

Town Talk

MOVING PICTURE FUNNIES.



Cut out the picture on all four sides. Then carefully fold dotted line 1 to entire length. Then dotted line 2 and on. Fold each section underneath accurately. When completed turn over and you'll find a surprising result. Save the pictures.

THE WEATHER.

Rain this afternoon and tonight. Friday fair and cool.

Local Readings
F. P. Hall, Ob.
Temperature at 8 a. m. today 58.
Yesterday weather rainy; temperature maximum 53 minimum 45; precipitation .45.
River 16 feet rising.

EVENTS TONIGHT.

Old Normal school—Knights of Malta. Skinner building—Ladies of the Golden Eagle.
Fleming building—Mountain City Lodge, K. of P.
Odd Fellows hall—Patriarchs Militant, I. O. O. F.
Masonic Temple—Eastern Star.
Normal school—Story Telling club.
Diamond St. M. E. church—Reception of new members at 8 o'clock.

Run Down by Auto—W. T. Hartman was severely injured yesterday afternoon while crossing Main street near Hartley's store when an automobile driven by Luther Lyman struck him knocking him to the ground. The car was running at a very moderate rate of speed and was able to slow down considerably which prevented Mr. Hartman from being injured more severely.

Son Born—A baby boy was born at Cook hospital yesterday to Mrs. Ellis Post of Bellevue. Mr. Post, the husband of Mrs. Post, died on Tuesday at his home from the effects of influenza and complications and his funeral occurred yesterday. Mrs. Post and infant are doing nicely at this time.

Nursing Service to Meet—The Red Cross Public Health Nursing Service will hold its regular meeting this evening at the home of Mr. and Mrs. Bert S. Leopold on Fairmont avenue. A large attendance is requested as matters of importance will be discussed. Some action will be taken probably concerning the location of the tubercular but donated by the Victory Loan committee.

Named Administrator—L. C. Toothman has been appointed administrator of the estate of W. R. Toothman under bond of \$300.

Arrested for Mail Dept.—Harold Oliver Bayre was arrested by Deputy Howard Adams last evening at the B. & O. train with 10 pints of whiskey. Merrell came before Justice Conaway this morning and received 60 days sentence in jail with a fine of \$100 added.

Turks in Trouble—Today at three o'clock in Justice Conaway's office occurs the hearing in the case of John Servich, Mike Solich and Heston Ruckish, three Turks who got into trouble through quarrel over Mrs. Servich. Both John Servich and Mike Solich claim that each have been threatened with death by the other. Heston Ruckish is in jail under charge of carrying a loaded revolver. The other two are out on bond. The men come from Monongah.

On Official Trip—Deputy John McKinney left for Clarksburg yesterday to serve witness subpoenas and attend to other official business. He was not returned this morning. Deputy Moore also left for Clarksburg yesterday but returned this morning.

Property Examined—The following commissioners examined property belonging to Cora Jackson et al. which the M. V. T. company wished to use for right of way and compensation of \$155 was granted: A. J. Hess, John N. Hess, M. L. Meredith, A. B. Cleland, J. Y. Hamilton.

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SPRING LAMB RECIPIES

By BIDDY BYE.

For the "company dinner" at this season of the year or even for a family dinner on pay day—it's almost a springtime rite to indulge in at least one feast of spring lamb!

After such self-indulgence it would be criminal not to cook the prize to the utmost perfection—and afterward to treat and eat the left-overs to the last delicious crumb. Here's how!

ROAST LAMB—With mushrooms. Have the butcher remove the bone from a leg of lamb, stuff the cavity with fresh mushrooms, chopped and mixed with cupful of buttered crumbs and 3 tablespoons of cream. Roast in a hot oven and serve with caper sauce and currant jelly.

LAMB WITH ONION PUREE—With a plate of lamb serve an onion sauce made by boiling a quart of white onions until tender, drain, and add

soning with salt, pepper and butter, adding 1-2 pint of milk and 2 table-spoonfuls of melted butter. Mix well and rub through a colander and serve hot as a sauce over the roast lamb.

LAMB WITH MINT—An excellent way to serve cold roast lamb so that it's tempting "main dish" or quite good enough for a party is to chop the cold meat fine, and to every 2 cupfuls of the chopped meat add a seasoning of salt, paprika, and onion juice and a tablespoonful of chopped capers. Next dissolve 1 tablespoonful of powdered gelatin in 1-2 cupful of cold water, add 1 cupful of chopped spinach and 1 cupful of boiling water and let stand until the gelatin is melted and colored green. Strain the mixture into 1 cupful of mint sauce, 2 table-spoonfuls of fresh mint leaves, chopped, and the chopped meat should be added. Pour into a mold to set, and when cold serve sliced with oil mayonnaise and mint garnish. Served with hot biscuit creamed potatoes, and a bit of tart marmalade or jelly; this is a meal for the gods—or particular husbands.

