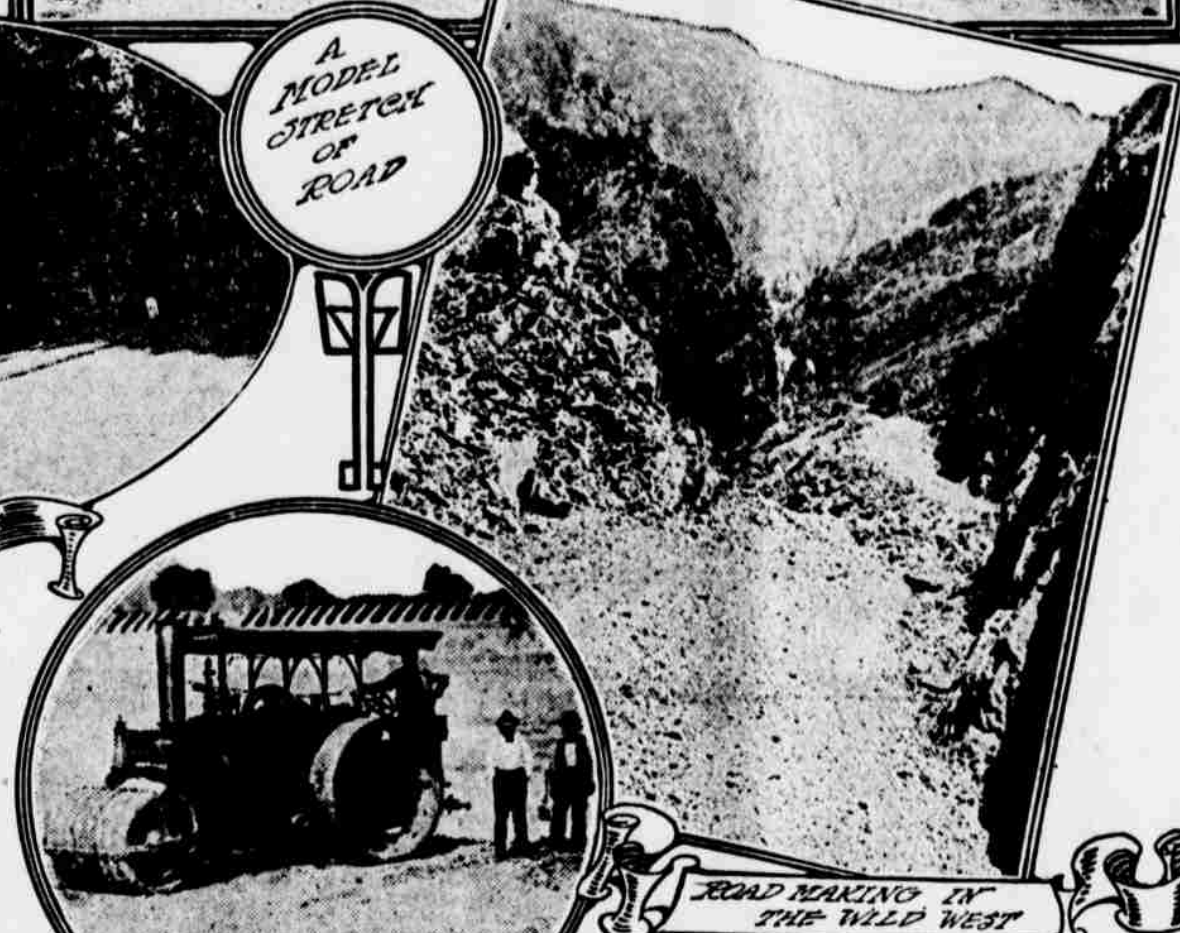


CRUSADE for BETTER HIGHWAYS

If there is any field of public-spirited activity in the United States which stands out conspicuous above all others because of recent progress it is that which concerns itself with the betterment of our public highways. If anybody had predicted a few years back that the beginning of the second decade of the twentieth century would see so marked and widespread an improvement of the public roads of the United States he would probably have been laughed at by all save those few enthusiasts who were looked upon until a short time ago as "cranks."

