Cement Talk No. 2

Portland Cement does not come from Portland, Maine, or Portland, Oregon, and it was not first made at either of these places. It is called *Portland* because it was given this name by the Englishman who first made it. He called it *Portland* because he thought it resembled certain natural deposits on the Isle of Portland in England. *Portland Cement* is the fine powder produced by pulverizing the clinker resulting from the burning together of various materials of proper chemical composition. In the case of *Universal Portland Cement*, these raw materials are blast furnace slag and pure limestone. There are many brands of *Portland Cement* on the market, produced by different manufacturers. *Universal* is one of the best known and highest grade *Portland Cements*. You can always tell it by the name *Universal* and the blue trade mark printed on each sack. Forty million sacks of *Universal* are made and used yearly in this country. If you have any *concrete* work to do, you will make no mistake by using *Universal Portland Cement*. *Universal* is for sale by representative dealers everywhere.

UNIVERSAL PORTLAND CEMENT CO.
CHICAGO-PITTSBURG
ANNUAL OUTPUT 10,000,000 BARRELS

BEST SHE COULD SAY.

Myrtle—I understand Miss Critic paid me a compliment last night.

Natica—Not quite, but she came as near it as you could ever expect from her. She said you were charming, but—

Tuberculosis Patients Neglected.

Out of more than 225 public hospitals for the insane, with a population of fully 150,000, only 70, or less than one-third, make any provision for their tuberculous inmates, and this, too, in spite of the fact that the percentage of deaths from this disease is very high among this class of people. Such is the substance of a statement made recently by the National Association for the Study and Prevention of Tuberculosis. Seventy hospitals in 28 states, providing all told about 3,350 beds for tuberculosis insane patients, sums up the provision made for this class of sufferers, although the percentage of deaths from tuberculosis among the insane ranges from 50 to 200 per cent higher than among the general population.

The Bridegroom's Portion.

Miss Elsie Gentsch, who teaches Sunday school, had been reading to her class from the gospel of Matthew, and was examining a promising boy, a newcomer, about the subject matter.

"There were ten virgins," said the young man, "five wise ones and five foolish ones, and the five wise ones filled their lamps and the five foolish ones wasn't in no hurry. And at midnight came the bridegroom. So the five foolish ones went across the street to buy oil and got locked out."

"Very good," said the teacher. "And what did the bridegroom do?"

"Why," said the good little student, "he married the five wise ones."—Cleveland Leader.

GET POWER.
The Supply Comes From Food.

If we get power from food why not strive to get all the power we can. That is only possible by use of skilfully selected food that exactly fits the requirements of the body.

Poor fuel makes a poor fire and a poor fire is not a good steam producer.

"From not knowing how to select the right food to fit my needs, I suffered grievously for a long time from stomach troubles," writes a lady from a little town in Missouri.

"It seemed as if I would never be able to find out the sort of food that was best for me hardly anything that I could eat would stay on my stomach. Every attempt gave me heartburn and filled my stomach with gas. I got thinner and thinner until I literally became a living skeleton, and in time was compelled to keep to my bed.

A few months ago I was persuaded to try Grape-Nuts food, and it had such good effect from the very beginning that I have kept up its use ever since. I was surprised at the ease with which I digested it. It proved to be just what I needed.

"All my unpleasant symptoms, the heartburn, the inflated feeling which gave me so much pain disappeared. My weight gradually increased from 98 to 116 pounds, my figure rounded out, my strength came back, and I am now able to do my housework and enjoy it. Grape-Nuts food did it." Name given by Postum Co., Battle Creek, Mich.

A ten days' trial will show anyone some facts about food.

Read the little book, "The Road to Wellville," in pkgs. "There's a reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

CRUSADE for BETTER HIGHWAYS

IF there is any field of public-spirited activity in the United States which stands out conspicuous above all others because of recent progress it is that which concerns itself with the betterment of our public highways. If anybody had predicted a few years back that the beginning of the second decade of the twentieth century would see so marked and widespread an improvement of the public roads of the United States he would probably have been laughed at by all save those few enthusiasts who were looked upon until a short time ago as "cranks."

