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nt in 20 Easy Lessons Even if You Don't Know a Note. Instruments taught. Advanced of it you now play. Booklet on request. Open 18 Sept. Booklet on request. Open

ristensen School of Popular Music 106 Broadway, Detroit, Mich.

Eastern "Mad-Stones."

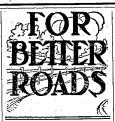
In eastern countries rables Is treated by the "tabasheer," or some other form of what are laddifferently called "snake stones," or "madstones," and which are believed to be a specific for all forms of poisonous bites or wounder. "Tobasheer," is a porous, stony accretion found in the stalks of bamboo, Ib was used in Persia so long ago as the teath century, and is carefully described by the French traveler Tarrenier, who visitled India in the sevententh century.

Grateful Enjoyment.

Suffering is not nocessarily a blessing in deguise. Sometimes it is simply an undisquised evil, an evil that we have no right to be carrying about with us. Self-deniel for its own sake is only a foolish refusal of pleasures that we might thankfully enjoyment of the pleasure on more pleasures are not more than by the pleasures are not faint by the pleasures are joyment of our blessings when the days are brists.

Italian Philosopher-Martyr.
Webruary 17 is the anniversary or the burnits; in Rome, in 1600, of the Italian philosopher, (flordano Brunol He was subjected to continual and territhle persecution, for seven yearprior to bia death, in the hope that he would recant. In 1889 a monumer was erected to him under panal protest at the place where he perished at the stake.

Daily Thought.
What's gone and what's past help
should be past grief.—Shakespeare.



CHANGE IDEAS ON HIGHWAYS

Non-Motoring Public No Longer Re-gards Good Roads as Speedways for Fortunate Neighbors.

for Fortunate Nellabbras.

The pfbblic's conception of "good roads" has undergone a radical change in the last two years.

Prior to the earry of the United States into the world war, the non-motoring American public, more often than not, thought good roads were advocated chiefly for the benefit of their more fortunate neighbors who owned and drove their own motor cara, writes E. A. Williams, T., president of a large motor truck company. They were inclined to 'regard good roads laws as class legislation and were unwilling for the most part to lend ether financial or moral support to the construction and upkeep of something from which they derived no direct benefits so far as they could see.

The war merely hastened what leaders of the industry had foreseen for several years; it furnished the secting and the conditions which enabled the truck to establish itself as a factor in the economic life of the courter.

The non-motoring public no longer

ting and the continuous where teamber the truck to establish itself as a factor in the economic life of the country.

The non-motoring public no longer looks upon good roads as "speedways" for the motoring "aristocracy." It has come to receive a season to read a season to read a season to read a season to read a season to the season that season the season the



Motor Truck Carrying Big Load Over Improved Road.

improved Read.

lence, knows and has known the importance of building for the future as well as the present.

The first thing a railroad does after obtaining a right-of-way, as everypne knows, is to build a roadbed and lay tracks. That roadbed is put in the stay. The track, which corresponds to the surface of the highway, is build of the most substantial and practical material to be had.

The railroad officials, however, do not expect this roadbed and track to last forever without attention. Long ago they learned that the only way to assure safety and durability is to assure safety and durability is to a super safety and super safety and super safety safety safety.

The is the two the way are coming for

anticipate depreciation and make con-sunt repuirs.

That is just what we are coming to in road building. For years it has been customary for denury engineers' to direct such: operations but for the most part their work has been ham-pered by luck of funds, and injust came states in which farmers and still working out their road tax by the day working out their road tax by the day habiling gravel or stone in a mote or less haphazard fashion for the con-sument of the condition of the con-sument of the condition of the con-sument of the condition of the con-sument of the con-traction of roads; upon their efforts and those of a limited force of hier efforts and those of a limited force of hier de-workers depends the maintenance of

FIND WORK FOR EX-SOLDIERS

Eleven States Plan Vital Highway Im-provements This Summer-Fighters Preferred.

Fightar Preserve.

Thousands of soldiers coming hack to civil life with a preference for outdoor work will find employment building highways in their home, states. Reports from state highway departments of eleven states say that 45,500 men will be employed on their roads this year and that soldiers will be given the preference.

#### A SAVING OF 30% ON **AUTO TIRES**

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Cattle—Best heavy steers, \$13:; best weight butcher steers, \$11.50@ 10.50; handy light butchers, \$90@,5.50; illight butchers, \$90@,5.50; best cows, \$1 @,5.50; butcher cows \$3@,5.60; cutters, \$7: canners, \$4.52.55.50; best heavy bulls, \$90@,5.50; bologna bulls, \$80@,5.50; bologna bulls, \$80@,5.50; botch canners, \$4.50@,7.75; feeders, \$15.50@,15.50; heavy, 47 @,10; common and melitim, \$12@,16.50; heavy, 47 @,10; common and melitim, \$12@,16.50; heavy, 47 @,10; common and melitim, \$12.50; heavy, 47 @,10; common and melitim, \$12.50; heavy, 47 @,10; common and \$1.50@,18.50; heavy, 47 @,10; e the largest slightly use justed tire concern in M e will you tind such an I various makes, such as Kokomo, Clingston and ma hese remarkable prices. \$13.75 , 16.75 , 13.75 , 24.75 , 26.75 EXTRAORDINARY VALUES Republic Firestone and Goodyear

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Light of dogs. God link.
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and the company of the control of th

#### Latest Markets

mon, \$4@6. Hogs. Mixed grades, \$21.15@21.25; plgs \$19.25@19.50.

