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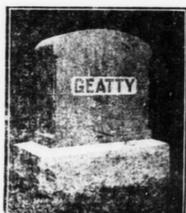
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"Just as Long as You Are Green You Will Keep on Growing"

By W. G. EDENS, Address to College Girls' Club.



Just as long as you're green, young ladies, you'll keep on growing. The way to keep on learning is to realize that you need to learn. You will learn as long as you try; you will grow as long as you admit you are green. But the moment you begin to think you know enough, you will stop learning. Your mental growth will end right there.

I began life as a Western Union messenger boy. I was green and I knew it and I climbed up because I realized that I had pretty much everything to learn. So I kept on learning. I got to be a mail carrier; then I went into the railway service and advanced to freight and passenger conductor. I became vice grand master of the Brotherhood of Railway Trainmen. I was assistant general superintendent of the free delivery system of the Postoffice department. As president of the Illinois Highway association I had a good deal to do with the good roads of the state. I am vice president of a bank now—and I'm still green enough to keep on growing mentally.

Avail yourselves of every avenue of learning. Do not neglect anything because it seems unimportant. The reason many people miss opportunities is that they have contempt before they investigate. They do not admit that there is anything to be learned from a new and untried proposition.

Here are two valuable aphorisms of Ben Franklin: "Learn of the skillful; he that teaches himself has a fool for a master." "He that won't be counseled can't be helped."

Half of Criminality and Insanity Due to Improper Care of Eyes

By DR. R. C. AUGUSTINE, Pres't American Optometric Ass'n.

Fifty per cent of the criminality and insanity of the United States could be done away with by proper eye treatment in youth. Every advance of civilization increases the proportion of criminals and workings—all directly traceable to improper care of the eyes. Ninety per cent of the industrial accidents, as well as motor car and train wrecks, are due to poor eyes.

Neglect of a boy's eyes when he is in the earlier grades of school affects his entire health, and he finds difficulty in mastering his studies. He leaves school untrained, uneducated and becomes a hanger-on on the fringe of society. Neglect of the eyes in youth is responsible for more than half the inmates of our penal institutions.

A large percentage of those now in asylums would never have been there had their eyes been properly cared for in youth. Eye strain brings on poor health, nervousness, insomnia and other conditions which result in insanity.

With our increasing specialization in occupation, our high illumination in cities and our mechanical devices, we are rapidly building up a condition which can only result in more criminals and insane unless we adopt some sane method of overcoming this tremendous strain which the eyes were never fitted to stand.

"There Is No Proof Whatever of the Sphericity of the Earth"

By WILBUR GLENN VOLIVA, Overseer Zion City, Ill.

There is no proof whatsoever of the sphericity of the earth and I am prepared to refute modern astronomy, scientifically as well as from the standpoint of the Bible.

All standing water is level. Let anyone disprove it if he can. That is conclusive evidence that the old theory of the sphericity of the earth is false. A man stood at Kingston, Jamaica, and saw the lighthouse at Havana harbor, 82 miles distant, which is another conclusive proof that the sphericity of the earth is a fake.

The midnight sun has been seen hundreds of times, but it would be absolutely impossible to see it on a sphere. You would have to look through hundreds of miles of earth and rock. There is a railroad in South America, 2,900 miles long, which is almost perfectly level. The Suez canal is 100 miles long without locks and with scarcely any rise at all. Where is your curvature of the earth? There is none.

They say that science is not speculation; but if science is true, then there can be no conflict between it and the Word of God. I will take the Word of God and down any modern astronomer on the face of the earth and dispose of him in less than 30 minutes.

In Our Campaign Against the Great White Plague Nature Is With Us

By DR. WALKER VEOZIE, New York University.

Tuberculosis is decreasing at an accelerated rate. Its frequency has dropped nearly 60 per cent since 1865. This decline undoubtedly is due in part to the growing prevalence of cleaner habits, better food and the cure of the open window; the adverse food and living conditions, incident upon the World War, set back the improvement many years in Europe, especially in Austria.

Another factor, however, in the disappearance of the disease has been shown to be the fact that resistance to it is what the biologists call a dominant hereditary trait. A dominant hereditary trait is a characteristic transmitted from parent to offspring, which tends to assert itself in the offspring over a contrary characteristic whenever the two are present together. Resistance to tuberculosis is an hereditary trait and also dominant, for more children of marriages between resistant and non-resistant parents will be proof against tuberculosis than will be susceptible to the disease.

These results give occasion for optimism in respect to the ultimate outcome of our international campaign against the white plague, as we are assured that nature is allied with and not against us in the struggle.

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ABSENT-MINDED ALICE.

Alice was very absent minded. She did everything to make herself remember things instead of forgetting them, but nothing seemed to help her. She tied a string around her finger and a knot in her handkerchief, and then she wondered why she had put the string around her finger and the knot in her handkerchief.

But even more than forgetting things she would forget even herself at times when she should have been thinking of herself and what she was doing.

And because many times she had done this she was known as Absent-Minded Alice.

