

The Farmer and Good Roads.

Why is it that the farmers of the United States throw away \$300,000,000 the year?

It is because they have not as yet sufficiently realized the economy of good roads. The profit that improved highways would pay the farmers of this nation were all farm lands served by good roads would amount to the tremendous total of \$300,000,000 annually, according to United States Highway Engineer E. W. James, who knows whereof he speaks.

Engineer James says: "The cost of transportation to the farmer is important. It is estimated that the cost to the farmers of the United States in marketing farm products is about \$600,000,000 annually. This charge is a dead load carried by the farmer. It is not like a fertilizer bill. If you spend \$1,200 per year on guano or cotton seed meal fertilizers, you may expect to get it back in increased crops."

The farmer who hauls his produce ten miles to market gets no more for it than the man who hauls five miles. There is little traceable connection between the cost to the farmer of marketing his crop and what he gets for it. The only way to make money on transportation is by cutting down transportation charges. To haul more cheaply, the farmer must make his hauling easier, must be able to haul more rapidly.

The only method by which to reach these transportation expenses and reduce them is improved roads. "You can't feed your stock less; you can't drive your animals faster; you can't load your wagons heavier on your present poor roads." The only thing left is to improve the roads.

A farmer of Claud, Elmore county, Alabama, kept a record of his hauling to and from his market town, Wetumpka, for a year. He made 120 trips. He rated these trips at \$2 each. He figured on the market price for labor and team. By doubling his load, he could, therefore, save \$120 the year. It is apparent, therefore, assuming the correctness of the figures, that if we can cut transportation charges by half for the farmer, he will be \$300,000,000 better off than he now is.

The question comes up: Where is this \$300,000,000 going to show? What part does the individual get? It is true that this \$300,000,000 is a charge against the farmer's land and outfits. If he can save the amount, it will show somewhere. Every farmer has a share in this saving.

On this point Engineer James says:

"There is a way in which the farmer's saving in transportation charges shows in the value of his farm. Here is a farmer who holds title to 100 acres of land at \$10; value, \$1,000. The farm is five miles from town, on bad roads. Let the county put that five miles of road in first-class condition. What is the result? Some one comes along and offers that farmer \$1,500 for the place."

The farm is the same. Yet the value of the farm is \$5 the acre more, and the wealth of the owner has increased \$500 in a single year. This may be really more than the farmer's share for a single year, but real estate values are likely to jump in that way. The increased value will persist through many years, and at the end of five years the farmer's place will have an estimated value, generally admitted, greater than it had five years before. A very large part of this increased value, of course, is attributable to good roads. This effect of improved highways on farm values is an attested and indisputable fact in Virginia. Especially is this so in the counties of the Southwest, which have constructed good roads.

The increased value of real estate holdings is the chief tangible benefit of good roads. A banker in Alabama lately, during a campaign for good roads, asked a farmer to set a fair price on his place, and agreed to buy the place on the day after the election, with an increase of \$1,000 in the figure should the good roads bond issue pass.

There are ways not financial in which good roads bring benefits. Improved highways greatly increase educational advantages, uplift and extend social and community life, widen religious op-

portunities. Farmers who realize the benefits of school privileges for their children should see the vital connection between good roads and good schools. The farmers do not see this connection in some sections, in which bonds can be voted for school purposes, but not for good roads.

"It is probable that the most marked influence of good roads on the school question will be in the direction of the development of school centres in each county," thinks Engineer James. It is possible and practicable, in a large number of counties, to have two or three educational centres, that will serve the entire county, provided that county has a system of good roads. Massachusetts and Connecticut have the finest public school systems in the nation. They have attained this position chiefly by the centralization of their schools, which is only possible where there are good roads over which pupils can be brought in a reasonable time from remote places.—Richmond Times-Dispatch.

Hardware In the Stomach.

From time to time there appear in the medical journals extraordinary catalogues of foreign bodies found, usually at necropsy and much less often at operation, within the stomach of an insane person. That such aggregations should be tolerated by the stomach for long periods of time is surprising enough, even when they consist of soft and yielding substances, such as the hair which becomes matted together to form a hair-ball; but when post-mortem examination of a person who has never shown the smallest sign of gastric discomfort discovers within the stomach a multitude of metallic objects, sharp, rigid, difficult to swallow and dangerous to retain, the only possible explanation of such an extraordinary insensitiveness must be found in the fact that the metal-swallower had been demented for years. The London Lancet records a truly remarkable instance of this insane propensity in the case of a mulatto woman, aged 33 years, admitted in 1903 to one of the Missouri State hospitals with acute mania, ending in dementia, and caused by excess in cocaine and morphia.

