We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J.

CHENEY & CO., Toledo, O.

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F. J. Cheney for the last 15 years, and
believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his firm. Walding, Kinnan & Mar-VIN, Wholesale Druggists, Toledo, O. Hall's Catarrh Core is taken intern-

nally, acting directly upon the blood and mucous surfaces of the system. Send for testimonials. Sold by all druggists, 75c. Take Hall's Family Pills for con-

BRICK ROAD BUILDING

Methods of Construction Adopted by an Ohio County.

Homer W. Jackson Tells Why Properly Constructed Brick Highways Are Cheaper Than Stone Ones-Ten Feet Wide Enough For Country Use.

Washington county, O., has pretty definitely committed itself to a policy of brick road building. The county officials and the different city and country organizations are a unit on the subject. Some work has already been done, and a comprehensive road building campaign only waits on a little scheme of road building will best suit local conditions. The unanimity of opinion as to the

desirability of brick roads is surprising. I attended a monthly meeting of the Valley Farmers' club, a social or ganization which unites the farmers of the Ohio valley in Washington county. where the subject of an afternoon debate was, Shall Washington county issue bonds for \$100,000 to build brick roads? This club has a membership of about 200, and probably 125 were a man among them who did not favor brick roads he did not say so either in public or private. The member who force of some 180 patrolmen, each with tion in the debate contended that with look after the repair of ten miles of their present knowledge of brick road material and construction they were not yet ready to expend large sums.

As the facts become known about the relative cost of stone and brick roads and the enormous cost of main-taining the former brick roads are rapidly growing in popularity. While it is true that brick roads cost more than stone, the difference is not as pair work is avoided. great as is generally thought. In Wash-



LAYING BRICE ON A SIXTEEN FOOT BOAD. to \$3,000 per mile more than macadamized roads would cost, and it has been found that the cost of maintaining the latter will in six or eight years consume all the difference. After that the maintenance of the stone road continues increasingly expensive, while the properly constructed brick road no repairs for an indefinite period. observed, "The first cost of a stone road is only the beginning of the expense; the brick road is an asset."

Here, as elsewhere, it has been found that the best argument for brick roads ago the first one was built for a distance of half a mile along the Ohio or three times a year and where it was conceded that no other kind of a road would "stay put" for a single season. The brick road stayed, and every farmer who drove into Marietta over that rond is clamoring for its extension

At the time of my visit to Washington county last fall the commissioners were finishing two new brick roads. One up the Muskingum valley is sixteen feet wide with two feet of gravel outside the curb and two feet of earth berm outside the gravel, practically a twenty-four foot roadway. Here the brick is laid on a seven to eight inch gravel base with concrete curb, brick, curb and berm all rolled to an even surface. The cost of this road was \$11,500 a mile, and it was built under state aid law.

On the west side of the Muskingum river, on the ridge above Marietta, they were building a ten foot brick road. This road was built on a direct levy made by the county commissioners, and the fact that they dured to make such a levy proves how generally pubsentiment approves this kind of road building. This road has a broken stone base with two feet of stone and road is of brick. While this is the as to its permanence. Certainly the berm must be kept up most carefully, as any falling away of the support will let the curb down. The cost of due to increasing population. They the different curbs used was put at act as a repellant force to drive the \$4,000 a mile for stone, \$2,250 to \$2,500 for concrete and \$1,500 to \$1,800 for This ten foot road cost about the same as the sixteen foot-\$11,840 for 6,000 feet-owing to the fact that it was laid out among the bills, where the grading was heavier, the hauls

longer and harder and cracked stone used in place of gravel.

The ten foot roadway re-enforced with eight feet of stone and earth berm seems wide enough for ordinary country roads and met the approval of most farmers I interviewed. There was a from the rest and give them special pretty general sentiment, however, in feed for awhile. Don't leave them with favor of sixteen foot roadways on the the rest to struggle for their living, but

the city.-Homer W. Jackson in Al tional Stockman and Farmer.