Alice was never intentionally rude. She was never anything of the sort. She liked people and she wanted them to like her. Yet often she would forget to speak to people whom she had met before.

And her absent-mindedness had become a habit. She hated that little invisible creature called Habit. Habit had such strong clutches and was so powerful and made such headway when one was not on guard.

Habit did things little by little, too, so no one was hardly aware that Habit was around until one saw that Habit had succeeded in having things to oppose him.

So Alice knew that Habit had a cousin or a brother—she was not quite sure of the relationship—who was known



"Oh Dear, Oh Dear."

as Good Habit. Good Habit made it easy for people who were his followers.

For example, Good Habit made it so nice for those who were in the habit of keeping their rooms in order. He saved them so much time. They always knew where everything was, because Good Habit had helped them to make it a habit to be tidy, and it was a simple thing to be so.

In this way Good Habit was a friend of Alice's. Alice's boys were always in just such a place—her doll's house was in perfect order—her doll's clothes were always to be found just where she had put them. She never forgot these things because Good Habit had helped her in forming this habit.

But alas, Good Habit wasn't around with Alice at many other times. The brother or cousin was, Yes, and both of them were equally strong—only it depended which you made a friend of, to be sure.

The trouble with Alice was that she tried to be friendly with both.

Yes, Bad Habit was the one who laughed when he was absent minded, and who really didn't like it because Good Habit was a friend of hers in some ways. Bad Habit didn't like Good Habit to have anything to do with his friends, and Bad Habit and Good Habit had started off with the same ideas and the same ways—but they had both chosen different paths after they had been adventuring through life only a little distance. And they had continued along their own ways.

"It's so silly a thing to be," said Alice to herself. "I have to spend a lot more time doing things, because I am absent minded and making up for what I've forgotten to do. Oh dear, I'm just not going to let that little habit creature control me any longer."

Perhaps the fly-paper on the side table had her. Fly paper has never been known to have ears, but in this case Fly-paper certainly did seem to understand in a remarkable way what was going on.

At any rate Alice had walked over to the Fly-paper and, in trying to see something out of the window beyond the side table, she had put both her hands on the Fly-paper.

"Oh dear, oh dear," Alice said, as she worked and worked to get the horrible stickiness off. "If I hadn't been absent minded I would have noticed that Fly-paper. I simply won't be absent minded again, ever, ever."

Without a doubt Good Habit overheard that speech. He is a great admirer of strength of character. But the Fly-paper also deserves a great deal of credit.

Alice was never absent minded again. And whenever she spoke of the earlier days in which she had been so absent minded she always gave the Fly-paper the credit for having cured her.

"There was something about the Fly-paper," she would laugh, "that stuck to the lesson it taught long enough to make an impression."

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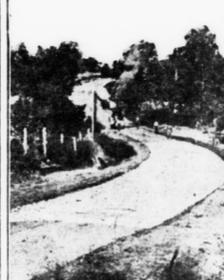
BETTER ROADS

NO ONE TYPE OF ROAD BEST

Bureau of Public Roads Does Not Encourage Construction of Any Particular Type.

(Prepared by the United States Department of Agriculture.)
No effort has been made to encourage the construction of any particular type of road in the federal-aid projects administered by the bureau of roads of the United States Department of Agriculture. The local requirement that the roads shall be "substantial in character" has not been interpreted to mean that only the most expensive types of roads should be built. It has been recognized that the heavy and expensive construction which is necessary in New York, Massachusetts and Pennsylvania for the less exacting traffic of Nevada, Idaho and the Dakotas.

There is a suitable type of road for every type of traffic. Granite blocks are best around wharves and freight depots; country thoroughfares need to be better than rural side roads, light-



Constructing Cement Road in Mississippi.

ly traveled. A number of other considerations has influenced the choice of type in many cases. It is frequently found that suitable local materials may cost less than better materials imported from a distance; approval of the use of local materials is not infrequently given for the purpose of encouraging local production. In parts of the Far West the entire absence of water along a right of way, and the expense of keeping an adequate supply, often make it necessary to approve the building of a type of construction that can be built without using large quantities of water.

The initial decision as to the type of a particular road is made by the state highway department. The bureau of public roads made an independent study of the conditions. The most suitable type of road in the judgment of the engineers of the State department is finally decided upon. The earth, sandstone and gravel roads which make up 92 per cent of the mileage have cost only about one-fourth of the federal-aid funds used while the higher types, including cement concrete, brick and bituminous concrete have called for 90 per cent of the money to build 24 per cent of the mileage.

BUILDS AND GRADES ROADS

Machine in Operation in Midwest That is Capable of Working at Rapid Rate.

Moderate initial and operating expense as well as rapid work are features of a motor-driven, one-man road builder and grader of somewhat novel design that has appeared in the Mid West. The machine carries at opposite sides endless conveyor drums that are supported at right angles to it by adjustable booms. These members are inclined downward, so that as they operate at a speed of 200 feet a minute, they carry dirt from the sides of a 30-foot roadway to the middle, filling depressions and building up the crown. Under ordinary conditions, it is said, the machine is capable of building a new road at a rate of one or two miles an hour. Road surfacing and grading is accomplished at a speed of from two to three miles an hour.

