

GOOD ROADS ARE OF GREAT VALUE

In the Economy of Every Kind of Business Near Them.

Every improvement in a highway—be it a waterway, a railway or a wagon road—means an enlargement of the opportunities of all those engaged in any kind of business contiguous to it. In the development of both agriculture and manufactures the wagon road plays an important part. Whatever may be the ultimate destination of farm products, their first movement is over the country road. The same is true of raw materials of many important industries, and in the concentration of food and supplies for an industrial or commercial center and in the distribution of commodities from such a center through the surrounding agricultural regions the wagon road is always an important factor.

It is the farmer who is most directly and vitally interested in the improvement of the country roads.

But we are all interested in the welfare of the farmer and in the conditions of country life being such as to stop the drift of the sons and daughters of our farmers into the towns and cities and increase the aggregate production of our farms. Unless this can be done the problem of feeding and clothing our people and maintaining our present standard of living promises to grow more difficult from year to year. Information from the census office shows that the population of cities of over 25,000 inhabitants in the United States increased thirty-three per cent from 1900 to 1910. The increase between 1890 and 1900 was at approximately the same rate. This means that the number of our people, exclusive of the farmers themselves, who are consumers of farm products is increasing at about the rate of thirty-three per cent every ten years, and there has been no diminution of the demand of the people of other countries for our food products and our cotton. The increase in our home demand has left a smaller exportable surplus, and one effect has been a general increase in the prices of farm commodities of all kinds. As most of the best agricultural lands in the public domain have now been occupied, we can look for relatively little future increase in farm production through the settling up of new areas. There are, however, in most of our older states regions so inaccessible and so poorly provided with highways that relatively little farming can be done. This is notably true in this Southern Appalachian region where there are many fertile valleys which contribute little or nothing to our food supply because of the difficulty of hauling farm products over the almost impassable mountain roads which are their only means of communication with the outside world. For future increases in our supplies of farm products we must look to the bringing into cultivation of these remote lands and to soil conservation and improvement in the areas now under cultivation. We must have more intensive farming which means more people on the farm.

So far as we can now see, there seems to be every reason to believe that the demand for farm products will be maintained at such a level as to insure profitable prices, or even a very much larger volume of production than we have at present. A system of good roads will prove to be an important factor in adding to the profitability of agriculture and attracting to the farms that additional population which will be needed if our farmers are to be able to keep pace with the ever increasing demands made upon them. No matter how favorable the climate may be or how productive the soil, agricultural prosperity is impossible unless farm products can be marketed.

In addition to contributing to the profitability of agriculture, good roads add in other ways to the attractiveness of country life. They greatly enlarge the farmer's social circle, facilitate the attendance of himself and his family on church services, and make it possible for his children to be more regular in school attendance during bad weather. Improved roads make possible the consolidation of country schools so as to give the children the benefits of graded schools. In some localities in Indiana and Ohio where the roads have been improved this has been done with much success. The small one-room district schools have been replaced by central buildings with enough rooms to accommodate the children within a radius of several miles. Wagons haul the children to school in the morning and home in the evening.

The monetary value of a good road has been summarized under the following headings:

"First. A reduction in the cost of hauling.

"Second. An increase in the value of lands within its zone of influence.

"Third. Increase in productive area through the making of uncultivated land accessible.

"Fourth. The substitution of the more profitable crops for the less profitable crops.

"Fifth. The ability of the producer to market his product at a time when prices are most favorable, instead of marketing the product when the roads permit."

Wagon road transportation is now the least economically efficient form of transportation that we have. Figures compiled by the Office of Public Roads show that the cost of carrying one ton one mile on the country roads of the United States, good and bad, averages from nineteen cents to twenty-seven cents, while for the bad roads alone the average is probably something over thirty cents per ton per mile. As Hon. L. W. Page, Director of the United States

OUR CLOTHING IS OF THE DIFFERENT SORT

The Clothes we sell not only have hand-tailored dash and style, but the material, finish and general workmanship are of the best. The hidden parts, the inner linings, etc., are of the same character as the outside. Our label in your clothes, means more to you than any brand you are familiar with.

