

WELCOMED BY MEN WHO SMOKE

Particular men who smoke realize how offensive to people of refinement is a strong tobacco breath, and how objectionable to themselves is that "dark brown taste" in the mouth after smoking.

Paxtine Toilet Antiseptic is worth its weight in gold for this purpose alone. Just a little in a glass of water—rinse the mouth and brush the teeth. The mouth is thoroughly deodorized, the breath becomes pure and sweet and a delightful sense of mouth cleanliness replaces that dark brown tobacco taste.

Paxtine is far superior to liquid antiseptics and Peroxide for all toilet and hygienic uses and may be obtained at any drug store 25 and 50c a box or sent postpaid upon receipt of price by The Paxton Toilet Co., Boston, Mass. Send for a free sample.

A MEAN REMARK.



Mrs. Homely—My husband is extremely hard to please.
Miss Caustique—Indeed! You don't look it.

CRIMINAL NEGLECT OF SKIN AND HAIR

Cuticura Soap and Ointment do so much for poor complexions, red, rough hands, and dry, thin and falling hair, and cost so little that it is almost criminal not to use them. Think of the suffering entailed by neglected skin troubles—mental because of disfigurement—physical because of pain. Think of the pleasure of a clear skin, soft white hands and good hair. These blessings are often only a matter of a little thoughtful, timely care, viz.:—warm baths with Cuticura Soap, assisted when necessary by gentle anointings with Cuticura Ointment. The latest Cuticura book, an invaluable guide to skin and hair health, will be mailed free, on application to the Potter Drug & Chem. Corp., Boston, Mass.

He Used Good Material.

Rembrandt and Michael Angelo were playing checkers under a spreading tree in the golden sunlight of the Elysian Fields.

The famous Italian looked up.

"Remmy," he said, "did you notice the price somebody has just paid for that 'Mill' of yours?"

"I heard about it."

"Well?"

"Well, I'm glad I had enough money when I painted that picture to buy a good quality of canvas. It's your move, Mike."

And the game went on.—Cleveland Plain Dealer.

TO QUENCH A SUMMER THIRST.

Don't pour a lot of ice water into you in order to quench the thirst for the moment—not only does it not produce the desired result, but it is bad for you.

There is just one beverage that fits all conditions of heat and thirst—COCA-COLA.

Next time you're hot, tired or thirsty drink a glass or a bottle of this one best beverage—delicious, refreshing, thirst-quenching. At soda-fountains or carbonated in bottles—5c everywhere. Write to the COCA-COLA CO., Atlanta, Ga., for a copy of their booklet, "The Truth About COCA-COLA"—you will find it interesting.

The Feminine Comeback.

Mabel—That story you just told is about 50 years old.

Maude—And you haven't forgotten in all that time.

If your skin is marred by pimples and liver marks, take Garfield Tea. It will regulate the liver, cleanse the system and purify the blood.

There's nothing disappoints a woman more than not to be disappointed when she expects to be.

Mrs. Winslow's Soothing Syrup for Children, teething, softens the gums, reduces inflammation, allays pain, cures wind colic, 25c a bottle.

A man can lead any woman to talk, but he can't always make her say what he wants to hear.

Cheer and smoke unadorned tobacco, cheap and unadorned. Meriwether & Edwards, Charleston, Tenn.

The way of the transgressor is hard but smooth.

HELPS FARM VALUES

GOOD ROADS INCREASE SELLING VALUE OF RURAL PROPERTY.

LARGE AND SURE RETURNS

Improvement of Highways is Not Matter of Expense, but an Investment—With Good Roads the Farm Will Produce Greater Revenue.

By HOWARD H. GROSS.

There is one very important factor that people are apt to overlook, and that is, the influence of good roads on the value of farm property. There is no fact that is better established or of which there is more abundant proof than that a good hard road leading from the farm to the market will increase the selling value of the farm far more than the amount of taxes required to be paid by the farmer to build the road. Hence when the matter is analyzed, it will be found that the building of good roads is not a matter of expense, but an investment that pays a larger and surer return than anything else one can name.

A progressive farmer will expend money on building good fences, tile his land, erect wind mills, barns, sheds, covers for his machinery, plant trees, and do many things to make his farm more attractive, more useful and more valuable. When a man has spent several hundred dollars on some of these improvements he figures his farm is worth more than the amount expended over what it was before. He is willing to expend money inside of his boundary fences, but when asked to go out beyond this to the public highway he is apt to feel that the amount of money spent is an expense that yields him no direct return. In fact, in no community, so far as the writer can ascertain, after a world wide study extending over 20 years, was the building of hard roads begun without the strongest opposition from those who were really to receive the largest benefit. Dire predictions were made that the property would be confiscated by the taxation, that the building of the roads would ruin the tax payer. But every community that has had the experience of building hard roads, using them and paying for them, has continued to build more and more from year to year. They found that while it called for the expenditure of money to meet the bills that it lightened their burdens in many other ways, that it made life better worth living, that there was more social life in the community, the children were better satisfied to stay upon the farm, and they could go to market any day in the year they liked, and thus take advantage of the market instead of the market taking advantage of them.

