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A. F. & A. M.—Meets first Saturday night of each month in I. O. O. F. Hall.

W. O. U. W.—Meets every Monday night at 7 P. M. in G. A. R. Hall.

HOOK & LADDER CO.—Meets on first Tuesday night of each month in City Hall.

M. E. CHURCH.—Religious services conducted by the Pastor every Sunday at 11 A. M.

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WAGON ROADS AND HIGHWAYS.

How Those of America Contrast with Those Abroad. One of the most interesting government reports ever published is that entitled "Streets and Highways in Foreign Countries."

The network of highways with which Switzerland has been covered constitutes the pride and glory of that little republic.

The report is too voluminous and embraces too many countries to be even reviewed in an editorial, but we may take that portion of it which refers to Switzerland as a specimen of the whole.

It is nearly 2,000 years since the Roman engineers first laid out a few of the main highways of Switzerland, and it is the following of the plans they provided and the methods they adopted which make the roads of Switzerland so perfect.

America can well afford to study the methods employed by the roadbuilders of Europe, and the sparsely settled regions of the west, where agriculture particularly demands good country wagon roads, should especially seek to profit by the experience of the Old World.

There is one sentence in the consular reports from Switzerland—that made by Mr. L. T. Adams—which we wish particularly to impress upon our readers as worthy of remembrance.

"The worst surface with a good foundation affords a better road than the costly surface without a foundation. This is probably the most important lesson to be got from European experience in roadbuilding."

The west has a difficult problem before it to provide good country roads. Our alluvial soil, which lacks the stones and gravel used with such good effect in Switzerland, presents problems in roadbuilding which must be solved if we would have good country roads.

Supervision of Country Roads. It is impossible to have good roads unless they are placed under the supervision of expert roadbuilders.

How Good Roads Would Save. The draft on a good gravel road, according to Professor Samborn, compared with even a good dry dirt road, showed a difference of over 4,000 pounds load for the same force, or 119 per cent. more of net load could be carried on the gravel road than on the dirt road.

People Who Need Good Roads. Railroaders need better carriage roads for feeders; farmers need them for access to the railroads and to the cities.

FRENCH AND AMERICAN ROADS.

There is a vast difference between them—improvements. In France, where they have the best roads of any country in the world, the highways are divided into several classes.

This method of building and maintaining roads in France was started by the first Napoleon, who appears to have been the earliest European statesman who clearly saw the great economic advantage of proper highways.

Such a contention as this is as wise as it would be to maintain that cellar doors were made for children to slide down and that gates were hung for little girls and boys to swing upon.

The Roads of Illinois. At a convention of the Illinois Permanent Roads Association held in Springfield recently, Secretary P. Howard had something to say about the money the state has expended on "internal improvements."

"The shameful fact stares us in the face, that there are not 6,000 miles of permanent roads in the entire state. There are 102 counties in the state, divided into 1,700 townships.

Now multiply this \$2,550,000 by the number of years the agricultural, business and professional interests of the state have endured this law, and you will agree with me that during the past fifteen years the taxpayers of the state have been robbed of money enough to have built them a first class stone, gravel or macadam road—east and west, north and south—through every township in the state."

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BALDNESS HEREDITARY.

So Says a Hairdresser in a Learned Discourse on the Subject. "About bald heads, now," said a hairdresser who professed to know all about hirsute deficiency and its causes.

"Maybe they are right, but I don't believe it. Everybody knows that man, as the head of the family, has to go to the front and stand there in the capacity of the breadwinner.

"I account for much baldness among men by this theory of nervous exhaustion, but then what will explain its prevalence among men whose circumstances do not require them either to indulge in business anxieties or undergo business disappointments?

"Heredity is the only explanation that can be made of this mysterious departure of the hair in early life, although Professor Eaton, an English scientific person who has made investigation on the subject a specialty for years, does not believe it, and stoutly declares that the cause of baldness is no nearer discovery than it was a hundred years ago.

How an Elephant Eats. An elephant's digestive functions are very rapid, and the animal therefore requires daily a large amount of fodder—600 pounds at least.

Diarrhea and Digestive Troubles. The connection between teething and diarrhea has been considered until of recent years as beyond question. But even this is very doubtful.

Weeping Trees. The literature of "weeping trees" is enormous, much of it being plainly mythical, but there is a large basis of fact upon which most of these marvelous stories rest.

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