CHECKING NOXIOUS WEEDS. of Road Improvement Tha

Should Not Be Overlooked. It is encouraging to see the attention that is being paid to good roads all through the United States. Various state organizations are taking the matter up, national conventions are being held, and an international meeting was recently called to convene in France. Everything points toward better highways, better facilities for marketing crops and better conditions for the farmer.

A good road brings one nearer to his neighbors, nearer to his church and school and nearer to his market. The time will soon come when one will speak of a farm as being ten minutes distant from town rather than two miles. The popularity which the automobile is rapidly acquiring among farmers will promote this good roads movement.

There is a splendid opportunity for MACADAM IS TOO EXPENSIVE, the individual to belp the good work along by taking care of the roads in road that goes past your door.

There is one line of road improvement-the holding in check of noxious weeds-that is frequently overlooked. Every roadway can be kept free from these with comparatively little labor if the matter is taken up promptly, Each weed that matures bears a more prolific crop of seed than its predecessor. If the fence corners and the roadside are kept free it will be an more definite knowledge as to what strable weed pests which are coming without subjecting the road to excessto be a decided problem. If you cannot drag your road, you can at least keep the weeds from growing along

MAINTENANCE OF HIGHWAYS.

Features of the Patrol System to Keep Roads In Good Condition.

The new state highway commission has announced that it expects to adopt the patrol system for the maintenance present at the debate, but if there was of the state and county highways heretofore improved by state aid. This will involve the maintenance of a took the negative side of the ques- a horse and cart and each assigned to road. This system involves an expense of \$00 a year per mile of road to be repaired. It has been successfully followed out in keeping in condition improved highways in Massachusetts and in certain foreign countries, and under the system the roads are kept in such a state of efficiency that much in the way of expensive re-

The commission has also voted to establish immediately a bureau of research for the purpose of investigating the various methods of construction in vogue in neighboring states and for conducting experiments with view to ascertaining the best form f construction which will be adapted to the present conditions, having in mind especially the great damage aused by automobile traffic.

FLORIDA SAWDUST ROADS.

Southern Expert Finds It Cheaper and Best Material to Use.

They are making roads of sawdust mixed with earth on a new plan in Leon county, Flu. Two ridges of earth are thrown up with a road machine at the required width from each other, some form of subdrainage must be tonnage per acre is greater than corn ington county, for example, brick roads and the space between is filled with a resorted to, usually tile drains or clay and the heads yield a fair percentage are being built at a cost of only \$2,000 six inch bed of sawdust. This is followed with a smaller machine, which plows up and mixes the earth with the sawdust. This makes a roadbed on which the tires of the heaviest loaded vehicles make no impression. contractor, G. H. Averitt, has kept an accurate account of expenses in connection with this section of sawdust will under ordinary conditions need and earth road and says the cost aggregates \$297 a mile, showing it to be One of Washington county's farmers about the cheapest road material in

It may be suggested that sawdust is not a durable material, but the Florida True Democrat meets this objection with the statement that one or two is—a brick road. Two or three years such roads were constructed in a south Georgia county twenty years ago and are still in good condition, showing its river where the road is flooded two durability. As is well known, Leon county soil is clayey.

Oil For Country Roads.

A most interesting experiment is being conducted in central Illinois near Springfield. The state highway commission is making a test of oil on country roads. While oil roads are no novelty in many parts of the United States, they are not known on the heavy black soil of central Illinois The top soil of the road is being mixed with an asphalt oil to the depth of six Inches. In many parts of the Sucker State stone roads are out of the ques-Without the material pear at hand the great prairie states cannot expect to have stone pikes, as do som of the eastern states Good roads must be secured by drainage, special care and possibly by the use of oil This experiment will be watched with a great deal of interest.

Result of Bad Roads. There is another matter that makes bad roads a factor of loss. That is in the sale of the farm. A farm ten miles out on a road impassable for five two of earth berm, making an eight- months in the year has five-twelfths een foot roadway. The curb on this of its usefulness impaired and is certainly worth 33 1-3 per cent intrinsic cheapest of all curbing, opinions differ ally less than it should be were the roads not so tad. Bud roads are a deterrent to settlement, thus driving an additional value away from farm land boys and girls and desirable citizens from farm life.

