

THE LACLEDE BLADE

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J. B. JONES, Editor and Publisher.

Friday, April 19, 1912

The Cross-State Highway

The committee in charge of the preliminary work on the Hannibal-St. Joseph cross-state highway is using every means possible to arrange matters so that work can be done soon all along the route. Those interested in the project should organize at once, as propositions must be made by May 1, 1912, and must state the following:

- First: Detailed description of proposed section of road, giving section lines followed, number of miles, the beginning and ending.
- Second: Number of bridges and culverts.
- Third: Present condition of culverts and bridges.
- Fourth: Condition of grade; that is, as to width and drainage.
- Fifth: Amount proposed to be spent by committee in betterment.
- Sixth: Amount subscribed in money.
- Seventh: Amount subscribed in labor.
- Eighth: When you can have work completed.
- Ninth: Any other information which may be thought of importance in selecting proper road.

Early in May the executive committee and Hon. Curtis Hill, state highway engineer, will go over the proposed roads and select the one thought to be most feasible, after which a reasonable time will be given in which to build a standard earth road.

The roads must be graded so as to drain well and concrete culverts are recommended, with vitrified clay or metal drain pipes. The important thing is to have the roadbed wide enough, at least 24 feet between ditches, and well drained.

Let's not permit Laclede to be left off the route.

In Memoriam

We, your committee appointed to draft appropriate resolutions on the death of Brother Cassius S. Welsh, a member of Cypress Lodge, No. 227, A. F. & A. M. respectfully submit the following:

Whereas, it has pleased the Supreme Ruler of the universe to remove from our midst our beloved brother, the ties that bind us as a brotherhood have been broken and our brother has been taken from labor to his long rest—to the Grand Lodge on high, we meet today to do honor to his memory, and with silken cords of love and sorrow tie together the severed ends of fellowship while we have the broken circle unreplaced in our lodge;

Resolved, That as frailty is our common lot, it well becomes us to throw the mantle of charity over any shortcomings of a deceased brother and it will be our joy to cherish in our hearts the memories of his better life, his noble and generous impulses, his many kindly acts to fellowmen, his unflinching attachment to his friends and his unwavering faith in the one true and living God. We have sadly and reluctantly resigned his remains to mother earth and we commend his spirit to God who gave it.

Resolved, That we tender to the widow and the orphans of our deceased brother our heartfelt sympathy in this, the dark hour of affliction, and we also commend them to the loving-kindness and tender mercies of that God who has promised to be a husband to the widow and a father to the fatherless.

Resolved, That these resolutions be spread upon the records of the lodge, and that a copy of the same be furnished to the widow of our deceased brother by the secretary.

O. F. LIBBY,
F. F. PRATT,
JOHN HETRICK,
Committee.

Mrs. J. W. Quinly, 1995 Boonville St., Springfield, Mo., writes us "I had rheumatism and terrible pains across my back. I took Foley Kidney Pills and the results were sure and certain for now all pain has left me. I gladly recommend them to all who suffer as I did." Laclede Drug Co.

Farm Topics

By KARL JONES, Manager Linn County Experiment Station.

Power on the Farm

Man's first use of power other than his own strength was the use of the dog in capturing the animals he used for food. He then discovered that it was more convenient and reliable to till the soil and produce his own food, in place of the uncertain supply Nature afforded. This brought on the domestication and use of the horse, the ox, the camel, etc., in producing the food supply. While the horse is still the prime mover on the farm, he has close competition as a source of power in the steam and gas engine.

As to efficiency, the gas engine is ahead of both steam and horse power for the ordinary farm work. It will do twice the work, or the same work at half the cost that horse flesh will do, and at the same time double the value of the time of the operator. Within the last few years the gas engine has invaded the field work, where hitherto the horse has reigned supreme, and now tractors are turning over thousands of acres of ground annually.

The gas engine has a still wider range of adaptability where it is better understood. It is far less complicated than a binder and a knowledge of the underlying principles of its construction makes it as reliable as steam or horse power.

