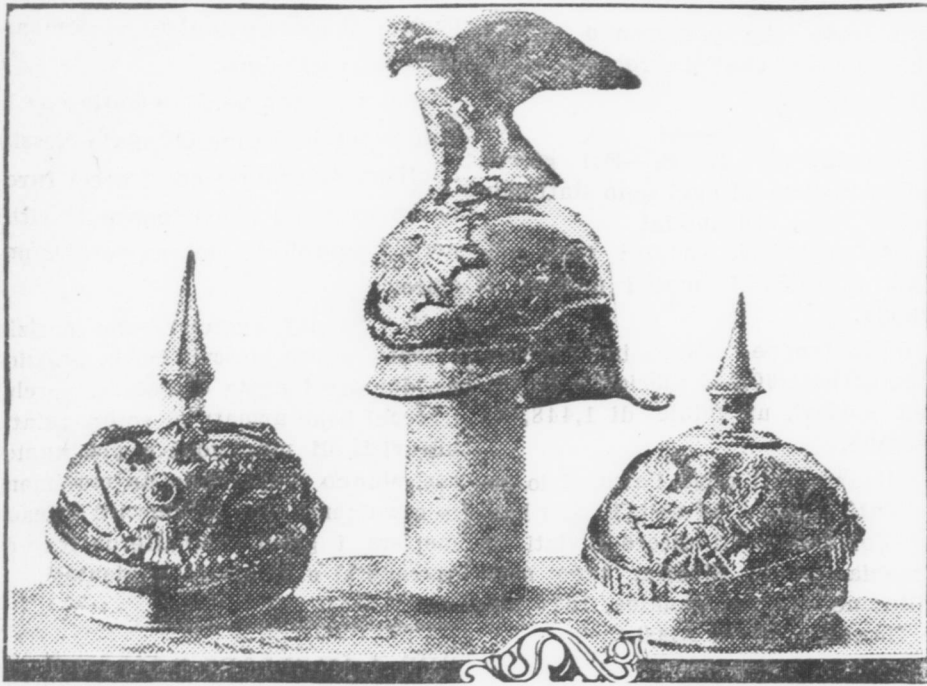


Helmets Worn by German War Lords on Exhibit at Methodist Centenary Celebration



THREE helmets, absolutely guaranteed to have been worn by the former Kaiser William of Germany, Von Bethmann-Hollweg and General Ludendorff, will be on exhibition in Columbus, O., as a part of the Methodist Centenary Celebration, June 20 to July 13. They were brought out of Germany during the revolution by Lowell Thomas, world traveler and explorer, whose travelogues will be given in Columbus as a feature of the celebration.

Thomas entered Germany at this most critical period, without pass-

ports or authority of any kind. To do this he was forced to hide out for days on the border. He was turned back twice, but on his third attempt succeeded in getting past a Swiss guard. He made some wonderful pictures in Berlin, showing street riots and the general chaos of the city at that time.

In addition to these views and incidental lectures, Mr. Thomas will show pictures taken in Palestine at the time of General Allenby's occupation. Thomas accompanied the British troops on this expedition.

Leading Lady in 'The Wayfarer' at Methodist Centenary Celebration



MISS BLANCHE YURKA creates the role of Understanding, leading female part in "The Wayfarer" pageant, which will be presented at the Methodist Centenary celebration in Columbus, O., June 20 to July 13. Henry Herbert, English Shakespearean interpreter, will have the other leading role.

Nearly 1,000 costumed characters will appear in the majestic religious pageant which will be presented every evening during the celebration in the Coliseum at the exposition grounds. The Coliseum boasts of the largest stage in America and seats 8,000 persons. A seated chorus of 1,000 trained voices will augment the effectiveness of the pageant.

Soloist in "The Wayfarer" at Methodist Celebration



MISS HELEN NEWITT, dramatic lyric soprano, will be the soprano soloist in "The Wayfarer," the great religious pageant which will be presented as a part of the Methodist Centenary celebration in Columbus, O., June 20 to July 13. Henry Herbert, English Shakespearean interpreter, and Miss Blanche Yurka, will have the leading speaking parts. Viola Ellis, contralto, will be a soloist.

The pageant will be presented on the largest stage in America, in the Coliseum of the exposition grounds, which seats 8,000 persons. Nearly 1,000 costumed characters and a seated chorus of 1,000 trained voices will appear in the pageant.

GOOD ROADS

NEW ROAD BUILDING PROGRAM

Amount of Money Available for Federal Aid Largest Ever Set Aside by Any Nation.

(Prepared by the United States Department of Agriculture.)