FOR OUR LABEL IS OUR GUARANTEE TO YOU

that absolute satisfaction must be had or money will be refunded without any unnecessary red tape. Our Clothing will stand any test, for durability, for style, for individuality, for workmanship and for material. We claim and are anxious to prove that our Clothing for the same prices is superior in every way to what you can get elsewhere.

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Office of Public Roads, has said: "It is costing us about thirty-five times as much to haul our products over the wagon roads as it is to haul the same tonnage on the railroad."

SOCIAL

Unique Luncheon.
Mrs. Mary Kelley, of 523 Clay street, entertained the Tau Sigma Club with an elaborate luncheon Saturday afternoon, there being present Miss Blanche M. Robbins, the guest of honor; Miss Mary Osborn, Miss Freda Kane; Miss Alice Allen, Miss Pauline Musgrave, Miss Genevieve Roberts, and the hostess, Miss Mary Kelly, and her visitor, Miss Eva Jones, of Wheeling.

The dining room was profusely decorated, the colors being pink and white. The center piece consisted of a large heart made of pink and white roses. Suspended from the chandelier was a large white satin bow surrounded by pink hearts, from which extended pink satin ribbon to the plate of each guest, and attached to each ribbon was a white satin heart on which was embroidered in pink letters "J. R. and B. R." The place cards were hand-painted cupid. At each plate was a sealed manuscript. When the seal was broken the secret of the luncheon was revealed.

"I have an announcement to make, which is neither new nor old—We are to lose one of our club, so I am told.

Wonder how we may find out, who this girl is to be?

We can have a guessing contest, or a spelling match and see, which one of this club the lucky girl may be.

I spell—B L A N C H E M A R G U E R I T E R O B B I N S, who is the girl you see."

"Now we will look around and find this young man so bold, Who has made it his business to enter this sacred fold.

We will have a guessing contest, or a spelling match and see, If this young man has any right to make himself so free.

I spell—J A M E S F R E D E R I C K R A N S O N E, he is the lucky man you see."

Mrs. C. Westenberg, of Columbus, O., aunt of the guest of honor, presented her with a large bouquet of pink roses from her Sorority Delta Sigma class, of the Pennsylvania School of Art, of Philadelphia, composed of Miss Anna Harris, Miss Betty Willis, Miss Helen Haskell, Miss Jean Robinson, Miss Marguerite Greenwald, Miss Priscilla Magsowan and Miss Edith Clement.

The announcement of this popular young couple of Clarksburg will no doubt be a surprise to the many friends.

The bride-to-be, Miss Blanche Rob-

bins, is the only daughter of W. B. Robbins of 309 Clay street, and the bridegroom-elect, James F. Ransone of Richmond, Va., is the only son of John W. Ransone, of New York City. The wedding will take place sometime early in the fall.

Birthday Surprise.
Mrs. A. M. Hammond, pastor's wife at Adamston, sprung a surprise on her husband a recent date which was very much enjoyed by the scores of guests who were present.

The Methodist ladies and friends of Adamston and Wilsonburg met at the parsonage at 2:30 p. m., Wednesday, May 29. This was a joint meeting of the two Aid societies of Adamston and Wilsonburg. After devotional exercises conducted by the Rev. Mr. Hammond and some business matters were looked after, Mrs. Carl Drummond representing the Aid Society and ladies of Adamston, presented the Rev. Mr. Hammond a handsome purse, after which Mrs. M. H. (Rockwell), of Wilsonburg, representing the Aid Society and friends of Wilsonburg, presented the Rev. Mr. Hammond two very beautiful druggets. To the presentation speeches the Rev. Mr. Hammond responded feelingly. Refreshments were served and a good social time indulged in. The guests departed wishing the Rev. Mr. Hammond many happy returns of his birthday.

In the evening after prayer meeting quite a number of gentlemen, friends, and Mrs. Hammond's Sunday school class of young ladies, brought many beautiful and useful presents. Refreshments were served by the hostess assisted by

(Continued on page five.)

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Davenport's
This new store offers you a splendid assortment of davenports in all of the prevailing styles and finishes. First class upholstery work, and guaranteed qualities throughout. May we show you?
144 W. MAIN ST.

