

VALUE OF WIDE TIRES.

The Cost of Hauling Greatly Reduced by Their Use.

Wide tires should be used on all heavy vehicles which traverse stone roads, says the Kansas City Star.

From the limestone quarries at Split Rock to the works of the reducing company in Geddes, Onondaga county, N. Y., is about four and one-half miles.

The constant use of these wagons during the last three years has produced a smooth, compact and regular surface between the quarry and the works.

HIGHWAYS OF SWEDEN.

How the Government Aids in Building Good Roads.

At the St. Louis good roads convention Captain A. H. Bernhardt of Stockholm, Sweden, referring to the matter of how the Swedish government and congress gave their aid and support in building good roads, said that the means for building roads were appropriated by congress in funds partly for estimating the cost and partly for the construction of the roads.

"The means are distributed by the government and congress, with suggestions from the state engineering department," he said. "The whole country is divided into road maintaining districts, each one being independent of the other. All expenses of maintaining the public roads are defrayed by the respective districts, with the exception of 10 per cent that is paid by the state.

"If these estimates meet approval the road district can apply for means from the fund to carry out this work, and if the government feels satisfied that there are good reasons for the construction of this road the government appropriates two-thirds of the estimated cost and authorizes the proposed specifications. Then the district has to sign a contract with the state engineering department, in which it is specified mainly that the road is to be constructed in a specified time and in accordance with the specifications and thereafter to be maintained, and it is also subject to forfeiture in case of not being in accordance with contract.

"While in progress the work must be in charge of an engineer recommended by the state engineering department, and the work is supervised by an official of the same department."

Senator Latimer on Government Aid.

There are other considerations more important than any financial advantage which would follow the improvement of the roads. The unrest and dissatisfaction of our agricultural classes are attributed in a large measure to the condition of our roads. They are cut off from the centers of progress. Life on the farm is unattractive and means mental and social isolation. The brain and manhood of the rural communities are seeking opportunities elsewhere.

Rural Delivery Notes

Illinois is foremost of all the states in the matter of rural mail delivery. She had in operation March 1, 2,450 routes, which is an increase of 326 since the last day of the last fiscal year.

RELIGIOUS THOUGHT.

Gems Gleaned From the Teachings of All Denominations.

Make it your habit to search for the bright side both in others and in circumstances, so you shall have a heart of cheer, and "a cheerful heart seetheth cheerful things."—Rev. Dr. Wayland Hoyt, Baptist, Philadelphia.

Happiness is not in things. It is not without, but within us. It can be attained by any one, and should be gained if he will only live the simple or, as I prefer to call it, the genuine life.—Rabbi Alexander J. Lyons, Brooklyn.

There are four distinct motives that are competing for supremacy among men. The first is prudence or expediency; the second is honor; the third is sheer blank, unrelieved duty; the fourth is the love of God.—Rev. L. M. Clarke, Presbyterian, Brooklyn.

The uncertainty of the future is the star of hope in human life. Who can covet the religious experience of him who stands still at the summit, simply waiting, but not advancing, because progress is impossible?—Rev. I. F. Russell, Methodist, New York.

The first step in church union is for all our churches to be so filled with fullness of the divine life that all petty distinctions may be swept away and the reign of the Spirit may be supreme in every life.—Rev. Frank Fox, Congregationalist, Kansas City, Kan.

Life may always be tested by the principle. When a man dies we sum up his life in one work. He may have done many good deeds, but the final reckoning is made from the motives that prompted them.—Right Rev. William Boyd Carpenter, Bishop of Ripon, England, Episcopalian.

You can go into the hottest political campaign that ever blazed and wear white all the time and never dodge while the fellow who handles mud bombards you with the ammunition of the ditch, and at the end of the race you will be cleaner than when you went in.—Rev. R. J. Burdette, Baptist, Los Angeles.

Here are the three great principles which Christianity gives as the eternal foundations upon which you shall build up your life and character: Make love the supreme law; hold truth to be the supreme power; take holiness as the supreme ideal. Such is the teaching of the one who said, "Heaven and earth shall pass away, but my words shall not pass away."—Rev. Percy Trafford Olton, Episcopalian, Greene, N. Y.

We may get some faint idea of the Father's love and compassion from our own heart feelings. We yearn to help and inspire to better things the young man who fritters away his life, the man who yields to temptation, the young girl who does not appreciate her privilege of beautifying and ennobling life. If this is human compassion and longing with its limited vision, how much greater must be God's!—Rev. Charles H. Small, Congregationalist, Cleveland, O.

