fair Association to give an exhibit, and did lots of flying over our city, this week made a flight from Wichita to Great Bend, 110 miles, in one hour and five minutes. That is going over the ground pretty fast.

THE VICTORY HIGHWAY

Topeka, Kansas, March 28.—The City of Denver, Colorado, is backing the Victory Highway more enthusiastically than that city has backed any other transcontinental highway movement in the past. The Victory Highway is the only transcontinental motor highway which passes through Denver. Denver will be a stopping point for tourists on their way from the Atlantic to the Pacific, as well as the objective of "stub tours" into Colorado, with the establishment of the new motor route across the country.

Denver newspapers are leading enthusiastic co-operation to the project. In the Rocky Mountain News of February 24, there appears the following editorial on the Victory Highway:

"The highway situation in northern Colorado is not different from the steam railroad situation. Denver is left off the map. The chief city between the river and the coast, a distance half the breadth of the continent, is neither on a national highway nor on a transcontinental route, it is a 'stub' city so far as these are concerned.

"It is seriously proposed to build what would be known as a Victory-Highway from coast to coast, and a fine beginning has been made with the project from both ends. If it is successful, Denver will be on the direct route. This is worth while to a city that is accepted all over the nation as the head center of—the outfitting point for—Western tourist traffic, the city that is recognized as the gateway to the National Park chain.

"The Victory Highway would be worth a great deal in a business way, much more in time than as a tourist thread. And Denver is very much in need of a regular 'meal ticket' as well as the dessert that comes from the other.

"In addition to the local standpoint the Victory Highway project is worthy of support and commendation as a national undertaking—A Sacred Way.

"Those who have been pushing the highway from the Pacific and the Atlantic coasts have the invaluable accompaniment of imagination and the energy that generally goes with the other. Colossal statues, one at the Golden Gate, the other at the eastern end of the highway, to the memory of the heroes who died in the war, would be followed with state and county monuments at boundary lines. Counties would be able to honor their individual dead in this manner. The highway from beginning to end would be an everlasting reminder to the generations that were not of the war, of what part the United States played in the Great Adventure and the effect American participation had upon subsequent history. The American people are in need of such a reminder already; they are inclined to forget the pledges given at the time; they need some token to keep them from falling back into the rut. Are we not forgetting, are some of us in our reactions not willing to forget, the idealism that burst upon the land in the spring of 1917 and that radiated, with a force never yet put behind a radio message from a man-constructed station, to the ends of the earth—a human wave? The monumental highway will serve as a memory binder to the whole nation.

"New land, new communities, new ideas will be brought into communion with the Halfway House of Denver, when it is connected with the main highway. The road would go through the Great Divide into new fields. Not much is required in Colorado highway construction to make the national plan effective. A little bit of concentrated energy on the part of Denver citizens would be sufficient. And Denver must not scatter its shot; it must not be 'boosting'—what a hateful word—every selfish and half baked highway scheme that comes along; there are too many highways being built on paper.

"In the United States there is room for the Lincoln Highway and the Victory Hghway without crowding. In Colorado and the Rocky Mountain region surely there is room enough and scenic glory enough for both roads."

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The line of the Victory Highway from Reno, Nevada, to the California line is to be paved with concrete in 1922.

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The Victory Highway in Colorado passes directly by the grave of William F. Cody, Buffalo Bill.

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Cliff dwellings, similar to those of southwestern Colorado and northwestern Mexico, have been discovered on the line of the Victory Highway in northwestern Colorado.

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The only dinosaur quarry in the world, where prehistoric monsters are being dug out of the solid rock is on the line of the Victory Highway in northeastern Utah.

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One of the Government's greatest irrigation plans, the Carson-Truckee project in Nevada is on the line of the Victory Highway.

The Victory Highway passes through fourteen states between New York and San Francisco, and crosses the three great rivers, the Missouri, the Mississippi and the Ohio.

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A series of strip maps, each covering approximately 150 miles, is in preparation to guide 1922 travel over the Victory Highway.

CITY CAUCUS

Last Friday evening a number of the citizens met and held a City Caucus and by a unanimous vote nominated H. W. Oshant for City Commissioner for a third three-year term, whch is well.

Mr. Oshant has been connected with the City affairs for over thirty years, knows every turn and the necessities of the people and has always been a conservative and painstaking officer.

BAR DOCKET PRINTING

The problem of printing and charging for bar dockets for the district court seems never settled all over the state. We are asked frequently what the law is on this matter. There is no law regarding the printing of bar dockets. The clerks of district courts must get out the bar dockets, and they are required to have them on time and in sufficient quantities for the needs of their respective courts. They are also supposed to have them well printed and in usable condition. For this the countes must pay, and the clerks should O. K. the bills, when reasonable, for such work, regardless of what the board of supervisors may do. If the latter try to skimp and cut down the price to an extent that interferes with the quality of the dockets, or delays the court, they will hear from it very likely, because the judges are not so particular about saving a dollar to waste $10 in time and inconvenience.

