

American Manhood Stands Test of Attack of Muckrakers

By Former Governor EDWARD C. STOKES
of New Jersey

JUST now we are passing through the valley of disparagement and fault finding. Serious complaints are lodged against the times in which we live as sordid and materialistic, as DEVOID OF ANY REAL NOBLE LIFE and as honey-combed with dishonesty and corruption. Evils these are, evils there always have been, and evils there always will be. They are EXAGGERATED OUT OF ALL IMPORTANCE by advertisement.

They no more represent the actual AMERICAN TYPE than do the few evil words in the dictionary constitute the language of Milton and Shakespeare and Longfellow.

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During the Spanish-American war the voice of disparagement and accusation was raised against American chivalry and American manhood. We were told that Wall street did not want a war, that the nation's rulers were under its influence and that they DARED NOT RAISE THEIR HANDS in behalf of a downtrodden people.

The test came as it always has and always will in American life, and the very men who were accused of a lack of noble sentiment and lofty ideals were the FIRST TO RESPOND TO HUMANITY'S CAUSE.



Less Laws, Not More Laws

By FREDERIC A. DELANO,
President of the Wabash
Railroad

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Manufacturing and commerce can adjust itself to reasonable changes, and if any policy, gradual or progressive in its nature, were adopted by this country along a definite program there would be no difficulty in an adjustment from a high tariff to a low tariff or tariff for revenue basis.

BUT IT IS THE UNCERTAINTY OF TARIFF AND THE UNCERTAINTY OF LAW THAT MAKES FOR BUSINESS UNREST AND DISSATISFACTION.

The Sherman anti-trust law is a law which concerns the railroad as vitally as it does the general public. I confess to a prejudice against this law.

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American Merchants Are the Cleverest

YOUR stores, like your theaters, have each an individuality. For instance, there is the comedy theater and the playhouse for drama and tragedy. You have a store with an atmosphere of solidity and another which is like a variety theater in its appearance and merchandise. Even the people of these stores, clerks and customers, seem to REFLECT THIS DISTINCTION.

The theory of trade here seems to be to flood the market as often as possible with goods of a low market value. I do not mean cheap goods, but low prices, to the consumer. We keep the price STABLE and assure the manufacturer of constant employment for his hands.

THE MEN RUNNING LARGE DEPARTMENT STORES IN AMERICA IMPRESS ONE FAR MORE THAN THE STORES. ALTHOUGH THEY ARE VERY BUSY AND ARE BIG MEN, THEY ARE THE KINDEST MERCHANTS I HAVE EVER SEEN, AND THE CLEVEREST. THEY NEVER SEEM TO FORGET HOW TO TREAT PEOPLE IN THEIR SHOPS. I THINK THIS IDEA OF PLEASING THE BUYER PERSONALLY IS THE KEY OF THEIR SUCCESS.

Times Want Ads Bring Results

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We positively will not SELL but one ladder to a customer.

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BETTER ROADS

Editor of The Wichita Times.

At the request of the special road commissioner of this precinct I am asking for space in your valuable paper for this letter to the farmers of Wichita county on earth roads, knowing that you are in favor of road improvement in every sense of the word, and a practical and consistent booster for your county.

As you probably know I have been detailed by the office of public roads in Washington, D. C., to the special road commission of Wichita, to advise as to selection of proper materials and methods for the new bond issue roads in this precinct.

Sincerely,
B. H. BURRELL, U. S. Highway Engineer.

Better Roads.

An open letter to the farmers of Wichita county:

While it is true that this precinct has recently voted a bond issue of \$150,000 for permanent road construction, that sum must necessarily be expended on the main highways of the district to do the greatest good to the greatest number, and besides a modern type of construction must be selected for these highways, one that will stand up under your heaviest traffic for a reasonable length of time. Such roads are comparatively costly and the distance to which your bond issue will stretch is of course limited, although it is probably sufficient to build all the main arteries of travel in the precinct at once, leaving the small feeders and cross roads to be taken care of by some other means.

Of course these secondary roads will all be built under the regular road tax in time, but it will take so long that the more progressive of you will become impatient and wish to connect with the main road immediately and it is to you particularly that I want to say a few words on the road drag.

It has been thought in this section that it was impossible to make a good road out of the natural red soil only, but such is not the case, as I can prove to any man who will faithfully use the modern road drag as herein outlined.

Any cheap road building tool is good and effective as a modern road drag deserves a square deal; so don't expect a boulevard as soon as you step aboard, but rest assured that every move you make with one will

help to perfect in you, the team and the drag a wonderful good road combination.

Let us see why the drag makes a good road. Every road that has not been torn up for a year or so has a hard, tough crust; rough and irregular, true, but hard, and this foundation should not be disturbed.

You realize immediately from using the drag that it picks up a small quantity of earth from the ditch end, works it gradually across the front blade to be levelled by the rear blade. You have hitched your horses to the drag chain so that the drag will move at an angle of 45 degrees with the axis of the road with the cutting point to the front towards the ditch.