This is not saying, mind you, that there is not much yet to be done to bring the highway system of this great land to the point where it ought to be and to maintain it there. We are still a very long way behind most of the countries of the old world—notably our sister republic of France—in the condition of our roads. But that is perfectly natural, not because the foreigners are any better road builders than we are, but simply because their highways have been in the making for many centuries, whereas we have mighty few turnpikes that are more than one hundred or at most two hundred years old. And furthermore on top of the youth of our country in road building there is the circumstance of the tremendous size of Uncle Sam's domain. No wonder the Europeans have been able to have good roads when half or two-thirds as many people as we have in this whole vast country have been contributing their work and their taxes to keep up the roads in a territory no larger than one of our medium size states.

But for all the lead given by time and the advantage of dense population it looks as though we would overtake our cousins overseas in the matter of the possession of good roads. Indeed, even now in some states, such as sections of Massachusetts, there are roads as fine as anything of similar character on the other side of the big pond. The secret of this boom in road building in America lies in organization as well as agitation and the country is likely to see new fruits from both during the middle week of September when a "Good Roads Week" will be held throughout the United States. This week of "missionary work" is expected to stir up a goodly share of our people on the question of good roads and it is hoped that some of the new converts and the old will that week practice what they preach to the extent of lending a hand to the building here and there of stretches of "model road" that will serve as convincing object lessons.

"Good Roads Week" is going to be held in connection with the first annual convention of the American Association for Highway Improvement, which will be held at Richmond, Va., and will be addressed by many of the most prominent men in the country. This national organization will, of course, be much in the public eye in this connection, but it is only one of scores of associations great and small that have been helping in this cause. There are state organizations and county organizations and even township organizations all over the country that have been supporting our national, state and municipal governments in what they have been doing for better roads, and the results attained prove what can be accomplished when a large number of people who are very much in earnest set out to all "pull together" toward a desired goal.

A good many people who have not looked very deeply into the subject have gained the idea that the motorists are more largely responsible than any other class of people for this dawning era of good roads. Now, it would not be right to disparage what the automobilists have done, which has been considerable in one way or another, but in the interest of the truth it must be pointed out that the one factor supreme in influence for better roads has been the wide-awake farmer. To be sure it is a fact, and a mighty significant one, that the largest and most powerful corporations in the country—business interests such as our biggest railroads and the steel trust and the Standard Oil corporation—are working energetically with the new American Association for Highway Improvement. They realize that anything that will help the condition of the country at large will help their business. At the same time it is the farmer class that are supplying the backbone of this movement just as they are of every other big movement affecting rural conditions and have been from time out of mind.

It is just as well to admit right here, too, that the average farmer who is going in hard for the cause of better roads is not devoting his time and his labor to the project on any fanciful sentimental basis. Of course, it contributes to his pride to see his farm bounded or bisected by a splendid road and he is gratified that the good folk who go past his door pleasure riding should have an easy pathway, but the great underlying impetus is found in the need of good roads to enable the farmer to market his produce conveniently and economically.

The average old-time farmer was prone to look upon bad roads as a necessary evil. He realized in a sense what a detriment they were to his interests, but he put up with the situation because he did not see any way out of the dilemma—at least not without more work than he could afford to give. Then along came the United States government, when rural free delivery commenced to be introduced, and declared that these rural mail carriers could not be placed in districts where the roads were not in fair condition. This did much to awaken the farmers to the situation, for every rural home prizes the boon of a daily mail delivery. And, at about the same time the farmers, who thus had their serious attention focused upon the good roads question, found, as they looked closer, that bad roads meant a hole in the pocketbook of every tiller of the soil. It began to be realized that if a farmer required the services of four horses and an entire day's time to get a load of produce to market via bad roads the loss to him was just as serious as though he had to accept a very low price for the yield of his acres. Herein is found the supreme incentive among many that has enlisted the progressive farmer in behalf of better roads.

One of the best things accomplished for the farmer by good roads is that it has broadened his markets. With rocky or muddy highways enforcing slow progress the average farmer was in the old days restricted to one market town—the one nearest his farm. Now with good roads he can in a shorter interval than was formerly required reach any one of several communities located in different directions. This enables him to attain the market where he can get the best prices. Similarly with good roads the farmer is not likely to be so restricted to one railroad for shipping facilities. If the road nearest his farm will not give him the cars he needs or otherwise play fair he most likely has some redress by driving across the countryside to a rival line. And the very fact that the introduction of good roads is destroying such monopolies has served to render the railroads more obliging to their farmer clients.