With full state co-operation according to the terms of the federal aid road act, the United States will have a total of at least \$574,000,000 for cooperative road building during the next three years. The federal part of this fund is assured by an extra appropriation of \$209,000,000 in the post office appropriation bill just passed by congress and signed by the president.

Officials of the bureau of public roads, United States department of agriculture, which administers the provisions of the federal aid road act and co-operates with the state governments in the expenditure of the money, point out that this amount of funds is the largest ever appropriated for similar purposes and for a similar period by any government in the history of the world, and that it enables the federal and state governments to carry out a road-building program of a magnitude never equalled.

In connection with the great federal-aid program it is also noted that expenditures for highway work in the United States this year are likely to amount to half a billion dollars or more. On reports received from state highway departments, the bureau of public roads estimates the 1919 expenditures for roads and bridges at \$385,000,000, or \$110,000,000 more than the average expenditures for 1916 and 1917.

An important effect of the law containing the new appropriation is that it broadens the definition of a rural post road, under which class a highway had to qualify in order to receive the benefits of the federal aid act.

Under the old act it was required that mail should actually be carried on the road or that there should be a reasonable prospect that mail would be carried on it within a short time after improvement. The new act says: "... the term 'rural post roads' shall be construed to mean any public road, a major portion of which

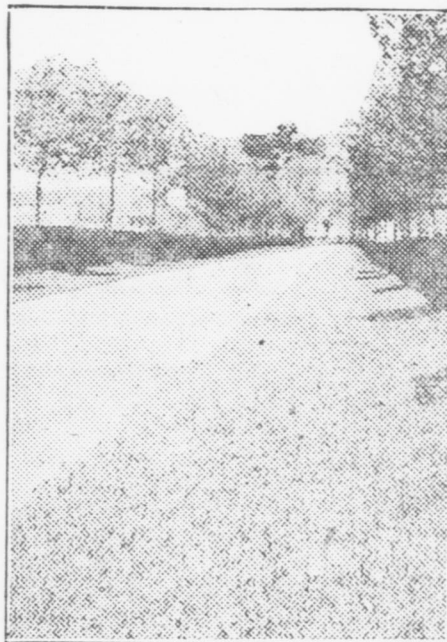
FOR BETTER ROADS

PROPER DRAINAGE FOR ROADS

Tile Drains Are Much Superior to Open Ditches or Those Filled With Stone or Gravel.

(Prepared by the United States Department of Agriculture.)

Open ditches have been used frequently in some of the southern states for subdraining roads through low, flat sections. Ordinarily only one ditch is used, and it is located a few feet outside of and parallel to the road. This ditch usually is made about two feet wide and three to four feet deep, with vertical banks. The material excavated from the ditch is used to build up the roadbed, and the surplus water from the side ditches is turned into the deep ditch at convenient intervals. The use of such ditches



Good Road Leading to a Farmhouse With a Good Stand of Grass on Each Side—Very Few Weeds in Evidence.

should be decided upon with care. There are ditches in the South, within the coastal plain, where sand clays and indurated clays occur a few inches underground, that have stood with vertical sides since the middle of the last century. They have been cleaned repeatedly, and no doubt have become somewhat enlarged, but considering the cost of maintenance and the service given, they have been entirely satisfactory. In other soils of a gravelly nature, however, the sides of such ditches would not stand, and the cost of keeping them clean would be excessive. In certain localities the open ditch soon will become obstructed by the banks breaking away and by the growth of vegetation, and is very seldom economical in the long run.

Ditches filled with broken stone or gravel sometimes are used as a substitute for the tile drains. These have been used in all sections of the country, and when properly constructed usually have proved satisfactory for a considerable period of time. When such ditches are used it is common practice to place one on each side of the road immediately under the open ditches. They are excavated to a depth of two to three feet with vertical sides and usually are made about eighteen inches at the top or just wide enough for a man to work in them conveniently. To be effective they must have a uniform grade and be carried to a suitable outlet.

The drains in general are much superior to either open ditches or ditches filled with stone for subdraining roads, and though generally more expensive than either open or stone drains, they usually can be constructed at comparatively small cost. As a rule the tile need never be over six inches in diameter, while for ordinary conditions a diameter of four inches is sufficient.

