

POOR ROADS OR GOOD ROADS; THEY AFFECT COST OF FOOD

MAN WHO NEVER LEAVES CITY STREETS HAS DIRECT INTEREST
IN WORK FOR BETTER HIGHWAYS; END OF WAR SEES
MOVEMENT WITH NEW IMPETUS

(Special Information Service, U. S. Department of Agriculture.)

The man who never gets out of sight of the tall buildings as well as the man who has yet to see a city skyscraper, should be a booster for better roads. Highways are used in transporting practically every article of food at some stage in its journey to the consumer's table. Bad roads add to the cost of transportation, but good roads cut marketing costs.

From the time when farm products were first hauled in wagons to markets there has been an interest in better roads as a means of reducing the cost of transportation, but im-

proved highways means more now because of the extensive use of motor trucks in hauling products from the farm to the railroad station or direct to the city markets.

Trucks are not only replacing horse transportation but in many cases they are supplementing and even doing the work of railroads. In fact, motor trucks offer a solution of modern transportation problems, but roads built only for horse-drawn vehicles or light automobiles will break down under heavy motor traffic.

Maintenance of thousands of miles of roads so that the enormous government and commercial truck traffic of the past two years could move has taxed the abilities and called forth every energy and plan on the part of highway officials. In many states officials found themselves without sufficient funds to handle properly the repair and rebuilding work necessary. Nearly all of them had to struggle under the handicap of an insufficient labor supply, and all had to meet the increased cost of labor and material.

Only a few states were unaffected by the restrictions on the supply and transportation of materials which had to be brought from a distance. None escaped the difficulties which followed the great and rapid increase in traffic at this country's entrance into the war. From New England to the Pacific coast new demands were made upon the highways, and unusual conditions developed everywhere in maintenance and construction. In several states high type roads, which had originally been constructed without sufficient foundation to meet the new demands, had to be rebuilt, and part of this construction work was carried on while the heavy traffic was kept moving.

The extensive use of motor trucks for transportation during war time has emphasized the possibilities of well-built roads as a means of marketing farm and other products. Solving road problems when there was a constant procession of heavily loaded trucks traveling over them has been a great lesson to road officials, which will be put to good use in peace time.

The federal aid road-building program for this year is the most stupendous in the history of the world. The expenditures for road construction for the year are likely to reach \$500,000,000. Plans have been made for the construction of continuous highway systems, the states through which the highways are to pass cooperating with each other as never before. Improved roads will not terminate at state lines, but will run from one large marketing center to another.

More than \$45,000,000 worth of motor trucks, to be used in road construction work, will be distributed by the secretary of agriculture through the bureau of public roads to the state highway departments. These trucks, about 20,000 in number, have been declared surplus by the war department, and all that the states must do to acquire them is to pay the loading and freight charges.

The trucks range in capacity from two to five tons, 11,000 of them are new, and all are declared to be in serviceable condition. They will be apportioned to the states only upon request of the state highway departments on the basis of a request received from the respective states with the apportionment provided in the federal aid law approved in 1916. The requirements of the law are such that none of the trucks will be distributed to counties or individuals.

Further interest in the nation-wide need for good roads is shown by the fact that shortly before the last session of congress adjourned that body made an extra appropriation of \$200,000,000 in the postoffice appropriation bill to meet the federal part of the road-building program. This is the largest appropriation ever made by any government for a similar purpose, say road officials of the department of agriculture.

Many Farmers Helped by Farm Loan Act.

WASHINGTON, D. C.—Up to June 1, \$223,311,766 had been loaned to 87,816 farmers by the Federal Land banks established under the farm loan act. The number of loans made during May was 3,683, amounting to \$11,342,855. During May, 6,204 loan applications were received, asking for \$20,354,620, while the number approved was 5,944, amounting to \$17,608,080.

All of these loans are long term, at low rates of interest, which the farmers were not able to get prior to the establishment of the land banks.

Anna Rose Manker filed suit for divorce in the local superior court Wednesday against James Manker, alleging abandonment and cruelty. Mrs. Manker alleges that when she married the defendant she had \$2,400, part of which he spent and the other half he invested in property here and then deserted her. The couple were married in April, 1919.

WHAT FEATURES OF SIMPLER LIVING, MADE NECESSARY BY THE WAR, ARE WORTH RETAINING?

The reading of such a topic suggests an easy solution, but when trying to formulate that solution, I found it wasn't quite so easy.