The new country-wide Highway Improvement association which is to hold its first annual congress in the near future will not seek to drive out or supplant the various good-roads associations that have been organized all over the country and many of which are, as has been said, doing an excellent work within a more or less local sphere. However, the new national institution is designed to serve as a clearing house that will pass on all good roads schemes wherever they may originate and that will seek to bring together all the various local associations, harmonizing their aims and policies where in the past they have too often been working at cross purposes.

The United States government is back of this new national organization upon which public attention is now being focused. Indeed, the first president of the body is Uncle Sam's chief expert on good roads—namely, Mr. Logan W. Page, director of the United States office of public roads. And just here it should be noted that this public roads office—a branch of the United States department of agriculture—is doing a most important work for the cause of road improvement throughout the length and breadth of the land. For one thing, laboratories are maintained at Washington, specially equipped to ascertain which of these are best adapted to use in any specified locality or under any given conditions. Even more important is the work of the government bureau in building stretches of "model road."

Under this plan of building model roads to serve as object lessons in the possibilities and benefits of highway improvements Uncle Sam sends his force of engineers and experts into any community which seems to need to be aroused regarding good roads and with their own helpers, or by means of a force of workmen recruited in the neighborhood they construct a mile or two miles of just the sort of road that is ideal for that particular district. How beneficial these object lessons are is proven by the fact that thousands of miles of good roads have been built in various parts of the country this past few years with these governmental "sample roads" as patterns. The showing made by rural roads "before and after" treatment by the government road doctors has prompted state legislatures, county commissioners, local boards of trade, farmers' granges and other bodies to appropriate money for a more extensive good roads campaign in localities that have thus had a taste of the benefits, and in some states, notably Delaware, wealthy men have paid out of their own pockets for long stretches of improved public roads for the use of the whole community.

Found in the Tea Cup

If the Cluster of Leaves Are in a Certain Position Something Will Take Place.

It is said that if there are in the bottom of the tea cup a cluster of leaves with a few stragglers in front, it represents a hearse or a funeral, but if the stragglers are close together, it means a wedding. If the cluster of leaves takes the form of a woman on the side of the cup, it signifies a rival in love; if it looks like a bird, it means news from a distant friend; if it look like a book, it refers to a friend at some institution of knowledge; if it assumes the shape of a tree, it means that the one who sees the "picture" will soon take a journey into the country; if two stalks come together, it means that you are to meet a man; if it looks like a snake, it means that you are to meet an enemy. If the leaves assume the form of a dog, it means that you will hear from a friend; if there is the appearance of a shed or house, it means that you will not board, but will keep house, if you marry; if the leaves assume the shape of a spire, it means that you will cross an ocean; if it looks like a bridge, it is an unquestionable sign that your marriage will be happy and that your life will be long and strong. If a young unmarried woman sees in her cup the semblance of a man fishing with a rod it means that a minister will either officiate at her wedding or become her husband; if she sees an image of a man with many spots before him it indicates that her husband will be rich.

A Nice Distinction.

"Is he what you would call a handsome man?"

"Well, not handsome enough to pose for a union suit advertisement, although he is extremely good-looking."

Busy Times in Minnesota

Those in charge of digging the state drainage ditches complain that they cannot keep men because the farmers grab the laborers to work in the harvest fields, says the St. Paul Dispatch. A Minneapolis man with an automobile tells how he was shanghaied by those who wanted a machine in which to ride to and from their work as burglars. It would seem as though no one is safe in these busy harvest times.

NEWS OF MICHIGAN

Ann Arbor.—Percy Raymond, a youngster, after a terrific struggle, succeeded in catching a 30-pound carp below the dam in the Huron river. Furthermore, he caught it without a line or a hook, in his own two hands. Raymond, in company with several other youngsters, was playing below the dam when he noticed a big fish stranded on a shoal. The water in the river is unusually low just now because of repairs being made on the dam and the letting out of most of the water, and there was no difficulty in reaching the fish. Several of them attempted to pick it up and found themselves floundering in the water where the big fish had landed them. It seemed that the fish would get away till young Raymond jumped on its back and grabbed its gills. It was one of the biggest fish ever taken out of the Huron.