The action that takes place in the gas engine is first the mixture of air and gas or vapor (about one part vapor to ten parts air) is drawn into the cylinder by the outgoing piston, which on the return stroke compresses the mixture to about 70 pounds pressure and at the proper point of compression the mixture is fired by an electric spark. The stroke following the explosion is the working stroke. This is the four-cycle engine movement. In the two-cycle engine there is a double compression in the crank case and in the cylinder, but the efficiency of the two-cycle type is not so high as the four-cycle and they are not used to any extent except in marine work where extreme lightness is required.

The carburetor, or the mixer which mixes the gasoline and air, should be of a type that has no kick to the air column and the inlet valve should be quick and positive in its action, and large.

The compression standard is 70 pounds for gasoline engines and from 70 to 200 for kerosene. If above the standard, the high pressure ignites the charge too soon, and if below there is a waste of gas.

The ignition is the source of 90 per cent of all engine trouble and as practically all ignition systems are electrical, they are naturally somewhat complicated. There are two forms, the jump-spark and the make-and-break. The jump-spark is the best in cylinders of less than eight inches in diameter and the make-and-break in the larger ones. In all engines there is about one-fourth of the heat of the explosion absorbed by the cylinder. This must be gotten rid of and is accomplished by either having water surrounding the cylinder or by putting a large number of fans on the cylinder and driving a current of air over them.

Of the two, the water is best, giving more uniform results than the air-cooled, which has to contend with a varying air temperature of from 30 degrees below zero to 115 degrees and a varying load of from nothing to full load. As the same amount of air is driven over the cylinder with such a wide range of temperature and such variation in the heat of the engine itself, the air-cooling is never used on engines over 6-horse power and its only valuable feature is light weight. In the water-cooling the danger of freezing can be done away with by using glycerine or chloride of lime in the water, which will prevent freezing. The hopper jacket water-cooling system is the most satisfactory, as there is no heavy tank to bother with, a few buckets of water being all that is required.

Among the 600 makes of engines

sold in the United States, there is less than 5 per cent that will meet the modern standard of specification. The last ten years has seen wonderful improvements in the perfection of the gas engine, and the average buyer should look well that he does not buy an out-of-date machine. In selecting an engine, too many make mistakes in buying one that is too cheap; not only cheap, but out-of-date as well. There is reason for anything being cheap; something is skimmed somewhere and the price should be considered the last thing.

As an investment, after having tinkered with and seen a good many of the cheaper ones run, I would take a modern standard engine in preference to three of the others. When an engine is bought you are buying service, and ninety-nine times out of a hundred you get just what you pay for. It is good practice in buying any kind of machinery to look for the biggest concern that is making that machine exclusively; then you are getting special service, for the specialist is master of his trade.

Also remember that when the agent comes around to sell his own special engine, all the guarantees he promises are worth just as much as the agent's responsibility. The word guarantee means anything or nothing. It is only good when backed by a reliable agent. Also never sign a contract when you purchase an engine. If you do, you have bought an engine, regardless of what you think, and will have to pay for it. Nobody buys binders or wagons that way, and there is no need of a contract in making an engine sale.

Obituary

Jean Hood was born in Forfar county, Scotland, June 18, 1826, and died at her home in Laclede April 17, 1912, after a brief illness, aged 85 years, 9 months and 22 days. She was married to James Dick in the old country Nov. 25, 1850, and with her husband moved to Quebec, Canada in 1851, and to Laclede, Mo., in 1857, settling on the farm where she and her children have lived ever since.

Eight children were born to them, of whom five survive to mourn the loss of a good mother: John, of Laclede; James of Oklahoma; Francis, of Maywood, Neb.; Beatrice and David of Laclede, all of whom, except James, were present at her funeral. The other children, with the husband and father, had passed on before.

Mrs. Dick was one of the oldest settlers of Laclede, and was loved and respected by all. She was a woman of strong personality and great vigor, and insisted on doing much of the household work up to her last illness. She was a friend in need to the poor and sick, and will be greatly missed by all.

The funeral services conducted by Rev. Eneyart at the home Friday afternoon were largely attended by sorrowing friends, and the floral offerings were many and beautiful.