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Cattle—Prime heavy steers, \$14.50 @15.25; best shippling steers, \$13.50 14; medium shippling sters, \$12.50 at 13; best native yeartings, \$50 to 1.000 lbs, \$13.613.75; light hadye yeartings, good quality, \$13.671.50 best hady steers, \$12.913; fair lo, good kind, \$11.50 at 21.50 handy steers, and helfers, mixed, \$11.60 12.50; best fat cowa, \$11.60 (15.50; best fat cowa, \$11.60 (15.50; best fat cowa, \$10.60; bitchering cdws, \$8.50.69.50; cutters, \$17.68.50; best fat cowa, \$10.60; his, \$10.50 at 11.50; bitchering cdws, \$8.50.69.50; cutters, \$1.60.60; in bulls, \$10.50 at 11.50; medium feeders, \$55.60 best, best, feeders, \$90.10; light common, \$7.55 at 1.50; medium feeders, \$55.60 best, best, feeders, \$90.10; light common, \$7.50 at 1.50; medium feeders, \$55.60 best, best milkers and springers, \$10.60; mediums, \$17.60 at 1.50; mediums, \$17.60 at 1.50;

Calves, \$7.60@19.25.

GRAIN AND FEED.

GRAIN AND FELD.

Wheat—Cash No. 2 red, \$2.40; No. 2 mixed, \$2.38; No. 2 white, \$2.38; No. 2 white, \$2.38; Corn—Cash No. 3, \$1.38; No. 1 yellow, \$1.86; No. 4 yellow, \$1.87; No. 5 yellow, \$1.87; No. 3 white, \$1.87.

Oats—Standard, 739; No. 3 white, 73 1.2c asked; No. 4 white, 73 1.2c asked; No. 4 white, 73 1.2c asked.

Asked.

Rye—Cash No. 2, \$1.45.

Beans—Immediate and prompt shirment, \$7.15 per cwt.

Harley—Cash No. 3, \$2.30@2.40 pe

wt. Seeds—Prime red clover, \$27; Oct

Seeda—Prime red clover, \$27; October, \$24; Innov, \$5,50 Plour—Fancy spring patent, \$13.50 Plour—Fancy spring patent, \$12.76 Place second winter patent, \$12.76 Place straight, \$11.76 Place per bbt in Jobbin lots.

Hay—No. 1 timothy, \$35.50 Place standard timothy, \$30.50 Place sta

and oat straw, \$10.50@11 per ton in carlots. Freed—In 100.1b sacks to jobbers, Bran, \$42; etandard inddlings, \$501 fine middlings, \$50,655; coarse corn. meal, \$71.672; cracked corn, \$75.50 75; corn and oat chop, \$57.50@58 per ton.

BUTTER AND EGGS.

BUTTER AND EGGS.
Detroit—Butter: Fresh creamery,
18 1-2@50 1-2e per b.
Eggs—Fresh candled current the
clipts, 40@41c; fresh candled first
in new cases, 42 1/2c; candled storage packed firsts in new cases, 43 1/2

age packed firsts in few cases, 33 12-640 per dox. Cheese—Michigan flasts, 30@30 1-2: New York flasts, 32 1-2e; Michigan single daisles, 30 1-2e; brick, 31; long horns, 32 3-4e; Wisconstin double daisles, 31 1-2e; Wisconstin turis, 32 1-4e; Hornburger, 32@32 1-2e; dom estic Swiss, 44@45c per lb.

POULTRY.

Live Poultry—Brollers, 50@55c; hens, 29@30c; small bens and Leg. norns, 29@30c; roosters, 17@18c; geese, 15@16c; ducks, 34@35c per b

FARM AND GARDEN.

FARM AND GARDEN.
Popcorn—Stolled, 14e per lb.
Cabbage—New, \$15,002.75 per cate
Honsy—White ocmb, \$2-35 per lb.
Calery—Kalmanabo, 200255 per dpx.
New Potatoes—Virginia cobblers,
20.25 per lb. in jobbing lots.
Dressed Horsy—Light, 24,025c,
hory, 22,025c per lb.
Calves (dressed)—Pancy, 24,025c,
holes, 31,025 per lb.
Potatoes—Carlots, hol. 1 round
white, \$17.50 per lsee, \$1.50.08 per
2 cuttled—State per lsee, \$1.50.08 per
3 per 24-quart case, \$1.50.08 per
3 per 24-q per 24-quart car

Gaptured 80 Germana; Gets Medal.
Camp Dix, N. 3.—Another humble
American doughboy has taken his
place in the hail of fame in the jerson of Private Frank Gaffney, New
York National Glard. Gaffney, all
clone and suffering from a wound
which cost him one of his arms,
piloted 80 into the American lites.
He was given the kongressional medal
of honor. Sergeant Alvin York, of
Pail Mail, Tenn., is the only man in
the American army credited with a
larger bag of prisoners than Gaffley.

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of fifty per car.

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FOR FOUL'S NEEDING NEW TEETH, we offer a special for July—A FULL UP ER OR LOWER SET made of best Gold Dust, Rubber and S. S. White fieth. Price \$10.00. Regular price, \$15,00.



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y you have heard all that old "bunk" before and nine-tenths
le don't believe it. I don't blame you for being skeptical—

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First Aero Mail Service.
The first regular aero mail service in the world was started by the United States government, May 15, 1918, between New York and Washington. The actual diring time made was three hours and twenty minutes, including its minutes stop for relaying at Phil-ndelphia. At that time the fastest relievant ratio of the was five hours. The airship time has since been reduced to two hours and thirty minutes.

First Post Offices in Malne.
In 1776 the first post offices in Malne were established at Kenpebunk, Falmouth and Bath. The mails were carried by darriers on foot or on horse-back and the average week's mail did not amount to five latters at each office. The rates were high, 64: 124, 138, 25 and 374; cents, according to the distance the letter had to be carried, and double the rate when the let-