The first point that attracted my attention was, "Made Necessary by the War." How guilty each of us should feel that the war was made necessary to discipline us. How many here have thought of this war as a means in the all-wise plans of our Heavenly Father to bring us nearer to Him. How often His history has told us He sent war upon His chosen ones to direct their attention from the ways of the world to Him.

The Americans were the most extravagant nation in existence before the war. Extravagance is parent to waste, and waste in turn is parent to sin; if sin will consume the individual, so will waste consume the nation.

Our Heavenly Father allowed no waste in His creation, neither should we allow waste in the material things that so graciously are put at our disposal. If no waste is allowed and prudence and wisdom chosen as our guardians, then we have taken the strongest step toward simplified living.

The question asks, "What features of simpler living, made necessary by the war, are worth retaining?" Now, if we wished to make it more imperative, might we not ask it in these words, "What features of simpler living, taught us by the war, dare we now eliminate?" and wouldn't the answer be the same? "Very few," unless we would be like the colored waiter who approached a patron in a restaurant to take his order. The gentleman, after looking over the menu, said to the waiter, "You may serve me dinner as mentioned here," pointing to the card, "only eliminate the eggs." The waiter bowed, saying, "Yes-sir, yes-sir," and departed. Presently he returned and approaching the gentleman said: "And how did you say you wanted your eggs, sir?" The gentleman now saw he had used a word not in the waiter's vocabulary, so he repeated, "I said eliminate the eggs." The waiter said, "Oh, yes, I see, yes-sir, yes-sir." Not being satisfied, he again approached the gentleman and asked the second time, "How were those eggs to be done?" The answer was: "Just eliminate them." When the waiter brought in the dinner as ordered he said, "Here is your dinner, sir, but we couldn't serve the eggs, as we done broke our eliminator."

The most prominent attributes presented by the war were conservation, generosity, economy, self-sacrifice and brotherly-kindness. The word conservation defines itself, for who here will ever forget to associate conservation with the past war? Conservation is surely worth retaining, so without further explanation we will label it feature No. 1.

Generosity was cited as an attribute in the light of charity. We gave freely of our dollars for democracy in the war loans, for Red Cross work, for the Y. M. C. A., for the Salvation Army, for reconstruction and many other uses and not always with a remunerative value. That feature is worth retaining, for if it needed dollars to make the world safe for democracy for the coming generations, then it will again take dollars to spread Christianity in the missionary movement both here and abroad to make this world a safe place for the coming generations. The call for civil giving should not be stronger than the call for Christian giving. Therefore, the attribute of right-giving will be labeled feature No. 2.

Economy was next cited. That includes economy in food, clothing and resources. To economize doesn't mean to stint. We women who had mothers who lived during the reconstruction, following the Civil War, didn't have as hard a lesson to learn as those less fortunate, as economy was a virtue then and should be now. To economize doesn't mean to substi-

tute, either. We have learned many appetizing ways of serving some foods we seldom used because we thought we didn't need to economize and therefore wasted that which we were to learn was of great value. Substitutes in most cases are O. K., but the continual use of substitutes without the food value in calories to the human system is waste in health. Scientists are now trying to prove to us that it was the use of too many substitutes in our flour and bread that robbed the system of some vital elements that could have counteracted the ravages of the dread influenza. Those who learned to economize in the food proposition can sympathize with the less frugal woman, who asked a thrifty house wife, "Oh, what will we do now that Lent is here?" when she received this reply, "Lent, what is six weeks of Lent, since we have had 12 months of Hoover?"

Clothing should be bought and used in an economizing manner, taking these basic reasons. Buying unnecessarily or buying too much and cutting to a disadvantage. And, again, don't be afraid to remodel, as the styles can be very prettily followed by combining two materials to advantage.

Our natural resources, such as iron, coal, wood, oil, gas, etc., can be economized if not substituted as was proven beyond a doubt by our "gas-less Sundays" last fall when by each economizing just a few quarts or gallons at most sent so many million gallons on its way to hasten the close of the war.

Thus proving that economy in food clothing and resources has helped to make simpler our living scale and therefore must be retained to a marked extent and counted as feature No. 3.

Self-sacrifice and brotherly-kindness were the humanitarian features that have helped to elevate our lives; for without self-sacrifice how could our loved ones been taken from our sides and the ladies of the land given up their other duties to make surgical supplies and hospital garments for the Red Cross. And without brotherly-kindness, the great movements of the Red Cross, Salvation Army, hospital units, and kindred organizations been brought to the boys so in need of them?