APRIL LOADING

(Continued from page one.)

ing April 12 gives the actual production in the Fairmont region as 189,509 cars. The total loss was 391,298 tons. The shortage is assigned as follows: No. market, 202,703 tons; car shortage, 800 tons; labor shortage, 2,399 tons; mine disability, 3,598; all other causes, 800 tons.

K. OF C. STATE COUNCIL

(Continued from page one.)

Columbus. Convention business will follow.

At 4 o'clock in the afternoon an auto ride will be enjoyed over the city and the various industrial plants will be inspected. In the evening a dance will be held in K. of C. Hall.

On Tuesday morning and afternoon convention business will be transacted. Officers will be elected and the next place of meeting will be chosen late Tuesday afternoon.

The committee of arrangements for the state convention is composed of the following: R. W. Brennan, John T. Hyland, David Kennedy, Charles D. Barry, Thomas J. Dattilo, Michael Powell, V. T. Sloan, J. J. Mulvehill, Charles E. Smith, M. J. O'Neill.

Sugar exists not only in the cane, beet-root and maple, but has been found in the sap of about 190 other plants and trees.

Nutty News

CONGRESSMAN SUGGES

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(BY CONDO)



WASHINGTON NEWS GOSSIP

By CHARLES BROOKS SMITH.

WASHINGTON, D. C., May 1.—A late publication issued by the Bureau of Public Roads of the Department of Agriculture, contains an article, historical in its character, of the origin and progress of road building in West Virginia since the state government took a hand. It will be found to be full of interest for the people of that State. It is as follows:

State participation in road and bridge improvements in West Virginia is of recent origin, limited in amount although of state wide scope. State interest in road improvement may be said to date from 1907, with the appointment of a state highway inspector who was empowered to investigate the conditions of the roads throughout the State and to make recommendations to the legislature concerning such new legislation as in his opinion would be beneficial.

The office of public roads, administered by a commission of public roads, with limited supervisory and advisory duties over road and bridge matters, was created in 1909 and abolished in 1911. The State road bureau was created in 1913. State financial aid was not annually extended until 1917 at which time the State highway department was reorganized and a system of State roads was designated. The principal duties of the state road officers prior to 1917 were to furnish advice and supervision when requested by the county officials having charge of local improvement.

The system of State roads designated in 1917 comprised about 14 per cent of the total mileage of the State, and will be constructed under the supervision of the State highway department.

The main traveled roads of West Virginia comprise about 20 per cent of the total mileage of the State, and about one-fourth of these roads, or 1600 miles of the total, have been improved by surfacing.

Practically all of the road improvement in the State has been carried out by the counties which, under the State law are invested with broad powers over road work, subject, however, to limited State supervision.

The state, during 1918, expended \$10,967 for support of a highway department and the counties expended about \$5,500,000 for road and bridge improvement.

During 1917 a total of \$9,200,000 was expended by all road officials of the State.

West Virginia is traversed by mountain ranges from north to south and presents difficult problems in road location and construction, although, generally speaking, road material of good quality is abundant and in the eastern and western parts of the State, and is scarce in the central portion of the state.

The organization of the road forces of the State and the relation existing between them is shown on a diagram accompanying this article in the official publication.

State. The state road commission is composed of two members appointed for terms of four years by the governor of the state, with the advice and consent of the State Senate. The members are required to be citizens and residents of the State and to represent the two leading political parties of the State. One member is required to be a practical civil engineer of known business qualifications and who shall have at least three years' responsible charge of the construction and maintenance of public roads and highways. The other member of the commission is required to be of known and successful business qualifications and one member is designated by the governor as secretary-treasurer of the commission.

The commission elects one of its members as chairman and has the power to select and fix the compensation of such assistants, agents or employees as may be required to carry out its duties. The commission collects all the fees due the state under the motor vehicle law and chauffeur law, issues licenses therefor, establishes rules and regulations relative to the roads and highways of the state, and the

court. The work during progress is under general supervision of the state road commission. When executed under contract let by the county court, the State road commission is notified in advance of the date of letting and is required, if requested, to furnish the county court for its private use an estimate of the reasonable cost of the improvement. Supervision of the work in progress is invested in the county engineer or surveyor.