It is within the experience of millions of farmers that they had grain or live stock on hand ready to sell; the price was right, but the roads were so bad they could not reach the market. A few weeks later when the roads improved, perhaps there was a drop in the market.

The secretary of agriculture (and there is no higher authority) says that good roads, usable every day in the year, so the farmers can take advantage of market conditions, are worth two or three cents on every bushel of grain, and ten to thirty cents a hundred on cattle and hogs. Hence, with good roads the farm will produce a larger revenue, it is a more desirable place to live and it is worth more money.

If one were to go out to buy a farm, and when he alighted at the railway station, was met by the real estate agent, who told him he had two farms practically alike, one four miles east on a good macadam road, and the other four miles west, on a dirt road, the chances are ten to one that the buyer would prefer the farm upon the good

road and willingly pay more money to get it. One of the first things the owner would say if he cared to sell, would be that he could go to town any day in the year and haul a good load, while a farmer eight miles west of him at times would not be able to turn a wheel.

One county in Kentucky spent over \$200,000 upon the highways. The record is that former values nearly doubled. The same is true of Texas. It is also true of Indiana, and true wherever good roads are built. Distance is measured by the time it takes to go from place to place. Ask how far it is to a given point, and you are told it is about five minutes' walk, or to another inquiry, "It takes an hour by rail." Distance is measured by the clock's tick, and not by the yard stick.

The writer has traveled in many states and foreign countries and studied the road problem. In every locality where good roads have been built the people are enthusiastic; they say they do not see how they ever could have gotten along so many years without them, for they have better schools, more social advantages, that the people live better, dress better, and the people in town are strongly attracted to rural life; that where there was an op-

The plan of building a small piece of road every year by an annual tax, and extending the road a mile or two at a time is unsatisfactory in results, the cost is considerable more than it should be, and it takes a long time to get the roads. If 20 miles were built at one time in a township, there would be strong competition among contractors and the tax payers would find they could get their roads from 10 to 25 per cent. less money, that they would have better built roads and would have them to use at once instead of waiting ten years or more to build them piecemeal, and have the first mile practically worn out before the last one was finished. Of course there would be interest to pay on the bonds, but if the use of the roads is not worth more to the community than the interest on the bonds, it would not pay to build the roads. Money can be borrowed at four or five per cent., and those in a position to form good judgment, will say that first class roads will pay for themselves every five years, or in other words, that their use is worth 20 per cent. of the cost each year.

One sometimes hears a farmer, who is opposed to the building of hard roads, say that he can raise no more grain or get a larger return from the farm by reason of having good roads.



Two Mules Drawing One Bale of Cotton Over Bad Road at Jackson, Tenn.

This shows the conditions down in the cotton belt, where at times the roads are almost impassable. The team and driver are in harmony with the road. Ought any one expect thrift in such surroundings?

portunity to sell a farm once with the bad roads, there were several opportunities with the good ones.

If any state or community will take up the building of good roads upon the right basis, and spread the payments over a series of years, they will find it is the best investment they could possibly make. More than one-half the states now are assisting the townships to build good roads, by paying anywhere from one-third to three-fourths the cost. To aid road building the state of New York issued \$50,000,000 of bonds, and will spend \$5,000,000 per year for ten years upon the highways, assisting the counties and the states in permanently improving the main thoroughfares. This is a step in the right direction. Scores of states are doing the same thing in a somewhat smaller way. In some states the counties are taking up the proposition, voting county bonds for this purpose. Wayne county, Michigan, last fall voted a bond issue of \$2,000,000, to be spent upon the highways of Wayne county. The state will also help, and the result will be 250 to 300 miles of first class highways, covering the county with Detroit as a center. By spreading the payment over 20 years it is found the increase in taxation is so small as not to be noticeable. On an average 80 acre farm it will be something like \$1.30 a year.

Roads well built are permanent, given a moderate amount of attention and expense for maintenance.

There is no reason why the present generation should carry the whole burden, and the future should be relieved therefrom.

Such a one will attempt to sustain his position by stating only part of the whole proposition.

The value of the farm does not depend alone upon what the soil will produce, but upon its accessibility to market, the environment and whether the farm is in every way desirable as a place to live. We spend money for pleasure and for comfort, and it is right that we should do so. Probably as a rule too little is spent for this. Whenever good roads have been built, in any community, there has been a sharp advance in the price of land, because the farms are more accessible. The writer has in mind a county in northern Indiana, where about ten years ago a system of 24 miles of hard roads were built, covering the main highways of the township. About \$85,000 were spent upon the improvements, the payment spread over ten years. Within a year after the roads were built the farmers were asking and getting \$15 to \$25 an acre more for their farms than they could have gotten before the roads were built. In some cases the advance was even more. The increase in taxation was hardly felt.

In the last analysis it will be found that the building of highways adds to the value of the farm served by them several times the cost, and this increase in farm values is only one of the many advantages that grow out of splendid highways.