"From this time until September, 1910, when she died in the hospital, she never showed the least sign of disease of the digestive system. The attendants often saw her picking up nails and pins, but no one had seen her swallow any. Death was due to nephritis, and until a week before her death she never refused her food. Dr. A. H. Vandivert and Dr. H. P. Mills, who made the necropsy and reported the case in the Journal of the American Medical Association, were surprised to find the fundus of the stomach stretched down in a long pouch which reached into the left iliac fossa and adhered to the parietal peritoneum in that region. In this sac lay a hard mass which proved to consist of a large number of foreign bodies, leaving a narrow channel for the transmission of food along the lesser curvature. Adherent to the peritoneum of the stomach was the great omentum, remarkably thickened, and inclosing a number of small abscesses which represented the points at which the foreign bodies had made a way through the wall of the stomach, general peritoneal infection being averted only by the omental adhesion. The mucous membrane of the stomach was atrophic throughout, and ulcerated in patches; the subserous connective tissue exhibited a general dense fibrosis. Ulcers and widespread erosion were also seen in the mucous membrane of the oesophagus. In addition to the foreign bodies in the stomach there was a needle in the oesophagus and another at the base of the left lung. The foreign bodies in the stomach weighed 2,268 grammes (5 pounds avoirdupois) in the aggregate, after thorough washing, and consisted of 453 nails, 42 screws, 136 ordinary pins, 115 hair-pins, 105 safety-pins, 52 carpet tacks, 63 buttons, and a miscellaneous collection of bolts, metal nuts, teaspoon handles, thimbles, needles, beads, coat-rack hooks, fruit seeds, stones and pieces of glass, and all sizes and shapes of similar objects, the total number being 1,446. The writers have arranged this scrap-heap in rosette form for purposes of photography, and have thus achieved an extraordinarily vivid picture of the possibilities of the human stomach."—Scientific American.

The Fly.

The medical world and the newspapers are engaged in inciting relentless war on the fly. And now we are told there is another side to the question. It is argued that but few people know much about the evil of the fly, "beyond the fact that the house-fly is a carrier of the germs of certain diseases, such as typhoid fever, intestinal disorders and tuberculosis"—as if that were not enough. Yet, some of the greatest entomologists on the North American continent, discuss it in the June number of Popular Mechanics' Magazine. The following question is raised: "If the fly be exterminated, supposing that were possible, would it tend to upset the 'balance of nature,' and result in some other plagues that might be even worse than 'he flies themselves'?" And it is argued: "Similar things have happened before. The decimation of the coyotes resulted in a plague of gophers. The mongoose was practically exterminated and the rats multiplied so as to become a nuisance. The weasels were killed off and the rabbits overran the countryside and ate up every green thing in sight. The English sparrow was imported to destroy the measuring worm and now people are wondering how to kill off the sparrow, which had increased so alarmingly as to become a pest. In northern China the wolves kept down the marmot or land otter, but when the natives waged war on the wolf, the marmot increased and spread the plague."

But what worse than the fly could come? Were it possible to get rid of the fly completely, and for all time, we would be willing to risk any sort of a thing that might take its place.—Charlotte Chronicle.

There is one medicine that every family should be provided with and especially during the summer months; viz, Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed. It costs but a quarter. Can you afford to be without it? For sale by All Dealers.

The Good Roads Movement In Virginia.

With ninety-three of its one hundred counties participating in the good roads movement, Virginia's highway-building comes on apace and in a few years thousands of miles of beautiful road will have taken the place of the stretches of mud or sand to which we have been accustomed.

Spending money scientifically in building good roads is absolutely the highest class of investment a county or community can make. It is better than banking the money. A quarter of a million of dollars carefully expended on roads in any county in Virginia will create in a few years enhancement of four times that sum in real estate immediately contiguous to the roads constructed, and will raise the level of values in the entire county, bringing in enough new people and sufficient additional revenue to pay the interest on the investment, beside relieving the farmer from the awful mud tax which has cost Virginia millions of dollars annually for two centuries. When ever a farmer makes two loads where one should have been sufficient he pays the mud tax. Whenever he is compelled to use two horses to take a one-horse load to depot or market, he pays mud tax. Whenever it takes him two hours to make a load which should have been handled in an hour, he pays mud tax. The mud-tax habit is a costly one. Let's quit it.