OFFICIAL BALLOT



REPUBLICAN PRIMARY ELECTION JUNE 4, 1912

STATE TICKET	For Member Senatorial Executive Committee (Vote for One.)
CHARLES W. DILLON	EDWARD B. DEISSON
DR. H. D. HATFIELD	For Judge Thirteenth Judicial Circuit (Vote for One.)
CHARLES W. SWISHER	HAYMOND MAXWELL
For Secretary of State (Vote for One.)	For Member Judicial Executive Committee (Vote for Two.)
M. H. KING	MELVIN G. SPERRY
STUART F. REED	JOHN P. GANDY
For Superintendent of Free Schools (Vote for One.)	HARRISON COUNTY TICKET
C. R. MURRAY	For Judge of the Criminal Court (Vote for One.)
M. P. SHAWKEY	HARVEY W. HARMER
For Auditor (Vote for One.)	WILL E. MORRIS
J. S. DARST	For Sheriff (Vote for One.)
For Commissioner of Agriculture (Vote for One.)	I. L. DAVISSON
ARCHIBALD MOORE	CHARLES W. PURDIE
H. E. WILLIAMS	JOHN M. KNOX
For Attorney-General (Vote for One.)	WESLEY L. STUBBLE
A. A. LILLY	For Prosecuting Attorney (Vote for One.)
For State Treasurer (Vote for One.)	W. M. CONAWAY
E. L. LONG	JOHN C. SOUTHERN
C. F. RATHBONE	For Member of the House of Delegates (Vote for Two.)
For Congressman-at-Large (Vote for One.)	JOHN W. CARPENTER
HOWARD SUTHERLAND	N. B. FERRELL
CHARLES F. TETER	R. M. FISHER
For Member of Republican State Executive Committee at Large (Vote for Three.)	ROY E. PARRISH
JAMES P. D. GARDNER	M. A. SAMPLES
J. T. GIBBONS	CHARLES A. BUTTON
E. HOWARD HARPER	For Assessor (Vote for One.)
JOHN S. NOEL	HOWARD J. ROBINSON
DR. B. H. STILLYARD	A. J. ROLLAND
L. O. WILSON	C. A. SCHULTZ
For Member of Republican State Executive Committee from Twelfth Senatorial District (Vote for Two, one from each county.)	For County Commissioner (Vote for One.)
H. B. CURTIN Harrison County	JAMES S. GRIFFIN
C. P. SWINT Lewis County	JOHN J. STUBBS
BIRK S. STRATHERS Lewis County	For County Surveyor (Vote for One.)
ARTHUR K. THORN Harrison County	H. ARTHUR HEBBENZ
For Congressman, First District (Vote for One.)	OUTHERBERT A. OSBORN
ALEX R. CAMPBELL	I. I. Wade Confirmed Secretary of the Republican County Executive Committee of Harrison County, West Virginia, do hereby certify that the foregoing is a true copy of the ballot made up and printed, to be used at the primary election to be held Tuesday, June 4th, 1912, for the county of Harrison.
GEORGE A. LAUGHLIN	Given under my hand this May 27, 1912.
For Member Congressional Executive Committee (Vote for One.)	I. WADE COFFMAN, Secretary.
JOHN M. FLANKGAN	
GEORGE H. TRAINER	
For State Senator, Twelfth District (Vote for One.)	
WM. E. HARDMAN	
GEORGE E. WHITE	



BOYDEN "Jersey"

A solver of feet trouble problems—a combination last with full tread, low instep and snug fitting heel. An Oxford for "hard-to-fit" feet.

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The fabrics have been carefully selected for wear and will fully sustain the distinction and high honor of the Bennett firm.

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Sennits, \$3 and \$4. Split Straws, \$3, \$4 and \$5.

Pencil Curl Japs, \$3 and \$4. Soft Brim Milans, \$5 and \$6

Panamas, \$7 to \$50. Bangkoks, \$7.

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Boys' Shoes and Oxfords in Tan, Patent and Dull leathers with high toes, \$2.50, \$3.00 and \$3.50 values. 1.95

Ladies' White Nu-Buck Shoes with low and high heels and latest high raised toes. \$3.50 and \$4.00 values. 2.95

Men's Shoes and Oxfords in Russia, Patent and Gun Metal, come in button and blucher styles, with latest toes, \$3.00 and \$3.50 values, 1.95

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