This is not saying, mind you, that there is not much yet to be done to bring the highway system of this great land to the point where it ought to be and to maintain it there. We are still a very long way behind most of the countries of the old world—notably our sister republic of France—in the condition of our roads. But that is perfectly natural, not because the foreigners are any better road builders than we are, but



simply because their highways have been in the making for many centuries, whereas we have mighty few turnpikes that are more than one hundred or at most two hundred years old. And furthermore on top of the youth of our country in road building there is the circumstance of the tremendous size of Uncle Sam's domain. No wonder the Europeans have been able to have good roads when half or two-thirds as many people as we have in this whole vast country have been contributing their work and their taxes to keep up the roads in a territory no larger than one of our medium size states.

But for all the lead given by time and the advantage of dense population it looks as though we would overtake our cousins overseas in the matter of the possession of good roads. Indeed, even now in some states, such as sections of Massachusetts, there are roads as fine as anything of similar character on the other side of the big pond. The secret of this boom in road building in America lies in organization as well as agitation and the country is likely to see new fruits from both during the middle week of September when a "Good Roads Week" will be held throughout the United States. This week of "missionary work" is expected to stir up a goodly share of our people on the question of good roads and it is hoped that some of the new converts and the old will that week practice what they preach to the extent of lending a hand to the building here and there of stretches of "model road" that will serve as convincing object lessons.

"Good Roads Week" is going to be held in connection with the first annual convention of the American Association for Highway Improvement which will be held at Richmond, Va., and will be addressed by many of the most prominent men in the country. This national organization will, of course, be much in the public eye in this connection, but it is only one of scores of associations great and small that have been helping in this cause. There are state organizations and county organizations and even township organizations all over the country that have been supporting our national, state and municipal governments in what they have been doing for better roads, and the results attained prove what can be accomplished when a large number of people who are very much in earnest set out to all "pull together" toward a desired goal.

A good many people who have not looked very deeply into the subject have gained the idea that the motorists are more largely responsible than any other class of people for this dawning era of good roads. Now, it would not be right to disparage what the automobilists have done, which has been considerable in one way or another, but in the interest of the truth it must be pointed out that the one factor supreme in influence for better roads has been the wide-awake farmer. To be sure it is a fact, and a mighty significant one, that the largest and most powerful corporations in the country—business interests such as our biggest railroads and the steel trust, and the Standard Oil corporation—are working energetically with the new American Association for Highway Improvement because they realize that anything that will help the condition of the country at large will help their business. At the same time it is the farmer class that are supplying the backbone of this movement just as they are of every other big movement affecting rural conditions and have been from time out of mind.

It is just as well to admit right here, too, that the average farmer who is going in hard for the cause of better roads is not devoting his time and his labor to the project on any fanciful sentimental basis. Of course, it contributes to his pride to see his farm bounded or bisected by a splendid road and he is gratified that the good folk who go past his door pleasure riding should have an easy pathway, but the great underlying impetus is found in the need of good roads to enable the farmer to market his produce conveniently and economically.



BEAKING STONE FOR A NEW ROAD

The average old-time farmer was prone to look upon bad roads as a necessary evil. He realized in a sense what a detriment they were to his interests, but he put up with the situation because he did not see any way out of the dilemma—at least not without more work than he could afford to give. Then along came the United States government, when rural free delivery commenced to be introduced, and declared that these rural mail carriers could not be placed in districts where the roads were not in fair condition. This did much to awaken the farmers to the situation, for every rural home prizes the boon of a daily mail delivery. And, at about the same time the farmers, who thus had their serious attention focused upon the good roads question, found, as they looked closer, that bad roads meant a hole in the pocketbook of every tiller of the soil. It began to be realized that if a farmer required the services of four horses and an entire day's time to get a load of produce to market via bad roads the loss to him was just as serious as though he had to accept a very low price for the yield of his acres. Herein is found the supreme incentive among many that has enlisted the progressive farmer in behalf of better roads.