> Pennsylvania's New Roads. According to the report of the state bighway commissioner of Pennsylvants, 325 miles of new roads were built during the past year at a cost of \$3.-

Special Feed For Thin Ewes It will pay to separate the thin ewes main traveled roads and annroaches to give them a little advantage.

KEEPING UP HIGHWAYS

Government Bureau's Sound Advice on Road Drainage.

REMOVE ALL WATER QUICKLY.

That on Surface and Underground as Well-Center of Highway Should Be Raised-Size of Tiles and Laying Them Matters of Importance.

The United States office of public roads in Washington sent out the following bulletin regarding the proper manner of road drainage: With an average of 27,000 tons of water falling in the form of rain on

each mile of public road in the United States annually, it is scarcely to be marveled at that the ten commandments of the road builder can be summed up succinctly in the word "drainfront of his own farm. There is no age." The saying has truth for a surer method than to take pride in the | basis, as good drainage is the primary requisite for all roads. Even in sand roads this holds true, for there "good drainage" means such as will safely remove the storm water without ero- value of a crop. The increased feedsion or gullying and still retain the surface moisture.

To obtain good drainage one must take into consideration both the surface water and the underground wa ter. The surface water must be reeasy matter to exterminate the under moved quickly and completely and ive scour or erosion. For this reason the center of the road should be raised, have regard for your adjacent field to and the slope toward the side ditches should be from one-half to one inch to each foot distance, or so that the water will run freely to the side ditches and not flow down the road or remain in puddles on the roadway. The side ditches should be of ample size to care for the severest storms, with a fall of not less than six inches to each hundred feet. Frequent, ample cross drains should be constructed and every opportunity taken to get the water away from the road as quickly as possible. Any road along which you see water standing in the side ditches or on which puddles of water have collected or which has been badly gullied and eroded by the rains has poor drainage and is in need of immediate attention. In fact, earth roads nearly always require a little attention after each rain.

The split log drag is essentially a tool to maintain good drainage on our



A ROAD THAT DRAINAGE WOULD IMPROVE. earth roads and should be used after on the soil in the form of manure. each rain. On a heavy clay or gumbo soil the drag when properly used tends to puddle the road surface, keep it free ed it pays to plant some large stalk from ruts, dense, smooth and hard, thus securing the best surface drain- is wanted northern varieties, which age possible.

But in many places the underground must be removed before a good road will be possible. This means that found to be a good silage crop, as the It is made like an ordinary stool, ex or concrete. Water from whatever of grain. Red clover, alfalfa and peas source must be got rid of effectively. As water in freezing expands oneeighth its volume, the road heaves out of shape, and when the Ice melts the road disappears beneath the rising tide of mud constantly fed by rains, melting snows and underground springs. In seepy and boggy places the sub-

drainage in order to be fully effective should lower the water level to not less than three feet below the road surface. If tiles are used they should be carefully laid, true to grade. Most failures in tile drainage can be attributed to carelessness in laying or too flat grade. Tile less than four inches in diameter should rarely be used, nor should a grade of less than six inches to the hundred feet be used unless absolutely necessary. In a very dense soil it is always advisable to cover the tile to at least a depth of six to twelve inches with a coarse sand or fine gravel. Care should always be taken to procure a free outlet for the drains and to protect the outlet with concrete buikhead or catch basin, which can always be kept clean and the outlet free

The kind of tile to be used depends on local conditions. Concrete tile if properly made is quite as good as clay Which kind to use is entirely a local question of dollars and cents. If concrete tile can be made more cheaply than clay tile can be had, use concrete; if not, use clay tile

Convict Labor In Building of Roads. At a recent meeting of the national good roads board, held in New York city, Senator C. T. Lassiter of Virginia outlined the method of building roads sappy to feed work horses. with convicts in the Old Dominion C. Gordon Neff, the chairman of the board, has decided to make a canvass the building of good roads.