CHECK ON ROAD ENTHUSIASM

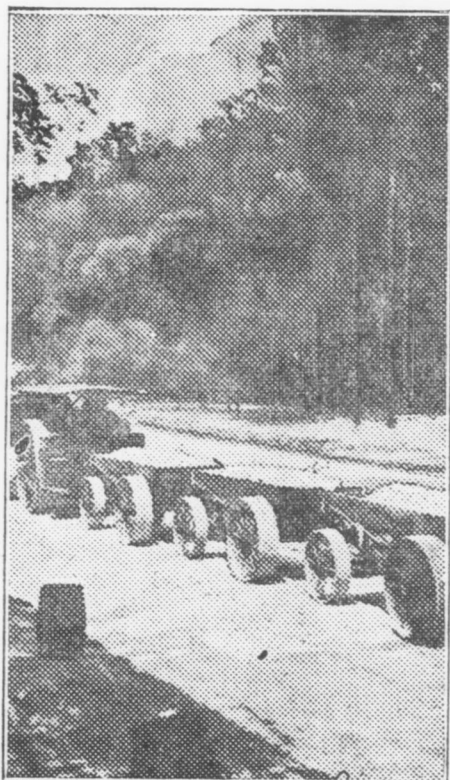
Building of Highways That Will Not Wear is Very Discouraging to Taxpayers.

There is only one cause that can check the enthusiasm, now so evident, for good roads, and prevent a steady development in construction. This is the building of roads that will not wear. It is very discouraging to taxpayers to appropriate money for road building and then to have roads constructed that wear out long before the bonds are paid off. Yet this has occurred in many instances.

MONEY FOR COLORADO ROADS

Bill Now Pending Before Legislature Calls for \$20,000,000 for Better Highways.

Colorado business men recently united in a movement for a \$10,000,000 bond issue. After getting well into the campaign they discovered their chief opposition was in a general criticism because they asked for too little. The bill now before the legislature calls for \$20,000,000.



Traction Engine Hauling Material for Construction of Road.

is now used or can be used, or forms a connecting link not to exceed ten miles in length of any road or roads now or hereafter used, for the transportation of the United States mails, excluding every street and road in a place having a population, as shown by the latest available federal census, of 2,500 or more, except that portion of any such street or road along which the houses average more than 200 feet apart."

The new act also raises the government limit of contribution from not to exceed \$10,000 a mile to not exceed \$20,000 a mile, taking account of higher present costs of labor and materials.

The law also authorizes the secretary of war to transfer to the secretary of agriculture material, equipment and supplies suitable for highway improvement and not needed by the war department.

The original federal aid road act, which became law in July, 1916, appropriated \$75,000,000 to aid in the construction of post roads during a five-year period ending June 30, 1921, and \$10,000,000 to aid in forest-road building during a ten-year period ending June 30, 1926. Not over \$3,000,000 of the original \$85,000,000 had been expended prior to 1919, so that \$82,000,000, plus \$209,000,000, or a total of \$291,000,000 of federal funds, will be available, of which \$287,000,000 will be available during the next three years.

POOR HIGHWAYS ARE COSTLY

Economic Loss to the United States Placed at Annual Figure of \$504,000,000.

The congressional report of 1914 placed the economic loss to the United States through poor roads at an annual figure of \$504,000,000 for transportation costs alone. The heavy increase in tonnage since that time probably makes the loss today close to \$8,000,000,000 a year.

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ROSY CHEEKS or HEALTHY COLOR indicates Iron in the Blood. Pale or colorless faces usually show its absence. A condition which will be much helped by CARTER'S IRON PILLS

Oldtime News Service.

In 1832 James Watson Webb, of the New York Courier and Enquirer, established an express-rider service between New York and Washington which gave his paper valuable prestige. In the following year the Journal of Commerce started a rival service, which enabled it to print Washington news in New York within 48 hours of its occurrence. The most notable express-mail service of all was the "pony express," which carried messages by relays of riders across mountains and deserts and through hostile Indian territory from St. Louis to San Francisco, covering 1,966 miles in 10 days.

Oriental Believe in 13.

Thirteen has no terrors for Orientals. This was shown in Seattle, Wash., when the little Japanese sailing vessel Kashima Maru arrived in port from the Orient with a crew of exactly 13 men aboard. Officers of the vessel explained that 13 is considered in the Orient just like an even dozen or a score when it comes to manning vessels or inviting wedding guests.

Great Alexanders.

Alexander Bell was the great American who invented the telephone, which is still called the Bell telephone; and Alexander Humboldt was a German traveler, statesman and the most distinguished naturalist of all times. One of his most important discoveries was the decrease in intensity of the earth's magnetic force from the pole to the equator. His most important book, "Cosmos," was written in his seventy-fifth year. He did much in his long life to further the science of the world.

Britisher Has Odd Motor.

An English engineer has developed a novel form of rotary motor having four cylinders that operate inside the blades of the propeller. The propeller blades are made of metal and the exhaust issues from the ends of the blades.

Preferred "Motorhouse."

In England during the early days of motor vehicles, there was a decided preference for the name "motorhouse" rather than "garage."