Monthly payments to the contractor based on an estimate prepared by the engineer or supervisor in charge are made by the county treasurer on an order of the county board. Payment of the State's portion of the cost is made to the county as the work progresses by order of the State road commission, the payments being based on an estimate prepared by the county engineer or supervisor. During the progress of the work, an amount not to exceed 20 per cent of the contract price is withheld, and on completion this amount is not turned over to the contractor until the work has been accepted and a reasonable time has elapsed.

Improved roads of this class are maintained by county forces with the county funds, the maintenance being subject to inspection by the state road commission, or its authorized representative. Future allotments to the county may be withheld when maintenance is not executed to the satisfaction of the State road commission.

The county engineer or supervisor is required to report monthly to the State road commission relative to all transactions concerning construction and maintenance and the cost thereof of all class A roads under his jurisdiction. Maintenance may be executed by patrolmen by force account consisting of statutory or paid labor, or sections of the road may be sold to the lowest bidder.

CLASS B ROADS—These comprise all other public roads of the state and are located, constructed and maintained by county officials with county funds. However, on request of the county officials the state road commission is required to investigate materials proposed for use in improvement of roads of this group, and to advise as to methods of construction and maintenance. The amount of the cost, pertaining to roads of the group thus voluntarily placed under the control of the state road commission is increasing each year.

Revenues.—State Road Fund—The net revenue, accruing from the registration and license of motor vehicles and chauffeurs are deposited in a fund called the State road fund. This fund may be increased, by appropriations by the legislature. The expense of the state road commission on limited by the legislature to \$63,700 per year for the years 1918 and 1919, is paid from this fund. The remainder, about \$276,000 for 1918 is allotted among the various counties, to the state for construction and maintenance of class A roads in proportion to the mileage thereof. However, the state does not receive both state and Federal funds.

Motor vehicles engaged in transporting passengers or freight over regular routes pay a privilege tax in an amount determined by the commission. Ninety per cent of the tax obtained from this source is returned to the county or city originating it for maintenance of the roads actually used by such vehicles. The remaining 10 per cent is added to the State road fund.

COUNTY REVENUES—County revenues for road and bridge purposes are in part obtained from a general levy, laid by districts, on all property at a rate not to exceed 15 cents on the \$100. In cases of emergency it may be increased by an additional levy not to exceed 10 cents on the \$100.

The county court shall levy a capitation tax of \$1 per year on all males 21 years of age or over and not otherwise legally exempt or may require four days' road work from each person.

The county in addition to this may levy a tax of 25 cents on each \$100 for class A roads and in addition may levy an emergency tax of ten cents on the \$100 when required for such roads, and may set aside a part of the general county levy of 30 cents on the \$100.

Bonds.—The county court, when authorized, by a three-fifths vote, obtained at an election held for that purpose throughout the county, or such portion thereof as may be affected, may issue bonds for the purpose of road or bridge improvement, or instead of levying a special tax levy for a period not exceeding 10 years, may be laid. The proceeds obtained from the sale of bonds or from the special levy are expended under the supervision of the State road commission.

No state bonds have been issued for road purposes. Bonds issued by counties for road and bridge purposes amounted on July 1, 1917, to \$16,941,500.

Congressman and Mrs. Stuart F. Reed have gone to their home at Clarksburg for a visit, and during his stay Mr. Reed will deliver a series of addresses in behalf of the Victory Loan.

Through the office of Senator Sutherland an award of \$93 a year additional compensation has been made by the Postoffice department on the star route contract of H. C. Fox, who handles the mail between Dennis and Ranelle in Randolph county. Delmar Delaney, postmaster at Murraysville, who sent in his resignation has withdrawn it, in recognition of the desires of the people who are accommodated by that office.

An application for an increase in pension, under what is known as the age pension law for veterans, was filed today at the Bureau by Congressman Woodard for James Morrison, R. F. D. No. 1, Ceredo.

Birthday Party.—Mr. and Mrs. Carl Kern entertained a number of young folks Wednesday evening at their home in Field street in celebration of the fifth anniversary of their little son, Glen Elbert.

From 7 till 9 the children spent a merry time in juvenile games. The guests were Virginia Shurtliff, Loretta Chapman, Geraldine Browning, Dorthea Daugherty, Louise and Emelth Mines, Walter Dickerson, Glen Jenkins, Robert Daugherty, Joe Browning, Louis and David Bennett, Richard Shurtliff, Robert, William and Harry Tucker, William Leeds.

The hostess was assisted in entertaining by Mrs. Fred Dickerson and Miss Dotie Kern.

MONONGAH

Taxi Line.