Trestment of the Hog. No animal of the farm will stand as poor treatment as the hog and theire as well, says a breeder. It can be said animal will respond more quickly under good treatment. By treatment I

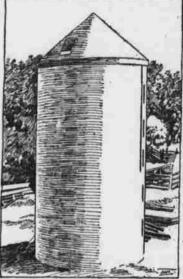
The Costly Scrub. It costs no more to support the well bred animal than the scrub, and a the food consumed than the scrub.

VALUE OF THE SILO.

By C. M. ADAMS. The use of silos has three great advantages over dry feed methods. It is more economical, the feeding value of the product is improved, and silos help to maintain soil fertility. The economy of slinge results from the fact that cattle will readily eat the entire stalk in silage form, while in whole or shredded dry fodder a goodly portion of the stalk is refused. If fodder is stored in a dry shed the per centage waste lu curing is not much different from the same in silos since there is a portion of sliage on top that spoils, but if corn is busked in the field the same crop in silage is worth

at least 25 per cent more. If the crop is to be stored the silo is the most economical storage room, since nearly twice the amount of dry matter may be stored in the same space in the form of sllage than as fodder; also crops may often be si loed that would otherwise be lost.

The greatest recommendation for a silo is that it increases the feeding ing value does not result from increased digestibility or from changed



A CONCRETE SILO.

chemical composition, but chiefly from the physical effect and increased palatability of the silage; therefore animals may be induced to eat larger amounts. Owing to its succulence, silage, like grass, keeps the bowels regulated and tends to maintain that degree of healthful vigor so essential in hard worked dairy and breeding animals. Some silo advantages are indirect.

The most laudable thing about the silo barvest system is that it does away with selling crops off the land. thereby depleting soil fertility. It makes possible a system of stock farming whereby nearly all the fertilizing constituents are thrown back Chief among silage crops is corn. If

southern variety, but if a richer feed yield more grain, should be used. In either case a variety should be selectwater is too near the surface and ed that will mature before frost. In the south sweet sorghum has been have been used, but owing to their juiciness it is difficult to get sliage from them that will not sour. Mixed crops have also been used, but they rarely pay for the added trouble of mixing. Plants with hollow stems are unsatisfactory since it is so difficult to force out the air There are several practicable types

of sliage cutting machines on the market. The blower elevator is used al most altogether now. In filling the silo care should be taken to tramp well pext to the walls. It is best to take several days in filling, so that the air may be forced out more completely, thereby making a sweeter flavored

Sliage is pre-eminently a cow feed. It finds greatest favor with dairy cattle since it may be made to reproduce succulence of grass in winter or may serve to uphold the milk flow during a drought in summer. In dairies near cities where pasture is not available It often determines the difference between profit and loss by supplanting costly grain foods. It also makes possible the rearing of calves cheaply to replenish the herd. Some complaint has been made against the flavor of milk from slinge fed cows, but there is no danger from this source if the slinge is first class unless the milk is allowed to remain in open vessels in the barn and so absorb the odors.

On the general farm the good effect of slinge on the health of the breeding erd and young stock in winter can hardly be overestimated. It is an excellent feed for ewes with lambs. It may be used in small quantities for maintaining borses, though it is too

Clean Pens For Swine.

No animal on the farm will try hardof the entire United States to find out er to keep clean than a hog will. Give which states employ convicts in the him a chance to do so, and it will mean building of roads. This will be fol- dollars in your pocket, says a breeder. lowed up later with an effort to get Our pens are bedded with eight to other states to use convict labor in twelve bushels of sawdust sprend over road building. There is a general the floor, with a forkful of straw place movement to abolish convict labor in ed in one corner for a bed. Some exlines of the industry where it inter- tra straw is added every second or feres with organized labor, but in no third day as needed. Pens are cleansection of the country does organized ed out once a week. This keeps the labor object to the use of convicts in bogs dry and clean, with a good bed to lie in all the time.

Cleaning Milk Utensils.

Discard the dishcloth and the dish towel when the milk utensils are being washed. Wash them in warm water with the same degree of truth that no first, with plenty of some washing compound, and use a brush to do the work, but never a rag. Get into every refer to good breeding as well as good part of them, after which rinse off with clean warm water, and then elther put them in boiling water or pour boiling water over them. Stand the parts up so that they will drain and use no cloth to wipe them. The well bred snimal, he it either for milk hot surface will dry them quickly, and or beef, will render better returns for they will be clean. Leave the parts in a sunshiny place if possible.

