

VALUE OF WIDE TIRES.

One of the First Essentials to Good Highways.
The King drag is no doubt a good thing, but how about the wide tired wagon? Observe the dirt road after a thorough soaking. The farmer cannot work in his fields, and, having some wheat, corn, oats or hogs to haul to market, the time to haul is while the fields are unfit to be worked, saving time by doing so.
He loads his product into his one and a half inch tired wagon, 3,000 pounds or more, and probably hitched four horses to his load, and along the whole distance he cuts a rut from three to six inches deep. Several of his neighbors do likewise, and soon the road is worked down to the consistency of mortar a foot deep, says J. P. Anderson of Agenda, Kan., in the Farmers Advocate. All observers will



EFFECT OF NARROW AND WIDE TIRES.

bear me out when I say that if these tires had been four inches or more the road would have been benefited rather than damaged. A wide tire under a load makes an observer think of a roller.
I think this wide tire proposition is one of the first essentials to good roads and should be encouraged by legislation and a limit law for the amount of load for every inch of tire width. If wagon tires were required to be three inches or more for 2,000 pound loads and one additional inch for each added 1,000 or major fraction thereof, very much less work would be required to maintain our roads.

OUT FOR THE BEST ROADS.

Why the West Believes in Building Highways For Automobiles.
"The good roads movement in the east does not compare with that of the west," said Horace O. Gordon of the Oklahoma Good Roads association while he was in New York on a visit.
"I think the work of the good roads advocates in the east has stirred up the public demand and desire for the best roads in the world' in the west, but I do not believe the eastern states are carrying out the work so thoroughly as the western states.
"We in the west appreciate the fact that the opening of the western country depends entirely upon its roads, and we are not going to build highways which will last merely a decade, like your eastern state roads, to be torn up by automobiles.
"We are building roads which the motor cars cannot tear up. We feel that the automobile can do us more good than the horse, because we have to cover hundreds of miles where you in the east cover tens of miles.
"It seems a ridiculous thing to build a road for the use of the horse, which is on the decline, and then when the automobile comes along and tears it up to jump up and yell that the motor car is destroying our roads. The thing to do is to build roads for the automobile, and then the horse can use them as long as he lasts, which will not be a great while."

Forest Service and Good Roads.
Realizing that with thicker settlement and increasing use of the national forests good roads will become more and more a crying necessity, it has been arranged that the office of public roads of the department of agriculture shall co-operate with the forest service in drawing up plans for comprehensive systems of roads and trails in the national forests. Hitherto the funds allotted by congress to the forest service for permanent improvements on national forests have largely been used for road and trail building, but the amount is too small compared with the total area of the forests to make possible more than a small beginning. Building each year under the new arrangement can be done with reference to a carefully worked out plan, escaping the danger of undirected effort. The roads, trails, telephone lines and fire lines already constructed in national forests are proving of great value both in the work of fire protection and in serving the convenience of the public. The further this work can be carried the greater will be the usefulness of the forests to the surrounding regions. This is only one of the many ways in which the forest service is promoting the interests of the people.

Poor Roads Bad For Smokers.
"It's hard to run out of 'tobacker' during wet times," complained a farmer, "being headed off from the source of supply by impassable roads and with nothing to do but to brood over the situation."

ARE TAUGHT HOW TO FIGHT

Students in Japanese Military Schools Indulge in Mock Combats Which Are Severe.
In the Japanese military school, where I saw a Spartan system of education, the exercises of the cadets with pikes, rifles and broadswords were not approached by anything of the kind that I had witnessed in Europe—it was fighting of the fiercest character. At the end of the struggle there was a hand-to-hand combat, which lasted until the victors stood triumphant over the bodies of the vanquished and tore off their masks. In these exercises, which are very severe, the cadets struck one another fiercely and with wild cries; but the moment a pre-arranged signal was given, or the fight came to an end, the combatants drew themselves up in a line and their faces assumed an expression of wooden composure. In all the public schools prominence was given to military exercises, and the scholars took part in them with enthusiasm. Even in their walks they practiced running, flanking and sudden, unexpected attacks of one party on another.—From "Japan's Strength in War," by Gen. Kuropatkin, in McClure's.

TRIAL BY JURY IN ENGLAND.

Trial by jury is not a popular institution in the county courts. Of the 836,529 actions determined last year only 887 were tried by juries. On three of the most important circuits—the Manchester, the Leeds and the Bolton circuits—not a single case was tried by a jury all through the year. On the Cardiff circuit the jury box was occupied but once, and on the Newcastle and the Carlisle circuits not more than twice. Curiously enough, the demand for the services of jurymen is diminished as the business of the county courts has increased. Twenty years ago, when the number of actions determined was 211,969 less, the number tried by juries was 322 more.—London Globe.