First Turnpike Built

The first turnpike in the United States was constructed between Lancaster, Pa., and Philadelphia.

Roads in National Forests.

The federal government is spending \$12,000,000 on roads in national forests in the western district.

Lincoln Highway Surface.

All but forty miles of the 425 miles of the Lincoln Highway in Wyoming are surfaced with a boulevard coat of finely crushed granite, sixteen feet wide and five inches thick.

Improvement in Canada.

Modern roads are now under construction in Canada at a cost of millions of dollars, over which white-topped prairie schooners broke trail only a comparatively short time ago.

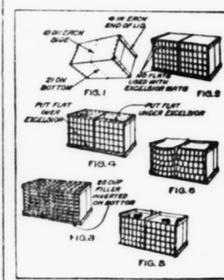
FARM POULTRY

PREVENT BREAKAGE OF EGGS

Plans for Making Better Crates for Shipping Have Been Worked Out by Specialists.

(Prepared by the United States Department of Agriculture.)
"Handling Eggs for Profit" is the title of a little mimeographed circular issued by the food research laboratory of the bureau of chemistry, United States Department of Agriculture, which gives directions and drawings for the construction of egg cases and outlines methods for packing the eggs so as to reduce loss from breakage while in transit from the producers to consuming centers.

The specialists in the food research laboratory have made a study of methods for packing and shipping eggs in order to reduce the great losses from breakage that have occurred in the past. This work has been done in all parts of the country in co-operation with railroads and with egg shippers.



The Right Method of Nailing Crates Is Shown in Fig. 1, Proper Methods of Packing in Fig. 2, 3 and 4—Poorly Made and Packed Crates Are Shown in Figs. 5 and 6.

Experimental shipments in different kinds of shipping cases and with the different methods of packing the eggs in the cases have been made and the results compared. An instrument has been devised for measuring and recording the shocks to which cars containing eggs were subjected while in transit.

As a result of these experiments the specialists have recommended methods of packing eggs which reduce breakage to a minimum. These methods have been tried under a great variety of conditions and have been incorporated as requirements in the railroad and express classifications for the transportation of eggs.

Nails in place save claims, it is tersely said; and, as shown in figure 1, the number and arrangement of these are necessary in order to conform with the requirements of the express and consolidated freight classifications are as follows:

Three-penny nails, cement coated, with large heads.

1 nail on each side, 6 for each end, 6 in center.

2 nails for bottom, 7 in each end, 7 in center.

4 nails for top, 4 in each end, for flush deck.

4 nails for top, 3 in each end, for drop deck.

Each packer is advised to be sure that they use the correct number of nails.

When 6 paper-covered excelsior mats are used, flats should not be placed between the mats and the fillers. When excelsior trays made of compressed pulp are employed, it is best to begin by placing one 25-cup filler, receiving side downward, on the bottom of the case. Then place one 16-cup filler, receiving side upward on top, nesting it. Fill the cups with eggs and cover with one 16-cup filler. Then place one 25-cup filler, receiving side upward; all cups with eggs and cover with a 25-cup filler.

Improper packing invites breakage, and figure 5 illustrates a poorly packed case. Sometimes an extremely thin layer of excelsior, many times a small amount of loose paper, or perhaps nothing at all is placed on the top and bottom, leaving the case loosely packed and the chances for breakage and loss are great. Very frequently such poorly packed cases have broken and stained fillers and flats, and such a combination greatly increases the probability of damage.

DOULTRY NOTES

Fresh filling for nest boxes every month is note too often.

Don't expect 200-egg pullets from 100-egg hens. Remember that "like begets like."

Live, dampness and overfeeding are responsible for the greater part of the heavy mortality in young stock.

Improve the quality of your flocks by purchasing some good fowls from a heavy-laying strain of pure-breds. It will be money well spent.

The best way to get off lice is to prevent them from getting a start. This is much easier than it is to give them a chance and then fight them afterward.

Why Buick Valve-in-Head Motors Have More Power

Internal combustion motors are heat engines. The more heat retained in their cylinders, the more power they generate.

Water-jacketing space absorbs heat.

Buick Valve-in-Head motors have about 20% less water-jacketing space than the L Head type and about 15% less than the T Head type.

That is one of the reasons why Buick Valve-in-Head motors have more power.

Buick Sixes	Buick Fours
22-Six-44 Three Pass. Roadster. \$1495	22-Four-34 Two Pass. Roadster. \$ 995
22-Six-45 Five Pass. Touring. 1535	22-Four-25 Five Pass. Touring. 975
22-Six-46 Three Pass. Coupe. 2135	22-Four-36 Three Pass. Coupe. 1475
22-Six-47 Five Pass. Sedan. 2435	22-Four-37 Five Pass. Sedan. 1650
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