

COURIER - JOURNAL

For 1913.

You can not keep posted on current events unless you read the

COURIER - JOURNAL

LOUISVILLE, KY.—HENRY WATERSON, EDITOR

WEEKLY COURIER-JOURNAL

—AND—

HARTFORD REPUBLICAN

Both One Year for

\$1.50.

Regular price of Weekly Courier-Journal \$1.00 a year. We can also make a special rate on Daily or Sunday Courier-Journal in combination with this paper.

To Get Advantage of This Cut Rate, Orders Must Be Sent to Us, Not to Courier-Journal.

ONLY TWO KINDS OF ROADS NEEDED

Concrete and Gravel Best For Highways in Country.

EFFICIENT AND DURABLE.

President Waldon of Automobile Chamber of Commerce Expresses Views—Says Old Roadmaking Methods Are Not Practical For Modern Traffic Usages—Cites Illustrations.

In the opinion of S. D. Waldon of the good roads committee of the automobile chamber of commerce there should be only two kinds of roads built in this country, concrete and gravel, he states, is the best farmer's road that can be built at minimum expense. He believes it is a waste of time to build roads of material better than gravel and not as good as concrete. Speaking further of his views of roads, of their making and their maintenance, Mr. Waldon says: "This is a very concrete presentation of the solution of the highway problem that is puzzling all civilized coun-



MIXING SAND AND GRAVEL. tries day. It is generally recognized by highway authorities and road users that the methods of building wagon roads with broken stone, as introduced by Telford and MacAdam a century ago, have become obsolete. While

these water bound roads were serviceable enough for the traffic of the nineteenth century, they are utterly un suited to the increased traffic and the higher speeds of the twentieth century. Within from two to five years after a new macadam road is built it is worn out and must be remade, or at the very least must be resurfaced throughout its length. In the meantime, unless it has been oiled frequently or otherwise treated with an adhesive binder, the dust lying on its surface is a public nuisance to all who use the road and to all who live beside it.

"Permanent highways cost less in the long run than macadam and other types of temporary roads. The first cost is greater, but their annual cost of upkeep is far less, and they have a much longer life. This is particularly true of the concrete road. It costs less to build than most other kinds of so called permanent roads, is practically indestructible and requires almost no attention after completion.

"In Bellefontaine, O., there is nearly half a mile of concrete streets which were laid twenty-one years ago and the repairs on which have not amounted to \$150 in that time. The wear has not exceeded one-half to three-quarters of an inch where the horses travel. These streets are easy to clean and are easily kept clean. They are ideal for motor traffic and as a lasting proposition are beyond compare.

"The village of Saugerties, N. Y., has made an interesting experiment with concrete. About four years ago it built a complete new road, one-half of concrete and the rest of macadam. The macadamized portion had to be completely repaired at the end of two years' service, as it had become badly cut up by heavy traffic. The cement road is in perfect condition today and appears to be good for many years to come.

"Proper use of the split log drag on the ordinary dirt byroads and the ditching and graveling of the principal country roads will suffice for their improvement at small cost until such time as traffic needs call for permanent construction. All state roads which are through highways and sustain the heaviest traffic should be of permanent construction, and concrete appears to be the best material for the purpose. The concrete arch provides the strongest foundation of a given thickness to sustain heavy loads. It is impervious to water and if the road is properly drained at the sides is not likely to be affected by frost. The surface wear from traffic is almost negligible. Horses' shoes and steel tired wagon wheels do not pulverize it into dust, and the suction of rapidly moving automobiles does not suck the binding material from between the stones. Sifted and washed gravel pebbles can be utilized for the concrete road, eliminating the expense of stone crushing, and the only other materials needed are sand and cement."

SUNDAY SCHOOL CONVENTION

48th State Convention Will be Held in Louisville Oct. 7 to 10th

BIG ATTENDANCE EXPECTED

Low Railroad Rates and an Attractive Program With Speakers of National Reputation — Banner for County With Largest Attendance.