Grand Rapids.—The big furniture strike that has been waged in Grand Rapids since April is at an end. The Manufacturers' association, at a meeting held, voiced an expression of friendliness to their former workmen and pledged to reinstate them in their old positions as rapidly as conditions will permit. They will formulate their future policy and pledges at a meeting of the association. At a mass meeting over 1,500 members of the Brotherhood of Carpenters and Joiners, by a vote of 3 to 1, decided to return to work. This action was taken after it was agreed that the men should apply for their old jobs as individual union men and not representing the union as a whole. Immediately many of the men sought their old positions and were reinstated.

Menominee—The glamour of the circus was too much for Elmer Vailer and George Porter of Menominee, and when the Campbell Brothers' train pulled out of town they "hitched on" and were carried to Escanaba. They were set to work to attend to the elephants—but the elephants did not look as good to them in Escanaba as they did the day before in Menominee. Handling buckets of water all day had blistered their hands. They wanted to crawl under something and die. They tried crying as a means of relief. And then who should come along but George Porter's father. He had no horsewhip in his hand. He said: "Elmer, your folks are looking for you. George, your 'maw' wants you to come home." Elmer and George went.

West Branch.—Three weeks ago Adolph Pohl, a German farmer five miles southeast of this city, was the defendant in a damage suit, and fearing a judgment might be rendered against him, drew $3,000 from the bank. He sent $900 away and left the balance in his house when he went to attend court. While he was in town his house and barns were burned, with his year's crops in the barn. The theory is that some one had ransacked the house and after taking the money fired the building to cover up the robbery. The loss was estimated at $3,000, aside from the money. The loss seemed to unbalance Mr. Pohl's mind, as he expressed his intention of suicide and took his life.

Grand Rapids.—At the meeting of the nominating and executive committees of the Michigan Retail Druggists' association a ticket was placed in nomination for the annual meeting of the association in Flint October 3 and 4. For president were nominated D. D. Alton of Fremont, T. C. Curtis of Flint and C. H. Jongejan of this city. For first vice-president, J. D. Hillmer of Pompeii, C. H. Koon of Muskegon and John A. Robinson of Lansing; for second vice-president, E. O. Miller of Traverse City, George S. Laverer of Bay City and Grant Stevens of Detroit; for secretary, R. W. Cochrane of Kalamazoo.

Hastings.—The fifteenth annual reunion of Berry county soldiers and sailors which closed, is considered one of the best reunions ever held here. The depletion of the list of the veterans is shown by the fact that only 94 registered this year, against 120 last year. Officers of the association were elected as follows: President, Frank Pierce; secretary, Oliver H. Greenfield; treasurer, Friend Soules.

Bay City.—Word was received here of the accidental death in Minneapolis of Medor T. G. Greening, member of one of the oldest and best known families of Bay City. Greening fell down the elevator shaft of a Minneapolis hotel and sustained a fractured skull. He was twenty-five years old and is survived by his mother, Mrs. Josephine Greening, who is in England visiting a married daughter.

Cass City.—Cass City will lose two of her pastors. Rev. A. O. Knapp of the Presbyterian church has announced his resignation, to take effect September 1. He expects to enter Chicago university October 1, where he will pursue a course qualifying for the title of Ph. D. Rev. L. A. Townsend of the Baptist church has entered the employ of the state board and his first work under the board's supervision will be in Croswell. Rev. H. C. Hayward of Deckerville succeeds Mr. Townsend as pastor of the local church.

Pontiac.—Health Officer Catell announced that the use of city water for domestic purposes is unsafe, a report from the state board of health showing that the water is impure. City officials are unable to explain the contamination except it may have occurred through the new reservoir recently placed in service. All water consumers have been warned not to use the water for domestic purposes unless it is boiled. Steps will be taken at once to learn the source of contamination if possible.

HIS BRAVE ACT UNREWARDED

Bestowal of Two Black Eyes Altogether Too Much for Heiress to Overlook.