TRAINING THE HORN.

This Purpose. Few of us can ignore the dictates o fashion. We wear a certain kind o clothes because it is the fashion to do so. We get into stiff and affected ways

in our relation to society because fash ion says that we must do this and we must do that. Even in handling farm animals we cannot always have our make cattle feeding profitable, hence own way, but must conform to certain decrees of fashion. The subject is brought up at this

time by a farmer who finds himself in possession of a bull having very unfashlonable horns, says the Homestead His desire is to have the horns curve nicely toward the front and downward but instead of this the points of the horns are getting farther away from the head every day. He asks about the advisability of using "born train ers" or any other device to bring these into the desirable shape. He calls attention to the fact that one instance came under his notice where a horn trainer resulted in destroying the ends of both horns, making the last stage of the animal worse than the first.

We shall take it for granted that the

The instructions given above only

Stool and Bucket Holder. the bench shown in the illustration.

ept that the top is about two and onehalf feet long. A half circle is cut in one end, and a piece of iron hoop (one from a cask will serve the purpose is nailed to the end having the half circle and is made just the size that will exactly hold the bucket.

Some Dairy Pointers. The leading principle in the care of milk is cleanliness. Milk that is not clean is worse than no milk. You don't want it at all. Don't be afraid to pay a good price

for a cow. If a forty dollar cow clears 7 per cent, one that clears 14 per cent ought to be worth \$80.

sells the cream from as many as five cows needs a separator to get the best profits. Cream from strippers is hard to churn

or green food and protein. Cream should be ripened from ten to twenty-four hours and churned at a temperature of 52 to 54 degrees. This

A Move For Good Roads Nearly 1,000,000 voters of Pennsyl vania have signed petitions asking the state legislature to start the movement which in 1913 will give a bond issue of \$50,000,000 for building good roads. The sum of \$5,000,000 will be asked

Ordinary Gas Pipe Sald to Be Best For

animal in question is either a Shorthorn or a Hereford, though this mat ter is not stated. In our opinion no device yet invented will take the place of "weight" applied allke to each born We have tried the brass caps that are ordinarily found on the market, but have never been able to obtain caps of sufficient weight to bring about the desired results. One of the best and simplest plans that we have ever tried involves the use of a piece of ordinary gas pipe or, what is still better, the use of two "unions." A union is nothing more or less than the joint used for connecting two pipes of different sizes The diameter of one side of the union may be three inches and the other side two inches. This lessening of size makes it fit the shape of the born snugly.

Of course in case of a large animal it may be necessary to use a union four inches in diameter at one end and three inches at the other, but in the case of a young animal the first size mentioned is generally large enough Pince one on each horn and then wire securely from one to the other. So much the better if they go on to the horn so that two or three inches of the tip project beyond the end of the union, because when the weight is applied in that way the effect will be to bend the horn at the base rather than to give the end an undesirable tilt downward. In addition to applying the weight in this way it is a very good thing to weaken the horn at the ower side of the base by a little filing or cutting.

apply in cases where it is the intention to give the born a downward curve with an inward tendency, the weight applied in this case tending to bring the horn down, and the wiring will resuit in gradually training the horns closer together at the point. When it comes to the matter of giving the horns an upward curve, as is desired in the case of Jersey cattle, it must be confessed that this is largely the work of an expert, and an amateur is very apt to do more barm than good.

A dairyman who has had trouble with the cow kicking over the milk bucket says he has had no further difficulty in this direction since using INDEPENDENCE & MONMOUTH



Any farmer who makes butter or

because the particles of butter fat do not stick together well. The difficulty is generally remedied by feeding sliage

will give butter with good grain and



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of the worth of a medicine is the cures it can effect. Every one who has used Ballard's Snow Liniment knows that it will CURE RHEUMATISM, CUTS, SPRAINS, STIFF JOINTS, BURNS, NEURALDIA, CONTRACTED MUSCLES AND ALL PAINS.