Louisville, Ky. — (Special) — Every Sunday school worker in Kentucky, who is at all interested in this great movement, will find something absorbing during every hour of the four-day convention of the Kentucky Sunday School Association which convenes in Louisville Tuesday, October 7 to 10 inclusive. This is the 48th State Convention.

Representatives from every Sunday School in Kentucky are expected to be in attendance. The railroads have made a very low rate of one fare plus twenty-five cents for the round trip. Every Sunday school worker in Kentucky is invited to attend the convention, who by enrolling and paying a one dollar fee, may become a delegate with all convention privileges.



First Christian Church, Fourth and Breckinridge, where convention will be held.

Marion Lawrence, of Chicago, general secretary of the World's and the International Sunday School Associations and one of the most popular Sunday school men of America, will be present. Mr. Lawrence is so busy that he will attend only one other state convention this year.

Splendid List of Speakers.

Rev. M. B. McNutt, of Chicago, specialist in the rural school problems, and many other prominent speakers are scheduled for some of the most interesting addresses. Among the other speakers are:

Prof. T. J. Coates, Supervisor of the Rural Schools of Kentucky; Rev. M. B. McNutt, Chicago, Specialist in the Rural Church Problems; Mrs. Zillah Foster Stevens, Alton, Ill., Superintendent Temperance Department International Sunday School Association; President R. H. Crossfield, Lexington, Transylvania University; Rev. W. J. Clarke, Adult Superintendent Kentucky Christian Bible School Association; Hon. J. B. McFerran, prominent financier of Louisville.

The topics to be discussed cover a wide range of subjects pertinent to Sunday school work. Among the many topics are the following:

"Evangelism in the Sunday School," "Sunday School Institutes," "Educational Values of Missionary Instruction," three addresses on "Souls Winning," "The Temperance Pledge," "The Adult Class in the Temperance Fight," "Seek the Welfare of the Children."



Marion Lawrence, General Secretary, International Sunday School Association.

During the convention hours will be set apart for conferences on the various divisions and departments of the Sunday school, when programs prepared for special classes of workers will be arranged. Among these will be conferences for the elementary, secondary and adult divisions. One for Sunday school executives, including pastors, superintendents, secretaries, librarians, choristers, chairmen of committees, etc.

A banner will be presented to the county having the largest number of registered delegates, and to the county whose registered delegates travel the largest aggregate number of miles.

Another interesting feature of the forty-eighth state convention will be the great mass meeting of thousands of Sunday school workers in an open air service in one of the parks, to be conducted by Marion Lawrence. The grand old hymns of the church will be sung at this outdoor service as well as during the regular sessions of the convention.

TO SPEAK FOR GOOD ROADS.

New Yorkers Will Attend Congress in Detroit Next Month.

Many persons interested in the good roads movement are preparing to go to Detroit to attend the third annual convention of the American road congress, which will be held there. Laurens Enos, president of the American Automobile association of New York, will head a party which will make the trip and will make one of the opening addresses.

The congress is to be held under the auspices of the American Highway association, the American Automobile association and the Michigan State Good Roads association. Twenty chiefs of state and national highway departments will personally take part in discussing ways and means of constructing and maintaining highways, according to every known method and under all conditions.

J. T. Pennybaker, secretary of the congress, in explaining the arrangement of the program called attention to an innovation in the method of discussing the subjects that come before the congress. "Heretofore," said Mr. Pennybaker, "the set papers have all been read at the sessions and not published until after the congress had adjourned, thus making general discussion difficult both on account of lack of time and inability on the part of the audience to give sufficient consideration to the papers before entering upon discussion. This year we shall have all of the set papers printed in advance of the congress and read only by title. The general discussion will be opened by selecting specialists of national reputation, who will be provided with copies of the papers at least ten days in advance of the meetings."

NEW ILLINOIS ROADS.

State to Spend \$1,000,000 For Construction and Repairs.

