

# Dwight Star and Herald

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Advertising Rates made known upon application at the business office at Dwight, Illinois.

You couldn't cut the democratic harmony with a spade.

Now that most of the so-called managers of the republican party were defeated for office at the last election, the other political officials should take the hint and resign. What the party needs in Illinois is a new deal and no one should stand in the way.

Henry Ward Beecher once said, "A reputation for fair dealing is itself a fortune." The merchant who is in business to stay knows that fair dealing and absolutely truthful advertising is the only way to get customers and keep them.

Some wag has suggested that the women be given the right to propose rather than the right to vote. He even goes so far as to propose a constitutional amendment to this effect, amendments to that ancient document being very popular at the present time.

The exciting feature of the legislature of Illinois last week has quieted down for the time at least. Lee O'Neil Brown, he of pugilistic nature, was going to thrash Speaker McKinley because he did not "recognize" him. Brown proceeded to call the speaker a "cur" and "shrimp." Verily, verily, the democrats are not dwelling in supreme harmony.

Rev. "Billy" Sunday left for his home at Winona Lake, Ind., Monday from Columbus, Ohio, after closing what is believed to be the greatest series of evangelistic meetings ever held. During the six weeks just past the converts have numbered 18,137. Of this number 2,000 were converted Sunday. It was the largest number ever received by an evangelist in one day in modern times. He received \$21,000 in cash as a personal offering.

There are various ways to succeed in this life. The man who minds his own business is likely to be a success; the one who lets other peoples' business alone is likely to get there; the man who strictly attends to that which concerns himself alone, and leaves that which concerns others to take care of itself, will be certain to be a success; while he who neglects his own affairs and attempts to manage those of his neighbor is certain to be left behind in the race of life.

It is reported that Adjutant General Dixon will retain his present position. The General's many friends hope the report is true. Mr. Dixon is an able man and has accomplished a great deal for the state troops. He arranged the inauguration trip to Washington and since that has worked faithfully for the state and people during the terrible floods in southern Illinois. He certainly deserves recognition, and the Governor will make a bit if he retains him. Colonel Shand, assistant adjutant general, is also a splendid man for the position he occupies.

"Yes, sir, I've been a soldier, and once came mighty near being mixed up in a battle, and if it hadn't been for obeying orders of our old colonel who was a regular brick, I might be sleeping with my martial cloak round me now." "Why, how was that?" asked a listener. "Well, the enemy were in sight, and we were getting ready to go for 'em. I wasn't feeling the least bit comfortable, when all of a sudden up jumps the old colonel, on a stump and shout: "Now, then boys, up and at 'em! Strike for home and country?" "Some of them—a good many, in fact—struck for their country, but I struck for home, and precious glad I am I did it!" —Weekly Telegraph.

It is said of Abraham Lincoln that looking to the right he saw desolation, and to the left desolation. Before him and behind him was desolation. There were trenches filled with dead. There were camps and hospitals and prisons filled with the dying. There was waste, rapine, slaughter. At his heels were the barking human hounds not fit to tie the lashes of his shoes. They called him buffon, ridiculed his style of clothes, his length of limb, his homeliness of face. They assailed his motives and assailed his honor. They reviled and abused him and spat upon him. They lampooned him in word and in caricature. But he lives today as the greatest and truest of human beings.

The question of appointments in Illinois has come up in Washington. It will be remembered several years ago that one Roger Sullivan, as usual, carried the Illinois democratic convention against Bryan. While the convention instructed for Bryan, the delegation were Sullivan men, and the organization was Sullivan and his yet. Mr. Dunlop and Mr. Thompson, of Jacksonville, were the generals on the other side, and have both fought Sullivan before and since Bryan called him a "train robber." Now it seems Senator Lewis and Mr. Bryan are backing Mr. Dunlop for assistant United States' treasurer in Chicago and Mr. Sullivan the big boss, Mr. Boeschstein, national committeeman, and Mr. Charles, chairman of the state committee, have a candidate of their own and are going to Washington to fight it out. Mr. Sullivan was instrumental in getting the Illinois delegation for President Wilson at Baltimore, and Mr. Bryan is his Secretary of State, and there you are. It's a great mix up. What will happen?

Hon. Nicholas Longworth, a son-in-law of Theodore Roosevelt, who was elected to stay at home in the election last November, in a recent speech in congress showed that the wholesale price of oranges was 17 cents a dozen, and the retail price was 43 cents a dozen; that cotton goods, the wholesale price being eight and one half cents per yard, was at retail 25 cents per yard. Mr. Longworth cited these cases to show that the high cost of living was not the small amount levied by the tariff. He showed very clearly that a tariff was needed by the manufacturer to the amount of the difference of wages here and abroad; that if the manufacturers paid in America the same wages that was paid abroad they would not need any tariff protection; that if protection was to be taken away by the democratic doctrine of a tariff for revenue only, then the American manufacturers must either pay lower wages or quit business. Perhaps the democrats will be able to completely kill protection and still pay the high wages demanded by American workmen to keep up the style of living in America. We all hope so. But Mr. Longworth does not believe that is possible. He thinks that American manufacturers must, without protection, pay lower wages or go out of business entirely, and pay no wages at all. We shall soon know about it. We are in favor of American wages to Americans, and if the democrats can kill protection and still pay high wages, we will be glad of it. But we do not think that can be done. The

democrats will fail to do that, and the republicans will come back to the control of the country.