USED SNOW LINIMENT 10 YEARS.

V. L. Settle, Richmond, Mo., writes: "This is to certify that I have used your Snow Liniment for ten years for rheumatism, neuralgia, lame back, etc., and in every case it has rendered immediate relief and satisfaction."

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only leaves the delicate surface more exposed to the irritation of dust and germs; to merci-less attacks of sun and weather. After washing, ap-ply Robertine and experience its delightful refreshment. You will admire the line-less softness it imparts to face, neck and arms. It not only

neck and arms. It not only stimulates a radiant glow, but protects the skin from becom-

ing coarse. Prevents burn

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TOWER'S FISH BRAND WATERPROOF OILED CLOTHING looks better-wears longer and gives more bodily comfort large patterns, yet costs no more than the just or pecause cut on the just as good kinds SUITS 300 SLICKERS 300 SOLD EVERYWHERE TOWER'S FISH BRAND A J TOWER CO BOSTON U.S.A.

THE PENALTY OF OVERWORK Many Daltas Readers Find Toll A

The heavy tax of overwork-its strain upon the back that is so comme

trades and occu

health. The poisonous matter collects

the appearance of a sandy sediment proves a disordered condition of the til

neys that needs quick attention your work seems hard for you, if you have a lame, weak or aching tack, you seem tired and listless, and eem by

be running down without appares cause, begin at once with Dan's Li-ney Pills, the great kidney remedy the has cured so many of your neighbor, i has given thousands of working men as women strong, sound backs for the

daily work.

Railway. FROM INDEPENDENCE.

FOR DALLAS. Train No. 64. Leave Independence daily, 6:00 great. The kidneys begin to fall in that m., it., lw. Monmouth, 6:15 a. m.; ar. Dallas, 6:40 work, and there is a double danger a

health. The poisonous matter colors that it is the system, and the kidneys has selves begin to break down. Pan it the back is only a warning of troubs in the kidneys. An inflammation has stin, and a disordered condition during soon becomes apparent. Is much or too little urine, with a constant.

Leave Independence, daily, desire to void the secretions; any notice on month, 7:40 a. m.; ar. Airlie, able deviation from the normal coin Train No. 67. 7:30 a. m.; iv. M 8:15 a. m. Train No. 73. Leave Independence, daily, 3:30 p. m.; lv. Monmouth, 3:50 p. m.; ar. Airlie, 4:25 p. m.

Leave Independence, daily, 2:30 p. m. No. 101 arrives Monmouth 7:20 a. m. FROM DALLAS. FOR INDEPENDENCE.

Train No. 65. Leave Dallas, daily ex. Sunday, 8:30 a. m.; lv. Monmonth, 8:55 a. m.; ar. Independence, 9:15 a. m. pendence, 9:15 a. m.
Train No. 101. Lv. Dallas, Sunday only, 6:5
a. m.; ar. Independence, 7:30 a. m. the efficiency of this remedy. Call at Belt & Cherrington's drug store, as an to see the statements of Dallas posses who have used this remedy.

For sale by all dealers.

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Cents. Foster-Milburn Co., Buffas. Train No. 69. Leave Dallas, daily, 1 p. m.; lv. Monmouth, 1:25 p. m.; ar. Independence, 1:40 p. m. (This train connects at Monmouth for Air-Train No. 71. Leave Dallas, daily, 7:35 p. m.; iv. Monmouth, 8 p. m.; ar. Independence, 8:15 For sale by all dealers. Price St.
cents. Foster-Milburn Co., Buffas,
New York, sole agents for the United
States.

Train No. 66. Leave Airlie, daily, 9 s. m.; 1v. Monmouth, 9:36 s. m.; ar. Independence, 9:30 m. (This train connects at Monmouth for no other.

Train No. 100 leaves Airlie 4:45 p. m. SUNDAY ONLY Arrives Monmouth 5:20 p. m. arrives Inde-pendence 5:30 p. m. FROM MONMOUTH ONLY. Leaves Moumouth for Independence, daily at 2:00 p. m.

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