A long hitch cuts deeper. Don't try to cut too deep. Move forward on the front slab to cut off bumps. Move back on the rear slab to fill holes. Dump a load in a mud hole or depression by stepping back quickly to the rear blade. The drag does the best work when the road is moist, not sticky, unless the road is very rutty and full of holes, when it would be better to drag it once when muddy.

Practice will make you and the drag a perfect road machine. You can learn more points in a few days actual work than I could write here if I had a whole page of space. After a while you will be able to cut a little just before coming to a hole. Carry it along and dump it where wanted by quickly changing your position.

You can save time by grading up the road with a road grader first and then keep smoothing the surface with the drag as rutty form. But this grading should be done in dry weather. Natural gravel roads can be treated just as you would treat the earth road. The more you drag the road the better it becomes. Now as to cost. The drag will not cost one penny or one hour's work to get it because the district road authorities will furnish you one free. They will also do any heavy grading that is necessary to start the road. They will expect of you, however, a promise that you will give the drag a fair trial for a year or until you have satisfied yourself that it is doing work worth while, for they know as I know that the road drag properly used will bring results that will satisfy you.

Thousands of miles of dirt roads all over the United States are being dragged at a cost of not over \$3.00 to \$5.00 per mile per year, and you can keep yours in good shape for just as little. Remember that you can do your

big mud pile all by the same operation. Add that is all there is to reclaiming a dirt road with the road drag, though even trip over it with the drag improves it that much more hardening and smoothing the surface.

The pitch on the sides made by the drag, drains off the surface water leaving only sufficient to preserve your hard mud pile foundation.

Now a few points for successful work.

Use your slowest, staidest team at first till you get the hang of it.

Ride the drag, except for fine smoothing.

A short hitch cuts light.

A long hitch cuts deeper.

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Give this a fair trial and I am sure you will be able to save in harness and wagon repair and in hauling large loads, more than enough to pay you aside from the question of greater personal comfort.

There is not a mile of muddy road resulting from this last rain you have had, that would not have been comparatively dry and comfortable if it had been dragged this past summer.

If you want more information on this subject before you start in, write to the Office of Public Roads, Washington, D. C., for Farmers' Bulletin 321 entitled "The Use of the Split-log Drag on Earth Roads," by D. Ward King, the man who invented it.

My personal advice, if you want to be ready to connect up with the main roads which will be built in the spring, is to get busy now. The roads are in better condition to be worked now probably than at any other time.

Find out from your commissioners where the new pikes are to be run and have yours ready when they get to you.

I will be glad to give any personal advice during my stay here to anyone who will communicate with me through Judge C. B. Felder, or other members of the special road commission.

Yours for Good Roads,
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WILL SET NEW MARK FOR LAVISHNESS

Washington, D. C., Dec. 26.—A new mark for lavishness and splendor is expected to be set for society by the entertainment to be given by Mrs. William F. Draper tomorrow night to introduce formally her daughter, Miss Marguerite Draper, who is a close friend of Miss Helen Taft. The function will take the form of a fancy dress cotillon. Several hundred guests have been invited, among them the socially select of Washington and others from Boston, New York, Philadelphia and other cities.

It is estimated that the cost of the function will exceed \$25,000. The walls and ceiling of the large ball room will be hidden from view entirely by the floral decorations. Live humming birds brought from Florida and butterflies from California will fly around the miniature garden of daisies and rare exotics that is to be the central feature of the decorative scheme. The favors have been carefully kept from view and much mystery surrounds them. They are said

to be the most numerous and valuable ever given at a Washington cotillon.

Miss Marguerite Draper, who is to make her formal bow to society, is popularly known as the richest unmarried woman in Washington. She inherited from her father, the late General William F. Draper, representative from Massachusetts and later ambassador to Italy, a fortune of \$5,000,000. She was to have been married last year to a young man, but the death of her father made a postponement necessary and Miss Draper spent the intervening time in European travel with her mother. She already has been presented at the court of St. James and has had considerable experience of social life in England and on the Continent. She is the namesake and granddaughter of Queen Marguerite of Italy, who presented her with one of her famous pearls as the nucleus of a necklace. The stone given by the Queen has been acquired by others, which have been added by Miss Draper's parents and the young woman's string of pearls is said to be one of the finest and most valuable owned by any woman in America.

VERDICT FOR LUCAS ZHILMAN

JURY AWARDS HIM \$6,656 FROM
M. K. & A. FOR PERSONAL
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THE COURT RECESSES

Will Reconvene on January 2th.
Judge Martin Leaves for Home
At Graham.

The jury in the case of Lucas Zhilman vs. the M. K. & T. Ry. Co., returned a verdict in favor of the plaintiff, for the sum of \$6,656.00 and costs of the court. It will be remembered that Lucas Zhilman sued the defendant railway company for \$20,000 damages for personal injuries received at the Wichita Valley Railway crossing in this city on the night of the 16th of June, 1911.

Judge Martin announced that the court would take a recess until January 8, 1912 at 1:30 p. m.

Speaking of Sheriff Randolph's efficient services during the term, Judge Martin remarked that Mr. Randolph had made as good a sheriff as Wichita county ever elected.

Two drunks appeared in the city court this morning and pled guilty. Judge Noble fined them five dollars each. They joined the street gang.

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