One of the best things accomplished for the farmer by good roads is that it has broadened his markets. With rocky or muddy highways enforcing slow progress the average farmer was in the old days restricted to one market town—the one nearest his farm. Now with good roads he can in a shorter interval than was formerly required reach any one of several communities located in different directions. This enables him to attain the market where he can get the best prices. Similarly with good roads the farmer is not likely to be so restricted to one railroad for shipping facilities. If the road nearest his farm will not give him the cars he needs or otherwise play fair he most likely has some redress by driving across the countryside to a rival line. And the very fact that the introduction of good roads is destroying such monopolies has served to render the railroads more obliging to their farmer clients.

The new country-wide Highway Improvement association which is to hold its first annual congress in the near future will not seek to drive out or supplant the various good-roads associations

that have been organized all over the country and many of which are, as has been said, doing an excellent work within a more or less local sphere. However, the new national institution is designed to serve as a clearing house that will pass on all good roads schemes wherever they may originate and that will seek to bring together all the various local associations, harmonizing their aims and policies where in the past they have too often been working at cross purposes.

The United States government is back of this new national organization upon which public attention is now being focused. Indeed, the first president of the body is Uncle Sam's chief expert on good roads—namely, Mr. Logan W. Page, director of the United States office of public roads. And just here it should be noted that this public roads office—a branch of the United States department of agriculture—is doing a most important work for the cause of road improvement throughout the length and breadth of the land. For one thing, laboratories are maintained at Washington, specially equipped to ascertain which of these are best adapted to use in any specified locality or under any given conditions. Even more important is the work of the government bureau in building stretches of "model road."

Under this plan of building model roads to serve as object lessons in the possibilities and benefits of highway improvements Uncle Sam sends his force of engineers and experts into any community which seems to need to be aroused regarding good roads and with their own helpers, or by means of a force of workmen recruited in the neighborhood they construct a mile or two miles of just the sort of road that is ideal for that particular district. How beneficial these object lessons are is proven by the fact that thousands of miles of good roads have been built in various parts of the country this past few years with these governmental "sample roads" as patterns. The showing made by rural road doctors has prompted state legislatures, county commissioners, local boards of trade, farmers' granges and other bodies to appropriate money for a more extensive good roads campaign in localities that have thus had a taste of the benefits, and in some states, notably Delaware, wealthy men have paid out of their own pockets for long stretches of improved public roads for the use of the whole community.

Busy Times in Minnesota

Those in charge of digging the state drainage ditches complain that they cannot keep men because the farmers grab the laborers to work in the harvest fields, says the St. Paul Dispatch. A Minneapolis man with an automobile tells how he was shanghaied by those who wanted a machine in which to ride to and from their work as burglars. It would seem as though no one is safe in these busy harvest times.

Review of the Kingdom of Judah

Sunday School Lesson for Sept. 3, 1911
Specially Arranged for This Paper

GOLDEN TEXT.—"Depart from evil and do good; seek peace, and pursue it."—Ps. 34:14.

The principal characters and the leading events of these Bible lessons should be impressed on the memory of all. This should be done in such a way as: To show what were the marked characteristics of each person, the relation of each person to the course of the history, the relation of each event to the movement of the history, the bearing of each person and event on the progress of the world toward the divine Goal, the coming of the kingdom of God, the principles which each one sets forth clearly to shed light upon the path of life and progress today.

Rehoboam. First king, B. C. 982—first year of the kingdom. Bad Advice. Folly. Threw away five-sixths of his kingdom. Event. Division of the kingdom.

Asa. Third king, B. C. 962—twenty-first year of kingdom. Reformer. Prosperous kingdom. Event. Great revival of religion.

