

GOOD ROADS COMING.

THERE IS NO MISTAKING THE SIGNS OF THE TIMES.

Widespread Discussion Has Shown the Pressing Need of Highway Improvement—Men From All Walks of Life Have Enlisted in the Cause.

There is no doubt in the minds of those who have studied the signs of the times that an era of road improvement has dawned on this country. Continued agitation has awakened the people to the necessity of action. The Cedar Rapids Gazette tells the story of progress in a conversation between an old editor and a farmer.

"At last," said the old editor, who had been in the harness for nearly 40 years. "I see signs which indicate the certain approach of an era of good road building, and I look upon it as one of the best signs of the times."

"I infer that you think it high time for such an era," remarked a farmer subscriber who had dropped in for a few financial transactions.

"I surely do. In fact, I can't find even the shadow of an excuse for any more delay in its journey our way. I only wonder why, when advances are being made in so many other respects, some of which are of little importance compared with the roads over which many millions must pass each year, that the day of practical planning for better roads did not begin several decades ago."

"May I ask what it is that gives you encouragement that there is approaching a revolution in the matter of roads?" asked the farmer, adding that he was "aware that good roads mean more to me and my brother farmers than to any other class," and that he was anxious to see his work go on.

"Agitation, sir, agitation—the practical agitation that is going on in every direction. Why, the ministers are preaching about it, educators are lecturing on the subject, the farmers, at least all who are organized, and they are organized in nearly all the states, are awakening to its importance to them, personally—to their purses and comfort. Few, if any, of the farmers' institutes have passed without more time being given to good road agitation than to almost any other question."

"The question has been taken up in one way or another in 20 different legislatures, and the discussion on the various measures touching better roads has been far-reaching, the papers quoting more or less from the bills and the speeches. Debating societies in thousand of schools have discussed the good roads question. Hundreds of thousands of men and women who ride wheels have talked more or less on the same question, and the great national organization of wheelmen known as the League of American Wheelmen, whose membership, I understand, is fast climbing to to the 100,000 mark, has done a vast amount of work in making right public sentiment."

"We must not forget that among these wheelmen are thousands of farmers and their sons; statesmen, diplomats, merchants, lawyers, doctors, manufacturers, capitalists, mechanics, workmen—men from all walks of life—as good people as we have, patriotic, public spirited, pushing citizens, whose power is being felt more and more in many laudable directions. I used to look with suspicion upon their efforts. I do so

no longer, for I have never known them to take up any work that did not mean more for others than it did for themselves.

"I must not forget my own profession. Why, I can hardly pick up an exchange in which there is not a reference to the good roads subject. Look at this, just clipped from a widely circulated publication. The editor was talking about a proposed piece of good road between two western cities. His closing paragraph is worthy of close study and is as follows:

"But these roads cannot all be built in one year. The county board should lay out a plan for road improvement covering a number of years. A given number of miles might be allotted to be complete each year. All parts of the county might be included, and in time a system of roads would be built that would be a credit to the country and a saving to the farmers. Perhaps if the sessions of the county board were to be held in the early spring months, instead of in the fall, when we nearly always have good roads, we might see something substantial accomplished."

"Here is a paragraph from a Minnesota paper that attributes the failure of four merchants in March to bad roads. The roads were so bad that collections could not be made. Oh, yes, my profession is doing its part in hastening the good roads era."

The conversation was encouraging, very, and indeed rather inspiring, for what the old editor said is true. The agitation is indeed widespread. It must result in the upbuilding of the required good roads sentiment.

ONE OF TWO WAYS.

The bladder was created for one purpose, namely, a receptacle for the urine, and as such it is not liable to any form of disease except by one of two ways. The first way is from imperfect action of the kidneys. The second way is from careless local treatment of other diseases.

CHIEF CAUSE.

Unhealthy urine from unhealthy kidneys is the chief cause of bladder troubles. No the womb, like the bladder, was created for one purpose, and if not doctored too much is not liable to weakness or disease, except in rare cases. It is situated back of and very close to the bladder, therefore any pain or inconvenience manifested in the kidneys, back, bladder or urinary passage is often, by mistake, attributed to female weakness or womb trouble of some sort. The error is easily made and may be as easily avoided. To find out correctly, set your urine aside for twenty four hours; a sediment or settling indicates kidney or bladder trouble. The mild and the extraordinary effect of Dr. Kilmer's Swamp-Root, the great kidney and bladder remedy is soon realized. If you need a medicine you should have the best. At druggists fifty cents and one dollar. You may have a sample bottle and pamphlet, both sent free by mail. Mention the ENTERPRISE and send your address to Dr. Kilmer & Co., Binghamton, N. Y. The proprietors of this paper guarantee the genuineness of this offer.

Two little girls in Kokomo, Ind., saw in a merchant's advertisement, "Dolls for a song." Children always take things literally, and the two little tots went to the store, climbed up on the counter and sang a little song. Then they asked for their dolls. The amused merchant gave them a doll each, but changed his advertisement.

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English Cotton Mills.

We have been talking, for years, at the South of New England cotton mills moving to this section, but now there is a report that English factories will be established here. The Boston Transcript says this would be an undertaking that would make old Lancastrians turn in their graves, cause every mule-frame in Oldham to run out of gear and every loom in Manchester to lose picks.

Our Boston contemporary adds: "But what better alternative presents itself? In our Southern States, in close proximity to the staple and with other advantages which would help them regain some of the ground which they have lost through one cause and another, we have room and to spare for all such, and their coming here together with their workers, would be a boon to whatever section they settled in. In the present crisis in the cotton industry throughout the world, England is the most unfortunate of the countries engaged in the manufacture. The trade once compact is being broken up as new factors are coming to the front, and she sees her old customers supplying their own needs, as well as catering to the trade of others.

"The part America is taking in this division of the cotton goods trade, has been commented upon before. There is no good reason why we should not hold fast what we have acquired in this line aboard, or why we should not ourselves from time to time of new territory in the commercial world, and whether such acquisition be the result of natural conditions or of the native energy of Northern or Southern manufacturers, the glory and the advantage accruing from it will be shared by the country as a whole.

"The contemplation of such a possibility as the removal of English cotton mills here, naturally suggests the British policy relating to cotton manufacture in favor in the last century. Then, Samuel Slater, Arkwright's young apprentice, stole secretly out of England with his head full of the details of spinning machinery, but with never a line or model, the finding of which would betray his secret and give him a turn in jail for the better protection of English spinners against colonial competition. Thanks to his retentive memory, the foundations of American cotton manufacture were laid deep and sure, and what the superstructure is to-day we all know. It would be a strange fate that made the successors of Lees, Stutt and Hargreaves accept the hospitality of his country, which, in spite of embargo and repression, has made its industrial power felt throughout the world, and now magnanimously holds out a glad hand to the descendants of its old oppressors."

"When I get to be a man," said a boy to his father, "I am going to strive to cultivate an unselfish nature." "That's right," replied the father. "How are you going to go about it?" "Well, in the first place, if I have any little boys I'll let them shoot their own fireworks, instead of telling them they must let me do it for fear they will hurt themselves."

WANTED AGENTS.

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