Time is the everlasting now. Only by an accommodation of terms may we speak of the past or future. Eons, cycles and eternities are not made up of many days, but of one. The present time is eternity. We are in eternity now just as much as if we had changed this world for another or put off from flesh and entered upon some new mode of existence. Death does not bring us to immortality, but life does. The cradle and not the grave is the door of immortality. We are not to become immortal, if there is such a thing; we are immortal now.—Rev. Dr. J. E. Roberts, Church of This World, Kansas City, Mo.

This is what the liberal church of today, what the liberal communions, stand for—"glad tidings," and not "sad tidings," glad tidings, the absolute and real coming of the kingdom of God. This is their paramount office. It is in practice in our communities, what "differences" them from other communions—that is to say, the first work of a liberal church in any community is to bring that religion up to the standard of the kingdom of God. And a liberal church has no right to be, there is no sort of use in establishing it, unless in the very "hardpan" of its foundation there is the determination of those who found it that it shall "level up" the place in which it is and bring it nearer to that standard of the kingdom of God.—Rev. Dr. Edward Everett Hale, Unitarian, Boston.

What the world needs is a moral awakening—moral resolution, not more religion; moral perception, not religious frenzy—and it needs it now as it never needed it before. There never was a time in the history of mankind when the tide of intellect rolled so high, when the channels and agents of commerce, manufacture, trade and industry were so occupied and employed. There never was a time when the mind of the young was so eager and anxious and alert. There never was a time when the instruments for the dissemination of truth were so many and could be so cheaply employed. There never was a time when printing was so cheap and the distribution of literature could be carried forward with so little expense. And there never was a time when the moral natures of men needed to be appealed to as they need to be appealed to now. There never was a time when men needed religion less and morals more.—Rev. Dr. J. E. Roberts, Church of This World, Kansas City, Mo.

ROAD IMPROVEMENT.

COLONEL POPE ON GOOD HIGHWAYS IN AMERICA.

Advocates State and Federal Aid in Road Building—Special Bonds for Raising Funds—What the Farmers Have Been Taught.

Personally I believe in an extensive development of both state and federal roads, writes Colonel Albert A. Pope in Harper's Weekly. For many years we have expended liberal sums of money for the betterment of rivers and harbors, and the results accomplished are commendable, but we must not lose sight of the fact that a great majority of the people live away from the coasts and waterways, in regions where the necessity for good highways is imperative.

In many cases these people need the appropriations and national aid a great deal more than those dwelling near the seaboard or on streams that team with industry. The highways are the natural feeders to railroads, and improvements on them materially increase both interstate and international commerce. If our government has seen fit to be liberal in river and harbor work, it is reasonable to expect that the building and maintenance of public highways must demand the same attention. There is an interdependency here which cannot be overlooked by those who analyze this question aright.

It has long been a mooted question as to what is the best method of raising funds for the construction of public highways, but I know of no better way than for state and federal government to issue special bonds for the purpose. Three per cent fifty year bonds of this kind would find an immediate market, and they could be paid by a sinking fund of 2 per cent per annum, which would mean that there would be charged against this indebtedness 5 per cent per annum to be provided for by taxation. Such bonds could be issued from time to time as the work progressed, so that funds would always be available up to the limit of the bonded indebtedness agreed upon.

There is a trait in American character which makes us ultra conservative on some issues, especially where long established custom causes us to travel in ruts so deep that it is difficult to leave them.

For years the inhabitants of the rural districts of our country deceived themselves in believing that the best, and by that is meant the cheapest, way to pay a road tax was to work it out by a definite quota of day's labor on the highways. It took a far reaching and aggressive educational campaign to persuade them that the old method of road building and repair was unnecessarily costly and thoroughly ineffectual. Nor was this reformation well started until some communities had made a practical demonstration of the actual value of good highways to those who depend on the soil for a living.

In working out his road tax the farmer clung to the idea that a dollar saved was as good as a dollar earned, and at the same time he lost sight of the truism that it is good business policy to invest a dollar which will bring back two. Once the farmer was shown by object lessons that good highways, passable the year round, were essential to a profitable handling of farm products he freely expressed astonishment at having been fooled by the methods inherited from his ancestors.

This educational work, which in its inception called for great energy and the liberal expenditure of time and money, was later on helped by both state and federal government. An appropriation was made by congress for the purpose of collecting and disseminating information on road building and repair, road materials and other kindred topics. As a result the farmers learned that to build roads properly, though apparently expensive, was in reality an economic measure. They were led to see that the highways were natural feeders of railroads and that it was as much of a detriment to have produce snowbound or mudbound on the farm as to have freight congested on the railroad. They comprehended the difference in cost between hauling a ton a mile on good and bad roads, and they realized, too, that with passable roads the year round the hauling to station and other shipping points could be done to advantage out of season when draft animals were not needed for plowing or harvesting.