Within the last ten years there has taken place a most remarkable change in the attitude of the American people toward the business of farming. Previously to that time it was a matter of assumption that the lot of the farmer was a hard and poorly paid one; that it was with the greatest difficulty that he was able to make both ends meet at the end of every year; that he and his family were debarred from many of the comforts and practically all the luxuries of life, and that therefore, farming offered no inducement to the average young man. In part, perhaps, this assumption was a warranted one. The farmers of the United States were carrying a tremendous burden of debt on which they were paying exorbitant rates of interest, and it was frequently a difficult matter for them to meet their obligations. Many succumbed under the pressure and their farms were sold for the mortgages. Land values decreased, and it was not an infrequent occurrence for farms to sell for less than the face of the mortgage. Today conditions are vastly different. The farmers of the United States, as a class, are the most prosperous people in the country. They have been making money for years, and the banks of the purely agricultural states are swollen at a remarkable rate. Mortgages have been paid off, and the farmers now enjoy not only the comforts, but the luxuries of life. What has wrought this great change in an industry that is the oldest in creation? Practically, it is all due to education—scientific education on things of practical importance to the man who runs the farm, and the good old republican doctrine of protection.

### STATE AID IN ROAD BUILDING.

Development of the Material Interests of the State. Increased Productions and Economics.

Definite advancement in the cause of road improvement was made when the United States' Office of Public Roads, after spending several years in gathering statistics here and abroad, announced that the average cost of marketing farm products over the roads of this country is 23 cents per ton per mile, as against 8 cents per ton per mile in those European countries where the roads have been improved. The further report that the average haul here and abroad is about the same, nine and four-tenths miles, brings the matter home to every citi-

zen of a State, and makes possible the computation of local wastefulness.

Thirty-three and one-third bushels of potatoes or wheat make a ton. According to the official figures, therefore, the difference between the cost of marketing that amount of produce would amount to 15 cents per ton per mile, or \$1.41 for the average distance. This amounts to a trifle over 4 cents a bushel on wheat and potatoes, and relative amounts on other products.

Without improved roads this money is wasted; sunk in the mud. With good roads this money is saved and becomes distributed in the regular channels of commerce, adding to the material wealth of the community, and the Nation.

In practically every instance where a good road has been constructed through a section of country an immediate improvement has taken place all along the line. Houses, barns and out-buildings have been fixed up and painted; rickety and unsightly fences have given place to attractive and well kept ones; rusty and dilapidated farming implements have been removed from sight of the highway; trees have been trimmed, lawns kept mowed and the landscape generally brightened up to keep pace with the spirit of improvement. Schools have improved because more regular attendance became possible. Crops have increased because of more careful farming and because of the accessibility of proper fertilizers. Returns have improved because of the possibility of marketing products when prices were favorable instead of only when roads were passable.

All these improvements contribute to general commercial progress. What ever adds to the prosperity of the predominating class in any community adds to the prosperity of the community as a whole, and to each of its varied interests; and whatever enhances the welfare of communities, and increases their material wealth, enhances in similar ratio the welfare and prosperity of the State and the Nation.

The logical conclusion is plain. When the local section, the larger community, and the State as a whole, all profit by the establishment of a public improvement, all should cooperate in the payment for that improvement. The larger and more complete comprehension of the subject includes the Federal Government as a party to the general plan of co-operation.

In good road construction, co-operation necessarily takes the form of state aid, the State, county, and township each contributing its quota of the amount as may be provided by law. Within the last twenty-one years

thirty-four of the forty-eight states of the Union have adopted this plan in different variations, and the favorable results, in every case, have been tangible and reducible to figures.

When one not accustomed to improved highways travels over the good roads of another State, and notes the attractive farm houses and well kept farms, and the prosperous and up to date villages and cities, he is extremely likely to mistake the effect for the cause. More than one such has been heard to remark that "a prosperous community like this can build any kind of a road it wants;" etc. There was the mistake. It was the improved roads which made the prosperity possible. Before the roads were built, such communities were suffering from the same disadvantages of over work and under profit that other sections which are without good roads are now experiencing. It was the improvement of the roads which came first, and made the condition of prosperity possible.

The opening of improved roads, which State Aid makes possible, permits the establishments of new industries; the utilization of natural resources; and the consequent creation of new markets, both for merchandise and farm products. And good roads, in combination with the telephone, the rural mail carrier and the motor delivery system not only produces rural and therefore general prosperity, but also eliminates that isolation which, from time immemorial, on account of poor roads, has been the chief objection to rural existence.

### THAT REMINDS US

That a person can be judged to a large extent by the manner he or she respects the lawn, and the way he or she respects the lawns of other people enough not to walk on them or destroy them.

That some people seem to rather walk on a lawn than a sidewalk, but if there wasn't any sidewalk they would kick like a mule.

That the flies are here and will multiply. Swat them!

That many porches are being screened and made comfortable for the summer.

That it might be a good plan to oil the streets which are paved, or else pray for rain all summer.

That there are auto owners who are breaking the law every day. Soak 'em!

# MR. RENT PAYER

Did you ever realize that the rent you pay each month could be applied on a contract that would in a very short time make you the owner of a home.

I have a great many houses for sale, located in different parts of town, at prices below their actual market value and on terms to suit any purchaser. It will pay you to investigate. If you cannot call at the office in the day time, I will be pleased to arrange to have you call any evening and have my plan explained to you.

## FRANK L. SMITH, Land Man

"If You Deal With Me You Get Results"

TELEPHONE NO. 8

Law, Loans, Lands and Insurance

DWIGHT, ILLINOIS