Jehoshaphat. Fourth king, B. C. 921—sixty-second year of kingdom. Strong character. General, successful, religious. Events. Intellectual, moral and religious progress. Suffered from bad alliance with Jezebel. Moabite stone.

Several bad rulers. Jehoram, Ahaziah, Athaliah. Introduction of Baal worship. Temple desecrated. Decline in morals and prosperity.

Joash. Eighth king, B. C. 886—ninety-seventh year of kingdom. The bad king. Good so long as under good advisers. Events. Temple restored, and its worship. Black obelisk.

Ahaz. Twelfth king, B. C. 738—two hundred and forty-fifth year of the kingdom. Events. Assyrians come in contact with Palestine. Dial of Ahaz. Isaiah prophesying.

Hezekiah. Thirteenth king, B. C. 723—two hundred and sixtieth year of the kingdom. Good, religious, active reformer. Taylor cylinder. Events. Fall of Samaria—end of Israel. Destruction of Sennacherib—wide extended revival. Life prolonged 15 years in answer to prayer.

Manasseh. Fourteenth king, B. C. 694—two hundred and eighty-ninth year of the kingdom. The bad king—suffered captivity—changed life. Events. Assyrian domination—partial reformation.

Josiah. Sixteenth king, B. C. 638—three hundred and forty-fifth year of kingdom. Youthful consecration, cleansing of temple, widespread revival. Events. Finding the book of the law. Bible study, Jeremiah.

Jehoiakim. Eighteenth king, B. C. 607—three hundred and seventy-sixth year of the kingdom. Weak, wicked, defiant of God. Events. Burns the book of Jeremiah. Beginning of the captivity. Nebuchadnezzar besieges Jerusalem. Daniel carried to Babylon. The second captivity began at the close of his reign when many captives were carried to Babylon, with his son, King Jehoiachin.

Zedekiah. Twentieth and last king, B. C. 596-587. Weak and false to his agreements. Events. Jeremiah imprisoned. At the close of his reign Jerusalem and the temple were destroyed by Nebuchadnezzar, and the end of the kingdom of Judah came in B. C. 586, after 397 years of existence.

There were three deportations by Nebuchadnezzar: 1. The fourth year of Jehoiakim, Daniel, etc. 2. 10,000 at the close of his reign. 3. 4,600 in the three deportations of the final campaign.

Geography. Study the map for the three kingdoms involved. Egypt, Palestine, Assyria, the great routes of travel, and the situation of Palestine between the two world powers; Jerusalem being off one side from the routes between the other two. This is the key to the situation.

Note, in this history, what were the things that urged or attracted the nation to the downward course. What was the essential element that would have enabled the nation to move upward to true success and character. No nation and no individual can attain the highest good from life without supreme consecration to God, a lofty ideal and a holy enthusiasm in the service of God and man. Trace in the history what God did for the people to inspire and move them to the upward course, as prophets, written scriptures, revivals, prosperity, rewards of obedience. What obstacles did God put in the way of the downward course of the nation and puts them in the way of sinners today; as warnings, adversity, losses.

The rise and fall of Israel is a picture of what is going on continually among individuals. The whole course of the history is a magic mirror in which sinners may see themselves.

On the bank of the Niagara river, a sign board bears this startling legend, "Past Redemption Point," because it is believed in the neighborhood that nothing can pass that point and escape destruction. One day a vessel was being towed across the river when the hawser broke and she drifted helplessly down stream, in full view of the horrified thousands on the shore. Just as she reached Past Redemption point a breeze sprang up, all sails were set and she escaped. The wind of God's mercy blew upon the Hebrew ship of state, but no sails were set, and she was engulfed.

Firmness is feminine and obstinacy is masculine—so says a woman.

FOR SALE—Moving Picture film, 16 foot. H. Davis, Watertown, Wis.