These few paragraphs will indicate in outline the manner in which this great reform was started by agitation and fostered by education until the question is not, "Shall we have good roads?" but "How can we best secure and maintain them?" Experience has taught us the valuable lesson that highways must be constructed and cared for under skilled supervision. This point is emphasized by the fact that the demand for trained road engineers is constantly increasing, and to meet it our educational institutions and colleges are offering a regular course of study to fit students for this important work. A number of states have appointed highway commissions, whose duty is to suitably provide for the expenditure of money appropriated for state highways.

Though the methods of procedure in various states differ, it is generally admitted that one of the best plans is to complete sections of state roads in each of the counties, so that they may serve as object lessons and in their building supervisors and laborers may be trained to the work. These sections are parts of a carefully studied plan to connect large cities and towns throughout the state and also to unite with and form a continuation of highways in neighboring states, so as to facilitate both local and through traffic.

THE FOURTH IN OCALA

Will be Celebrated in Grand Style—A Specially Interesting Program for Guests' Entertainment.



Ocala's Fourth of July celebration this year promises to be the largest in her history.

The committee on arrangements are leaving nothing undone that might add to the pleasure of the crowds expected here on this occasion.

All kinds of contests and races will be indulged in—automobile, bicycle, mule, sack, foot and pig races. The "slow mule" race will be worth coming miles to see.

There will be one fare rate on all the railroads leading to Ocala and a big crowd is expected.

Ice water in abundance will be furnished free to all during the day, and hustling Ed Pittman promises to keep a barrel of lemonade in front of the Pittman & Son furniture store all day, so that those who are too fastidious to drink plain ice water may quench their thirst with this excellent beverage.

Come everybody, and help Ocala celebrate.

TO REMOVE FRECKLES AND PIMPLES. In 10 Days Use SATINOLA

THE COMPLEXION BEAUTIFIER.



SATINOLA as a new discovery, guaranteed, and money refunded if it fails to remove the worst case of freckles, pimples, tan, liver spots, sallowness, blackheads or other skin eruptions in 20 days—leaves the skin clear soft, healthy and restores the beauty of youth. Thousands testify to the merits of Satinola. Miss Alice Lrette writes: "Thibodaux, La., Oct. 15 '04. 'For four years my face was completely covered with freckles and pimples. All remedies failed until I used two packages of Satinola, which completely removed the freckles and pimples. My complexion is now perfect, and I hope every lady having freckles or pimples will try Satinola.' Price 50c, and \$2.00 by leading druggists or mail."

NATIONAL TOILET CO., Paris, Tenn. Sold in Ocala by Anti-Monopoly Drug Store and all leading druggists.

Huge Task.

It was a huge task to undertake the cure of such a bad case of kidney disease, as that of C. F. Collier, of Cherokee, Ia., but Electric Bitters did it. He writes: "My kidneys were so far gone, I could not sit on a chair without a cushion; and suffered from dreadful backache, headache and depression. In Electric Bitters, however, I found a cure, and by them was restored to perfect health. I recommend this great tonic medicine to all with weak kidneys, liver or stomach. Guaranteed by Tydings & Co., druggists, price 50c."

Swallowed a Rattlesnake

An unusual incident occurred the other day at Wm. B. Carpenter's curio store. At the rear of his establishment he has a menagerie consisting of dens of alligators, snakes, etc. In the snake den there were three diamond rattlers and three king snakes. One of the king snakes had an altercation with one of the rattlers, probably caused by some insult, real or fancied to his majestic snakeship, which resulted in the kingsnake's submitting the matter to arbitration in an up to date way by swallowing the rattler entire.—St. Petersburg Correspondent Tampa Tribune.

A passenger on the train yesterday said that Marion county's representatives were conspicuous exceptions to the average legislator and made exceptionally worthy and excellent records.

SPECIAL NOTICE. Read This Carefully. In answer to numerous inquiries I desire to state to my friends and business acquaintances throughout the south, that I have no interest in, or connection with the Ludden & Bates Southern Music House, established by Wm. Ludden and myself in 1870. I am now interested largely and solely in the LUDDEN & SMITH MUSIC COMPANY, and in the LUDDEN-CAMPBELL-SMITH CO., of Jacksonville, Fla. So far as I am aware not a single individual who helped to make the Ludden & Bates name so well known throughout the South is now connected with the same. J. A. BATES. We print the above letter in order to correct certain misleading impressions which are being made among our many friends and customers. We believe that most buyers wish to deal with the people whose policies and methods gave them the greatest reputation ever accorded any piano dealers in the south. All who wish to deal with W. Ludden, J. A. Bates, A. B. Campbell, Jaspersen Smith, remember they are associating only in Ludden-Campbell-Smith Co. PIANOS, ORGANS, MUSICAL MERCHANDISE. West Bay St. Phone 819 Jacksonville, Fla.