W. H. Grandstaff is using his automobile in a taxi service to and from Fairmont.

Called to Rowlesburg. Mrs. Howard Meredith was called to Rowlesburg Tuesday evening by a message from her daughter, Mrs. Kinsey Thomas, who is the proud mother of a new baby girl born April 29th.

New Namesake.

Dr. L. S. Smith has another namesake in town. Mr. and Mrs. Paul Kerns have named their new baby Linden.

Subscription School. Miss Metta Jones, of Boothsville, is teaching a subscription school in Thornburn commencing Monday, April 28.

Martin Hurley Home. Martin Hurley, who has been in Hospital No. 3 for the past month, has returned to his home.

Mrs. Junier Orr and Mrs. Will McDonald were visiting in Fairmont today.

Game Postponed. The ball game that was to have been played at Mannington today by Thornburn High school and Mannington High was called off on account of the rain. The game will be played Thursday if the weather is favorable.

Bowling Alley Opens. The bowling alley in the opera house building which has been closed since last July, will be opened up May 1st.

Personals.

Mrs. Willa May Anderson and Miss Mary Pelligreni went to Fairmont Wednesday night to see the show.

Clyde Leonard was a business caller in Fairmont yesterday.

Mrs. E. E. Snider was shopping in Fairmont yesterday.

Mr. and Mrs. Lee Currey and daughter, Gladys, were visiting a few days this week with Mr. and Mrs. John Hall of Boothsville.

PERSONALS

Mrs. Arthur G. Clayton and daughter, Miss Jane, of Mannington, are guests of the former's mother, Mrs. John R. Cook, in Fairmont avenue.

James, the little son of Mr. and Mrs. E. B. Moore, has been ill for several days at their home in Locust avenue.

Miss Anna Ford, who had been seriously ill at her home in Gaston avenue for some time, has suffered a relapse and her condition is now considered serious.

An eight pound son was born to Mr. and Mrs. George S. Constable of 815 Adams street, April 29.

Mrs. D. C. Hahn has returned from Gallon, Ohio, where she had been called by the illness and death of her brother, C. D. Connor. En route home she spent a few days with her brother, Frank Connor, at Wellsville, Ohio.

Mr. and Mrs. Isaac Cokely have returned to Harrisville having come here to attend the funeral of Mrs. J. Coleman Fleming. They were guests of their daughter, Mrs. William Fleming, while in this city.

Mrs. W. S. Meredith, who was operated on recently at Cook hospital, is doing nicely at this time.

E. E. Richardson, examiner for the

United States labor bureau, is in the city the guest of his father, George H. Richardson.

Private Fraser H. Jenkins has landed in New York according to information received by his mother, Mrs. L. S. Jenkins, of 905 Clark street. He was with Company B, 11th Infantry, 28th division, and sailed from San Desera, France, on the Minnesota on April 17. He is now at Camp Lee awaiting his discharge.

For Weak Women

Is use for over 40 years! Thousands of voluntary letters from women, telling of the good Cardui has done them. This is the best proof of the value of Cardui. It proves that Cardui is a good medicine for women.

There are no harmful or habit-forming drugs in Cardui. It is composed only of mild, medicinal ingredients, with no bad after-effects.

TAKE

CARDUI

The Woman's Tonic

You can rely on Cardui. Surely it will do for you what it has done for so many thousands of other women! It should help. "I was taken sick, seemed to be . . ." writes Mrs. Margaret Vest of Madison Heights, Pa. "I got down so weak, could hardly walk . . . just staggered around. . . I read of Cardui, and after taking one bottle, on before taking a bottle, I felt much better. I took 3 or 4 bottles at that time, and was able to do my work. I take it in the spring when run-down. I had no appetite, and I commenced eating. It is the best tonic I ever saw." Try Cardui.

All Druggists

J. 70



The sweet running efficiency of the Cadillac eight cylinder engine is sweeter because of adequate heat radiation and regulation. Do you know of any other group of automobile owners who drive week after week without having to remove the radiator cap and turn on the hose? The Cadillac condenser saves alcohol in winter and many troublesome fillings in summer. This is just another instance of where painstaking manufacture makes painless motoring a Cadillac reality.

Engineering & Equipment Co. Distributors

H. J. WILSON, Representative.

NOTICE!

William A. MacCorkle, State Chairman of the Victory Loan Committee, has asked for an oversubscription from this county, saying that he expects some of the coal mining counties to fall short of their quota on account of mines being idle.

Any bank in Marion county will receive your subscription for Victory Bonds on or before May 10th, 1919.

Smith Hood

Chairman, Marion County Victory Loan Committee.