Good roads will effect economies in many ways; they will make life more enjoyable; they mean better schools, more social life and more profit; they mean progress and civilization.

WIFE HELPS OIL PRESIDENT

Head of Immense Corporation Waives Egotism and Publicly Recognizes Ability of His Wife.

"To my wife is due all my success." That is the confession freely made by the president of a big oil company last week, just after he had sold his holdings for \$3,000,000 and given \$200,000 to the University of Pittsburgh, where he was once a student.

How many successful men there are who know in their hearts that the same thing is true of themselves, yet how few confess it! Some readily make the acknowledgment to their wives, but it is not often that the man who has achieved place and power is willing to confess publicly. Pride, selfishness and the satisfaction of being regarded by their fellows as exceptional man hold them back. Others are so blinded by egotism that they do not realize the truth.

It is not hard for a man to perceive and admit the part his wife plays in his successes if she happens to possess a knowledge of business and is thor-

oughly informed in the affairs of the world. Her help is direct and so immediately effective that it cannot fall of recognition. But such cases are few. The average wife and mother has neither the opportunity nor the inclination to become familiar with business, and she has no time to indulge in extensive study of such matters. Yet in a great number of cases if her husband is prosperous it is because of her efforts and her judgment.

When they were married probably they had little. Who was it that saved the money which enabled him to make his first investment or to engage in business for himself? His wife. She saw to it that the household expenses were kept down to the lowest limit compatible with health and comfort. She economized and she made him economize. More than all, she kept him free from vice and moral uncleanness, watched over his health, soothed away the bitterness of defeats and inspired in him the strength to persevere with a cheerful heart.

If that man has risen to be the head of a great corporation or has become a leading light in one of the professions, or if he has achieved the more impor-

tant success of establishing a good American home, let him ask himself this question: What would he be if it had not been for his wife? If he is candid with himself a good many unpleasant possibilities will present themselves to his mind. He will have to acknowledge that in all probability he would have "gone wrong."

A Maine Barber's Ivy.

Skowhegan claims the largest house plant in the world. This is an English ivy in the barber shop of Mr. Reynolds on Water street. Starting seven years ago from a little earthen pot, the capacity of which is not more than three quarts, the small twig has grown to about 250 feet in length. It is still growing, rising again toward the ceiling. When it was about five feet high it wished to grow more, so it was trained to run along the ceiling, and out twenty feet or more it went, being occasionally tied up. Back again it came to its home, the pot; but turning, it started again over the ceiling, and it has done this repeatedly until now there are nine rows twenty feet long with branches.—Kennebec Journal.

DOCTORS FAILED TO HELP HER

Cured by Lydia E. Pinkham's Vegetable Compound

Pound, Wis.—"I am glad to announce that I have been cured of dyspepsia and female troubles by your medicine. I had been troubled with both for fourteen years and consulted different doctors, but failed to get any relief. After using Lydia E. Pinkham's Vegetable Compound and Blood Purifier I can say I am a well woman."



I can't find words to express my thanks for the good your medicine has done me. You may publish this if you wish."
—Mrs. HERMAN SIETZ, Pound, Wis.

The success of Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, is unparalleled. It may be used with perfect confidence by women who suffer from displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, bearing-down feeling, flatulency, indigestion, dizziness, or nervous prostration.

For thirty years Lydia E. Pinkham's Vegetable Compound has been the standard remedy for female ills, and suffering women owe it to themselves to at least give this medicine a trial. Proof is abundant that it has cured thousands of others, and why should it not cure you?

If you want special advice write Mrs. Pinkham, Lynn, Mass., for it. It is free and always helpful.

44 Bu. to the Acre

is a heavy yield, but that's what John Kennedy of Edmonton, Alberta, Western Canada, got from 40 acres of Spring Wheat in 1910. Reports from other districts in that province showed other excellent results—such as 4,000 bushels of wheat from 120 acres, or 33-1/2 bu. per acre, 25.30 and 40 bushels yields were numerous as high as 123 bushels of oats to the acre were threshed from Alberta fields in 1910.

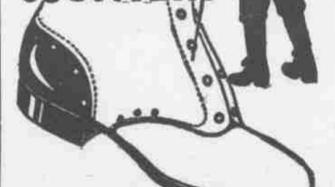


Free homesteads of 160 acres, and adjoining pre-emption of 160 acres (at \$3 per acre) are to be had in the choicest districts. Schools convenient, climate excellent, soil the very best, railways close at hand, building lumber cheap, fuel easy to get and reasonable in price, water easily procured, mixed farming a success.

Write us for best place for settlement, settlers' low railway rates, descriptive illustrated "Last Best West" (sent free on application) and other information to Dept. of Immigration, Ottawa, Can., or to the Canadian Government Agent.

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Please write to the agent nearest you

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All you men who do heavy work, the kind of work that's hard on shoes—you can make your work shoes last twice as long, by protecting the leather counters and heels with metallic heels. Lighter than leather. Bought ready attached to work shoes, or quickly fitted by any cobbler. If your dealer isn't supplied, write us. Your inquiry brings a booklet.

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