Very detailed figures have now been furnished us on the cost of a docket with six cases to the page, one printed cover page, several index pages and trial notices, etc., with blank colored leaves dividing the sections. It is a perfect docket job, and a credit to the county and to the printer. Its selling price runs up to $194.50 for the 182 pages and cover. This just about makes the usual estimate of $2 for each opening in the docket, or $1 per page, and since all other work in the shop has to be sidetracked and delayed to give the docket a clear track, and the job is a special one, requiring ruling and material to be on hand for a long time to be ever ready for it, the price is not excessive, and any board of supervisors would be justified in allowing the bill on that basis. Some shops may think it is worth more to do such dockets, because of their special character, and we are not saying they cannot collect for more, and do it justly.—Ex.

The Methodist Conference of this district, with Bishop Waldorf of Wichita in charge, is meeting this week at Goodland, with over 500 ministers in attendance. Many prominent speakers are in attendance, the assignments of the ministers will be announced Sunday.

Sunday's Star has a long article about the State Asylum at Osawatomie, Kansas, and in it there is a list of some of the patients there who gave an address and still insist they belong in the county they name, but their identity cannot be traced. In the list published as from Ellis county are: John Huff, Lucy Thompson, Francis Vanderslice. Is there anybody in Ellis county who knows of these people and that they are in the asylum? The people have lost their identity and have evidently been in or heard of the county and named it as their home place. Who can help solve the identity?

N. P. Gassman went to Salina, the first of the week.

RAOUL VIDAS AT HAYS MUSIC FESTIVAL

Is To Be the Artist for the First Sunday

Raoul Vidas, one of the finest of the French violinists, is to be the artist for the first Sunday of the Hays Music Festival. This announcement will be good news to the lovers of violin music.

If "the violin is the most human of all the instruments that express the soul of music," the violinist is next to the singer in human appeal. In the qualities which give to art its most endearing expression Raoul Vidas holds high rank among the famous violinists of his day.

Appeared Before Carmen Sylva

At the early age of seven this boy who is still a boy, was called upon to appear at the court of the famous Queen of Roumania, Carmen Sylva, in her "palace of the intellectuals." His success on this occasion inspired him with the ambition to become a great violinist. Later he was placed in the hands of Berthelier, professor of the Conservatoire in Paris and known as the greatest violin teacher in France. Then came recitals and the young violinist was affectionately hailed as "the little Kreisler."

The war brought opportunity to use his talents in a nobler cause than the promotion of his own ambitions. The proceeds of innumerable concerts and appearances at benefits were his contribution to France in her need.

At sixteen he made his American debut. His appearance at Carnegie Hall, New York, on the afternoon of November 10, 1918, was proclaimed, in "display" headlines of fourteen newspapers in that city, as a triumph.

After a season in America he was called back to Europe to fill some extended engagements. Now Vidas returns to America more wonderful than before.

Though born in Roumania, Vidas, the artist, is a product of France. As a type of her training and culture, as an exponent of her exalted artistic ideals, he brings to us a vital, inspiring message from the sister republic now linked to us with such intimate ties of affection.

The Hays Music Festival this year begins on Sunday, April 30, and extends through Sunday, May 7. There will be two programs a day for eight days. Raoul Vidas appears on the afternoon of Sunday, April 30.

A NEW OPPORTUNITY FOR LIBEL

Your Uncle Samuel has provided the newspapers of the country a fresh opportunity for producing libel suits. During the conscription period at the time this country went about the task of raising an army to "save the world to democracy" a list was made in every community in the land, by a board delegated for that purpose, of the men subject to military duty. When men so listed failed to respond they were properly scheduled as slackers and as such had to face charges similar to those imposed upon deserters from the army.

The war department is now publishing a list of these slackers by states, notices being sent to the newspapers in each county where a missing man is registered. Many of these names are so badly jumbled that it is not known whether the persons rated as slackers really existed. So badly muddled are the records that men frequently rated as slackers actually served in the war, some were badly wounded and some were killed fighting gloriously for their country. When the war department makes a mistake and gives out wrongful information, correctiin is promptly made and a due apology registered.

But here is where the newspaper comes in for its share of the trouble. If a newspaper publishes a false statement concerning these reputed slackers, or if it enumerates as slackers men who served in the army it is guilty of libel even though the war department supplied the information. Such a case is now pending in the courts in Missouri. The safe way is to throw the information furnished by the government in the hell-box. The thing seems to be loaded.—Publishers Review.