However, the benefits of good roads are not confined to enhanced values, more comfortable travel, and cheaper transportation. There is an even more inspiring phase of the situation. A stretch of good road soon means a stretch of well-kept fencing, of farms with modern machinery, and home comforts—an air of thrift. It means that of which much has been written—a genuine back-to-the-land movement, which will cause Old Virginia to blossom grander, nobler, and better as the years go by.—Richmond Virginian.

A Dreadful Wound.

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One Way of Saving a Baby—Free to Try

The mother does not live who would not do all in her power to keep her child healthy, but often she does not know how. So when a doctor of standing points the way all can afford to listen.

It is an accepted fact that nine out of ten of the troubles of infants and children is intestinal. You notice it by the fact that the child is constipated, it belches, is peevish and cries. Don't give a remedy that contains an opiate, because the child will get in the habit of needing it, and don't become alarmed and run at once for a doctor.

Try a scientific laxative first. Give a small dose of Dr. Caldwell's Syrup Pepsin, the remedy that is intended for the use of children. It is mild, gentle and non-gripping. The remedy is absolutely pure and is guaranteed in every particular. Mrs. Toomey of Emingsville, Pa., and

Mrs. Fred Crows of Alanson, Mich., never give their children anything else. These are only a few among thousands of women.

You can buy a fifty cent or one dollar bottle of any nearby druggist, for they have all sold it for a generation, but if you want to test it on your child first send your address to Dr. Caldwell and he will cheerfully send you a free sample bottle.

Dr. Caldwell does not feel that the purchase of his remedy ends his obligation. He has specialized in stomach, liver and bowel diseases for over forty years and will be pleased to give the reader any advice on the subject free of charge. All are welcome to write him. Whether for the medical advice or the free sample address him Dr. W. B. Caldwell, 402 Caldwell Building, Monticello, Ill.



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EXCURSION TO JACKSONVILLE and TAMPA, FLORIDA Via The ATLANTIC COAST LINE

On Tuesday, June 6th, the Atlantic Coast Line will sell round trip tickets from Smithfield to Jacksonville, Fla., at \$7.50 and to Tampa at \$9.50, limited returning to reach Smithfield not later than midnight on Tuesday, June 13, 1911. Extra sleeping cars and coaches sufficient to accommodate all passengers will be placed on trains and everything will be done by the management of the Atlantic Coast Line to make this a first class excursion. Proportionate rates will be made from other points in Virginia, North and South Carolina. For tickets, pullman accommodations and schedules see the nearest Agent or address, T. C. White, Gen. Pas. Agt., or W. J. Craig, Pas. Traf. Mgr., Wilmington, N. C.

TREASURER'S ANNOUNCEMENT. I have moved the Treasurer's Office from the rear of the Smithfield Bank Building to the office in the Court House, formerly occupied by Attorney J. A. Wellons. I will be in my office every Monday and Court Weeks. In my absence the Bank of Smithfield will attend to any official business. W. LESTER STANCIL, County Treasurer.

NOTICE. The undersigned having qualified as Executor on the estate of Joseph Walford, deceased, hereby notifies all persons having claims against said estate to present the same to me duly verified on or before the 12th day of May, 1912, or this notice will be pleaded in bar of their recovery; and all persons indebted to said estate will make immediate payment. G. P. MASSEY, Ex'r. This 11 day of May, 1911. Princeton, N. C.

NOTICE. The undersigned having qualified as Administratrix on the estate of C. L. Eason, deceased, hereby notifies all persons having claims against said estate to present the same to me duly verified on or before the 19th day of May, 1912, or this notice will be pleaded in bar of their recovery; and all persons indebted to said estate will make immediate payment. This 28th day of April, 1911. ELLEN D. EASON, Administratrix.

NOTICE. The undersigned having qualified as Administratrix on the estate of W. P. Hicks, deceased, hereby notifies all persons having claims against said estate to present the same to me duly verified on or before the 28 day of April, 1912, or this notice will be pleaded in bar of their recovery; and all persons indebted to said estate will make immediate payment. This 22nd day of April, 1911. MRS. POLLY HICKS, Administratrix, Selma, N. C. FOU & ALLRED, Attorneys.

TEACHERS WANTED. The Trustees of the Selma Graded Schools will elect a Superintendent and six lady teachers for the white school and a principal and one assistant for the colored school on Tuesday, June 6th, 1911, for the ensuing session of nine months. Application, with testimonials must be sent to R. J. NOBLE, Sec. Selma, N. C., May 25, 1911.

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