Surely.
"Is that bargain really cut glass?"
"Sure; it was marked down."

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

A Commuter's Explanation.
The man in the iron mask explained.
"They assured me there were no mosquitoes here," he cried.

LADIES CAN WEAR SHOES one size smaller after using Allen's Foot-Powder, the Antiseptic powder to be shaken into the shoes. It makes tight or new shoes feel easy. Gives rest and comfort. Refuse substitutes. For FREE trial package, address Allen S. Gimsted, Le Roy, N. Y.

Could Take Her Choice.
As the railroad train was stopping, an old lady not accustomed to traveling hailed the passing conductor and asked:
"Conductor, what door shall I get out by?"

"Either door, ma'am," graciously answered the conductor. "The car stops at both ends."—Galesburg Mail.

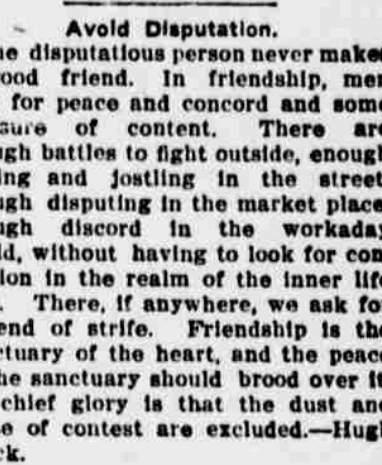
Advice.
"Now that you've heard my daughter sing, what would you advise me to do?"
"Well," the music master replied, "I hardly know. Don't you suppose you could get her interested in settlement work or horseback riding or something like that?"

A Human Cruet-Stand.
Several villagers were discussing a departed sister who had been given to good deeds but was rather too fond of dispensing sharp spoken advice.
"She was an excellent woman," said the deceased lady's pastor. "She was constantly in the homes of the poor and afflicted. In fact, she was the salt of the earth."

"She was more than that," remarked a villager. "She was the vinegar, the pepper and the mustard as well. She was a perfect cruet stand of Virtues."—London Tit-Bits.

Avoid Disputation.
The disputatious person never makes a good friend. In friendship, men look for peace and concord and some measure of content. There are enough battles to fight outside, enough jarring and jostling in the street, enough disputing in the market place, enough discord in the workaday world, without having to look for contention in the realm of the inner life also. There, if anywhere, we ask for an end of strife. Friendship is the sanctuary of the heart, and the peace of the sanctuary should brood over it. Its chief glory is that the dust and noise of contest are excluded.—Hugh Black.

A DIFFERENCE.
Mrs. Jinks—My husband is making a collection of steins.
Mrs. Boose A. Lott—My husband is making a collection of the contents of steins.



GET POWER.
The Supply Comes From Food.

If we get power from food why not strive to get all the power we can. That is only possible by use of skillfully selected food that exactly fits the requirements of the body.

Poor fuel makes a poor fire and a poor fire is not a good steam producer. "From not knowing how to select the right food to fit my needs, I suffered grievously for a long time from stomach troubles," writes a lady from a little town in Missouri.

"It seemed as if I would never be able to find out the sort of food that was best for me hardly anything that I could eat would stay on my stomach. Every attempt gave me heartburn and filled my stomach with gas. I got thinner and thinner until I literally became a living skeleton, and in time was compelled to keep to my bed."

A few months ago I was persuaded to try Grape-Nuts food, and it had such good effect from the very beginning that I have kept up its use ever since. I was surprised at the ease with which I digested it. It proved to be just what I needed.

"All my unpleasant symptoms, the heartburn, the inflated feeling which gave me so much pain disappeared. My weight gradually increased from 98 to 116 pounds, my figure rounded out, my strength came back, and I am now able to do my housework and enjoy it. Grape-Nuts food did it." Name given by Postum Co., Battle Creek, Mich.

A ten days' trial will show anyone some facts about food. "The Road to Wellville," in pkgs. "There's a reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.