WOMAN'S BEST AGE.

A writer in a woman's paper says that all the heroines of fiction are mere children and discusses the most attractive age for a woman. Twenty-three she thinks the ideal time of life, unless the woman happens to be college-bred. She is then top-heavy at that age and her attractive age will be delayed ten years. The bachelor girl is at her best at 30 and has reached the limit at 35, when she can play upon the weaknesses of mankind as "upon a harp of a thousand strings."

MEN AT AUCTION SALES.

A woman slipped into an auction sale the other day, where certain wares were being sold, and she said that it was amusing to see what foolish things the men did who were in attendance. They seemed to think of the auction as an affair of the two or more persons who might be offering prices and seemed to be utterly oblivious of the value of the article, once having entered into the competition. No woman, she declared, would ever be so foolish.

IS ENGLISH MASTER MARINER.

Lady Margaret Crichton-Stuart, sister of the marquis of Bute, is the only English woman who holds the master's certificate of the board of trade navigation. She could command one of the ocean steamers if she was fitted in other respects, and is very much devoted to yachting. She is one of the women to whom the suffragists refer when they declare that their sex is the equal of the other in every respect.

AN ADVENTURER.

The skyscraper had at last reached the limit.
"You are quite a traveler, I hear," remarked the man who lived on the ninety-sixth floor of the Skyhy hotel.
"Yes," replied the man who lived on the one-hundred and thirty-sixth floor. "Though less than 40 years old I have already visited every floor in this building."

NOT IMPORTANT.

"Really," exclaimed the first professor of theology, "how can his thesis be excellent if, as you say, some of his points are exceedingly irrelevant?"
"You misunderstood me," replied the other. "I said 'irreverent.'"
"Oh, that's a different matter."

A TYPE OF MENTAL DISEASE

French Physician So Characterizes What Has Long Been Known as the Grand Passion.
Dr. Bertillon, director of the Paris asylum for the insane, has been studying love as a type of mental disease. Whether he be the Dr. Alphonse Bertillon of Paris who in 1879 invented the system of identification now so commonly used in police circles, we know not. He has reached the conclusion that love when intense approaches aberration, and the whole left side of the body becomes hypersensitive. This peculiarity must have been noted by a good many who have their hearts in the right place.
But what will it benefit should love be proved to be an alienation of mind? Will victims be consigned to insane asylums, and will the state claim jurisdiction in well defined cases? This places the divine passion on a level with alcoholism and the mumps. It has been generally suspected that crimes committed under impulses of unrequited love were acts of lunatics, and it sounds platitude to have a Paris expert agree. The question is how to deal with love homicides. What the doctor seems to be striving at is to show that the body becomes unbalanced on the left side, and is apt to wobble away from rational conduct.—Pittsburg Post.

LIVED 43 YEARS IN ALASKA.

Living in Alaska continuously for the past 43 years, L. Nadeau, aged 70, of Ketchikan, declares that he would not live in any other country on the globe. His friends assert that he has lived in the frozen north longer than any other white man now in that country.
Nadeau was one of the first employes of the old Hudson bay company in that district, and knows the history of Alaska like a book. He lives alone in his cabin at Ketchikan, and every man, woman and child in that town is his friend. Nadeau is a native of Maine. His closest companion is a big dog.—Seattle Times.

MADE RICH BY RAINSTORM.

Jacob L. Thomason of San Bernardino, Cal., has filed on placer claims revealed to him by a miniature flood on the side of Mount San Bernardino. Thomason was prospecting among the old Mexican placers near Hesperia when he was overtaken by a furious storm which forced him to seek shelter. After a quarter of an inch of rain had fallen in less than one hour, throwing the canyons into roaring torrents Thomason returned to his work. When the water subsided he says he found scores of rich placer pockets and within a few hours panned out nearly \$10,000 in gold.—San Francisco Call.

BUYING MADE EASY.



"Sakes alive, Hiram. How could you afford it?"
"That's all right, Maria. They sold me that gold brick on their new installment plan—a dollar a week."

WANTED IT FRESH.

Mrs. Newed—Excuse me, but do you sell ice here?
Dealer—Yes, ma'am.
Mrs. Newed—Well, I want ten cents' worth. By the way, how long have you had it in stock?
Dealer—Since last winter.
Mrs. Newed—Oh, that won't do. I want some that is fresh.

OSTRACISM.

"You all fellers seem to kinder shun Bill Scraunny."
"We shore do. He was tried fer runnin' a still last week an' he absolutely proved that he never done sech a thing."—Kansas City Times.

FROM FORCE OF HABIT.

"Mabel! I'm surprised at you, putting out your tongue at people."
"It was all right, mother; it was the doctor going past."—Harper's Bazar.

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