So self-sacrifice and brotherly-kindness as features of No. 4 have helped to take our selfish natures into broader channels of right living.

As each of us must have learned something vital, let it be in any phase of life, whether in conservation, generosity, economy, self-sacrifice or brotherly-kindness, so retain and nurture it, and then by our united forces make life one glad, sweet song.

Mrs. Herbert W. Allison, lecturer of Middle Spring range No. 1728, Shippenburg, Pa.

Read at the Cumberland County Pomona.

(The above, clipped from the Pennsylvania range News, is just as applicable to Washington as to the East, so we take pleasure in copying it.—Ed.)

FARMERS BACK WORLD LEAGUE.

WASHINGTON, D. C.—From two authorized sources it has developed that the farmers of America are standing behind the league of nations, want America to enter a peace league, and have not been influenced by the opposition in the senate.

Thomas C. Atkeson, Washington representative of the National Grange, states that the fundamental idea of the league of nations—the prevention of war—has won the united support of the farmers of the country.

"Until the opponents of the league can offer a workable scheme that has this same purpose," said he, "they cannot hope to swerve the farmer from his stand."

The National Grange, which has large organizations of farmers in 33 states, in a convention at Syracuse, N. Y., last November, unanimously adopted resolutions favoring "a league of nations to conserve peace; the establishment of a court of arbitration and the establishment of an international police force under such

rules and regulations as the peace envoys shall determine."

Atkeson has just assured the president of his belief that the "American farmers have faith in the ability and patriotism of the American peace commission and believe they will do all necessary to protect the interests of the United States and promote the peace and harmony of the world, just as far as possible."

Charles S. Barrett, president of the National Board of Farm Organizations, who has just returned from London and who has just returned from London and Paris where he presented a petition to the American peace delegation in behalf of the farmers of the county, declared it as his belief that the final draft of the league of nations will win the support of all America.

He hoped the endeavor to have included in the league a special body having the international interests of agriculture directly in charge will be successful. A cable backing up his presentation of the measure was forwarded to the president today.

Barrett is in receipt of a report from A. A. Elmore, president of the Farmers' Union of Ogden, and field representative of the national board, that the farmers of the West are

heartily in support of a league of nations.

"More than 75 per cent of the farmers are for a league of nations," he said.

Barrett declared that the problems of the farmer the world over can be simplified by the right sort of a league of nations.

"I talked to Premiers Clemenceau and Lloyd George," he said, "and they told me they would support an international farmers' organization, to be affiliated with the league."

"Mr. Lloyd George invited us to call an international convention of farmers to be held in London. I believe that the producers of foodstuffs of the world will be given full recognition. But even if it does not come, the farmers will be in hearty support of the league of nations. They are heartily sick of war, and they believe the league will prevent it to a great degree, if not entirely."

Lester Chilson, son of Mr. and Mrs. Ross Chilson of Ward's lake, who served overseas with the 90th division, participating in the big Allied drive that broke the Hindenburg line, was discharged at Camp Lewis Tuesday and returned home in time for the Welcome Home celebration.

IT'S FUNNY

How some fellows say they weren't speeding, but just hurrying, when they get picked up by Slim Peterson, Our trusty speed cop.

Seems to me a tough job to decide whether a feller would have to hurry in order to speed, or whether he'd have to speed in order to hurry.

Last week Pete caught up with our good friend C. T. Hutchins, the big boss of the Goodyear Tire & Rubber Co. in this territory, and invited him to come back to town and meet a good pal of Pete's, namely, one Walter Crosby.

Hutchins said he didn't have time, was in an awful hurry, and all the usual sort of bunk, and said a lot of other things unladylike that I wouldn't dare to repeat.

Well, to cut the story short, Hutch got thirty cents (\$00000.30) change out of a full grown Twenty Dollar Bill, regular money (no checks accepted here.)

Hutch said he never did it before and wouldn't do it again, and all that sort of stuff, but Pete told him that was alright, he could do it as often as he wanted to—we need the money anyway to build more good roads.

Now, the thing I want to remind you of is this, that GOODYEAR TIRES render the lowest cost per mile with the most satisfaction, and the sooner you start using them and taking advantage of our tire service, the sooner YOUR TIRE TROUBLES ARE OVER.

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