FENCING. The latest pattern and the best for field: Hog and Cattle Proof, will keep out the smallest pig as bottom space is but 2 inches. Sash, Doors and Blinds, Mowers, Rakes, General Hardware. MARION HARDWARE COMPANY.

PRICE LIST OF EUREKA WINE & LIQUOR CO., The Great Southern Mail Order House. EXPRESS PREPAID. Full Quart Measure. Per Gallon, Four Quarts, Six Quarts, Case. Hatchett's Private Stock \$4.00 \$4.00 \$6.00 \$12.00. Hatchett's That's Whiskey 4.50 4.50 6.00 13.75. Hatchett's Old Rye 3.20 3.20 4.50 9.00. Eureka N. C. Apple Brandy 4.75 4.75 7.00 14.00. N. C. Apple Brandy 3.25 3.25 4.50 9.70. Eureka Malt 4.00 4.00 6.00 12.00. Eureka N. C. Peach Brandy 4.75 4.75 7.00 14.00. N. C. Peach Brandy 3.25 3.25 4.50 9.70. Eureka N. C. Corn 3.25 3.25 4.50 9.70. Eureka N. C. Corn, XX 3.00 3.00 4.50 9.00. Eureka N. C. Corn, XXX 2.75 2.75 4.15 8.39. Eureka N. C. Corn, XXXX 2.50 2.50 3.75 7.50. Old Crow Bourbon 4.50 4.50 6.75 13.50. Sunny Brook Rye 3.75 3.75 5.25 11.39. Sunny Brook Sour Mash 3.75 3.75 5.25 11.39. Echo Spring 4.50 4.50 6.90 12.75. Silk Velvet 5.00 5.25 7.50 15.70. Oak and 3.75 4.00 6.00 12.00. Gin From \$2.50 to \$3.50 per Gallon Delivered. Save twelve labels of Hatchett's Private Stock and secure a bottle free. Save twelve labels of Hatchett's That's Whiskey and secure a bottle free. Save twelve labels of Eureka N. C. Corn and secure a bottle free. Save twelve labels of N. C. Apple Brandy and secure one bottle free. Save twelve labels of Eureka Malt and secure one bottle free. Price of all goods bought at company's store are 70c per gallon less than when delivered. No charge for jugs, boxes or drayage. All of my bottles are full measure. All standard brands of whiskies sold over my bar at 10c per drink—10 from 5 leaves 5 for you. All wines quoted on application. We also carry cheaper liquors than those quoted. Special prices on large quantities; packed any sizes desired. Money refunded if goods not satisfactory. EUREKA WINE AND LIQUOR COMPANY 135 W Bay St. Jacksonville, Fla.

WHISKIES, WINES, BEER AND MALT. EXPRESS PREPAID. Full Qt. Measure. 4 Qts. 6 Qts. 12 Qts. \$2.00 \$3.00 \$5.00. Hunting Club Rye 2.90 4.25 7.50. Nelson County Rye 2.90 4.25 7.50. Monogram Rye 2.90 4.25 7.50. Hanne's 44 Rye 2.75 5.00 9.00. Social Drops 4.50 6.50 12.00. Malt Whiskey 3.75 5.00 9.50. Peach Brandy 3.75 5.00 9.50. Apple Brandy 3.75 5.00 9.50. Holland Gin 2.80 4.25 7.25. Geneva Gin 3.75 5.00 9.50. North Carolina Corn 3.75 5.00 9.50. Mountain Rum 3.75 5.00 9.50. Jamaica Rum 2.00 4.25 7.50. Medford Rum 3.75 5.00 9.50. Grape Brandy 3.75 5.00 9.50. King of Kentucky Bourbon 3.75 5.00 9.50. Assortment Allowed on all Goods of Same Price. Bulk goods—Jugs free—Not prepaid. \$1.50 per gallon. Rye, Gin, Co. n. Good Grade \$2.00 per gallon. Rye, Gin, Corn, Rum, Fine Quality \$2.50 per gal. Rye, Gin, Corn, Rum Best for the money. \$3.00 per gal. "44" Rye, Peach and apple brandy. Mellow by age. \$4.00 per gal. Victoria Rye, Social Drops Rye, Medical quality LEMP ST. LOUIS BEER. Per doz. Falstaff \$1.25. Extra Pale \$1.10. Standard \$1.00. Malt, extra dark \$1.00. Coleridge, imported. \$1.00. Bass Ale, pints \$2.25. Guinness Stout, pints \$2.25. Prices by the barrel on applications.

Wanted: SHIPMENTS OF Beans, Tomatoes and Early Vegetables. Successfully handled by BARNETT BROS., 159 South Water St. Chicago, Ill. Established 1866. Commission Merchants. Reference: American Trust & Savings Bank, Chicago, Ill. Live representatives wanted everywhere.