They were a pleasant party at the country house, and it was only natural that Harvey Hardup should fall in love with Clarissa Coyne, the heiress.

One afternoon they went for a row on the river, but their boat struck a floating tree and sank, leaving them struggling in the water.

Mad with terror, she threw her arms around his valiant neck, almost strangling him. But he was determined to save her, so raising his fist he struck her twice, making her unconscious, and thus enabling him to save her.

She was carried to her room, and next day, when Harvey called, this note was handed to him:

"Sir: I quite admit that it was necessary to make me unconscious in order to save me, but you might have been careful not to black both my eyes. We part forever!—C. Coyne."

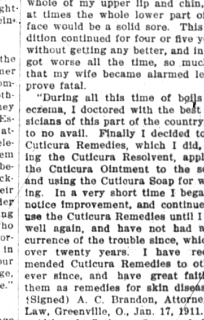
LAWYER CURED OF ECZEMA

"While attending school at Lebanon, Ohio, in 1882, I became afflicted with boils, which lasted for about two years, when the affliction assumed the form of an eczema on my face, the lower part of my face being inflamed most of the time. There would be water-blisters rise up and open, and wherever the water would touch it would burn, and cause another one to rise. After the blister would open, the place would scab over, and would burn and itch so as to be almost unbearable at times. In this way the sores would spread from one place to another, back and forth over the whole of my upper lip and chin, and at times the whole lower part of my face would be a solid sore. This condition continued for four or five years, without getting any better, and in fact got worse all the time, so much so that my wife became alarmed lest it prove fatal.

"During all this time of boils and eczema, I doctored with the best physicians of this part of the country, but to no avail. Finally I decided to try Cuticura Remedies, which I did, taking the Cuticura Resolvent, applying the Cuticura Ointment to the sores, and using the Cuticura Soap for washing. In a very short time I began to notice improvement, and continued to use the Cuticura Remedies until I was well again, and have not had a recurrence of the trouble since, which is over twenty years. I have recommended Cuticura Remedies to others ever since, and have great faith in them as remedies for skin diseases." (Signed) A. C. Brandon, Attorney-at-Law, Greenville, O., Jan. 17, 1911.

Although Cuticura Soap and Ointment are sold everywhere, a sample of each, with 32-page book, will be mailed free on application to "Cuticura," Dept. 3 K, Boston.

OR SAYS HE IS.



De Quiz—Why is a good actor like a set of brains?

De Witt—Because he is a head liner.

Little Pitcher

Lady Visitor—I am coming to your mamma's company tomorrow, Tommy.

Tommy—Well, you won't get a good supper.

Tommy's Papa—Tommy, what do you mean, talking like that?

Tommy—Well, you know, pa, you told ma you'd have to get some chicken feed for her old hen party tomorrow.

LADIES CAN WEAR SHOES one size smaller after using Allen's Foot-Ease, the Antiseptic powder to be shaken into the shoes. It makes tight or new shoes feel easy. Gives rest and comfort. *Refuse substitutes.* For FREE trial package, address Allen S. Olmsted, Le Roy, N.Y.

A Commuter's Explanation.

The man in the iron mask explained.

"They assured me there were no mosquitoes here," he cried

Cole's Carbolsalve quickly relieves and cures burning, itching and torturing skin diseases. It instantly stops the pain of burns. Cures without scars. 25c and 50c by druggists. For free sample write to J. W. Cole & Co., Black River Falls, Wis.

Is life worth living? I should say that it depends on the liver.—Thomas Gold Appleton.

Mrs. Winslow's Soothing Syrup for Children teething, softens the gums, reduces inflammation, allays pain, cures wind colic. 25c a bottle.

A live goose is worth more than a dead ancestor.

Don't Persecute Your Bowels

Cut out cathartics and purgatives. They are brutal, harsh, unnecessary. Try

CARTER'S LITTLE LIVER PILLS

Purely vegetable. Act gently on the liver, eliminate bile, and soothe the delicate membrane of the bowels. Cure Constipation, Sick Headache, Dizziness and Indigestion, as millions know.

SMALL PILL, SMALL DOSE, SMALL PRICE.

Genuine must bear Signature

Brentwood

DEFIANCE STARCH for starching finest linens