Card of Thanks

We wish to thank all the friends and neighbors who so kindly assisted in the illness and death of our mother, Mrs. Jean Dick, and for the beautiful floral offerings.

THE FAMILY.

Hammack-Sellars

Mr. Robert H. Hammack of Purdin and Miss Coily B. Sellars of Wheeling were married April 7 at 1:30 p. m. at the home of the bride's parents, Mr. and Mrs. W. R. Sellars, four miles northeast of Wheeling, by Rev. E. G. Merrill of Brunswick. After the ceremony a splendid wedding dinner was served. The bride and groom are highly esteemed and popular young people and will make their home at Purdin. Their many friends extend congratulations and best wishes.

A rain Tuesday night was followed by snow lasting nearly all day Wednesday, and the week has been unseasonably cold.

G. H. Combs, an old settler in Northern Missouri, where he is well known and highly respected, is living at Mercer. He says "I took a severe cough some time ago, for which I tried several medicines, and two physicians, but nothing seemed to help. My son left me a bottle of Foley's Honey and Tar Compound, and it helped me greatly; more than anything I had ever taken." Laclede Drug Co.

little house-maid says
you cant rock if you dont have
a rocker



MRS. HOMELOVER:

PEACE OF MIND IS WHAT WE ENJOY MOST OF ALL. A GOOD, COMFORTABLE LOOKING CHAIR WILL ROCK AWAY YOUR CARES. OUR PRICES ON ROCKERS ARE ROCK BOTTOM. WE MARK LOW PRICES ON ALL OF OUR GOODS WHEN WE FIRST GET THEM. WE HAVE EVERYTHING TO FURNISH YOUR HOME BEAUTIFULLY.

DON'T MISS SEEING OUR LINE OF RUGS AND FURNITURE FOR SPRING TRADE. WE HAVE THE LARGEST AND BEST ASSORTMENT OF BOTH LARGE AND SMALL RUGS EVER SHOWN IN LACLEDE.

OUR LINOLEUMS AND IMPORTED MATTINGS ARE WORTH YOUR TIME TO SEE. OUR FAST COLOR MATTINGS, GUARANTEED AGAINST SUN OR WATER, ARE THE NEWEST OUT.

WE ARE SLAUGHTERING PRICES ON CANNED GOODS FOR FRIDAY AND SATURDAY. GET WHAT YOU NEED WHILE THEY ARE GOING AT HALF-PRICE.

BRING YOUR PRODUCE TO THE BIG STORE AND GET THE HIGHEST MARKET PRICE IN CASH.

J. B. Patrick

Dependable



Why Live in Constant Terror of Lightning?

Protection is the first Law—and you as the head of the family are responsible for human lives as well as buildings and property—your years' accumulation of labor.

All may be lost by one stroke of Lightning—better be happy and content as you will with

SHINN

Heavy Pure Copper Cable Lightning Rods

on your buildings. The Shinn Rod is the DEPENDABLE and ECONOMICAL ROD, because of its exclusive process—it is a Double protection, or two cables in one, oppositely twisted, giving the greatest possible electrical conductivity.

W. C. Shinn is positive of the protection afforded by these rods and guarantees their work. His faith is proven by a \$75,000.00 Bond as surety for the guarantee.

The Shinn Lightning Arrester for telephone is a part of the Shinn Lightning Protection System and makes your telephone perfectly safe.

We have time now to do your work—call us, or come in and see us.

Moberly Bros.

Cyclone at New Cambria

A terrific storm struck eastern Linn and western Macon counties Saturday afternoon. At Bucklin six inches of rain fell in a few minutes and at New Cambria, a few miles east, a cyclone wrecked the Catholic church, the mill, the railroad station and a number of dwellings and did a vast amount of other damage, but fortunately no one was seriously injured, although there were many narrow escapes.

Mahala Stockwell, Hannibal, Missouri, recently used Foley's Honey and Tar Compound for the first time and says, "To say I am pleased does not half express my feelings. It is by far the best medicine I ever used. I had a bad cold, a terrible headache, and was threatened with pneumonia. One bottle of Foley's Honey and Tar Compound completely cured me. I shall always recommend it." Laclede Drug Co.