The old highway commission of the state of Illinois passed out of existence with the appointment of the good roads commission, which has assumed its functions. The state has \$1,000,000 immediately available, and there is \$1,500,000 more which will be ready for use as soon as the sum now on hand has been expended.

Illinois was behind some other states in respect to roads, the statistics of the department of agriculture showing about 10 per cent of the 95,000 miles improved permanently, whereas other states in the west have 20 to 50 per cent in good condition.

Wisconsin, far ahead in this matter, will build 1,000 miles of new road this year, making 1,800 miles constructed under the supervision of the present commission.

In Missouri and Kansas 1,000 miles of road are to be macadamized at once.

ABOLISHING CROSSINGS.

Millions Being Spent to Make Accidents on Roads Less Frequent.

Recent deaths caused from accidents at grade crossings of highways and railroads have started a crusade that has gained much momentum favoring the abolition of all grade crossings by the railroads, aided by the various states. It is realized that this would



RAILROAD CROSSING WHERE SEVERAL MET DEATH.

prove a most expensive undertaking, and as a result it is planned to give five years to the work, having all crossings abolished at the expiration of that time.

Such crossings are especially dangerous for automobilists who race through the country at a terrific rate of speed at night and do not heed the warnings of approaching trains. Many of the railroads have already expended millions of dollars in abolishing such crossings, and the work is now being pushed with much energy.

KEEPING ROADS REPAIRED.

Government Pamphlet Deals With Effects of Heavy Motor Trucks.

Increase in the number and weight of automobiles and heavy motor trucks has led the office of public roads of the department of agriculture to issue a special pamphlet of instructions on the maintenance of highways. More substantial foundations in road building as a means of keeping down the cost of maintenance are recommended.

"There is probably no subject in which the progressive farmer is more deeply interested," the road expert stated, "than that of having roads connecting him with his markets over which he may be able to haul the greatest possible loads. Good roads, like all other good things, are too expensive to build and of too much value to be neglected."

The pamphlet deals with methods for keeping in repair roads already built.

CLEAN HANDS AND A PURE HEART

Pictorial Language of Bible Amazes Pastor Russell.

The Significance of the Picture—What It is to Ascend into the Holy Hill. What is Meant by Standing in the Holy Place—Who Have the Clean Hands—What is Signified by a Soul Lifted Up to Vanity—Who Are Those Who Swear Deceitfully—The Terms and Conditions of the Divine Rewards—Christ the Great Exemplar.



PASTOR RUSSELL

Washington, D. C., Oct. 5.—Pastor Russell addressed the Washington Temple congregation this afternoon, from the text, "Who shall ascend into the hill of the Lord? Or who shall stand in His holy place? He that hath clean hands and a pure heart."

(Psalm 24: 3, 4.) He said: The pen pictures of the Bible astound us with their clearness, force and pointedness. The Prophet David was not writing with ordinary poetic license, but was stating poetically grand truths which he himself could not fully appreciate. St. Peter tells us that this was the case with all the Prophets.

Then the Pastor, interpreting his text as a prophecy, showed that Mt. Zion typified the Messianic Kingdom, and the holy place of Israel the antitypical Temple of the future, Jesus Christ being the chief Corner Stone and the faithful saints the living stones.

The context shows that the Psalm applies primarily to the Lord Jesus Christ. "He that hath clean hands" would signify he who is willing and able to keep the Divine Law perfectly. "He that hath a pure heart" is he in whom there is no admixture of disloyalty or selfishness or sin. The Lord Jesus alone could and did keep the Divine Law, both in letter and in spirit.

Other Tests Were Necessary.

The full keeping of the Law was not the only requisite in the great Heir of the Abrahamic Covenant. He must fulfil all prophecies concerning Messiah. In these God had caused to be set forth tests respecting the humility and loyalty of the One performing them.

The Pastor showed conclusively from Scripture that our Redeemer fulfilled these requirements perfectly, and through obedience entered the Messianic glory. He did not swear deceitfully, but kept to the very letter the Covenant of Sacrifice which He made with the Father. Neither did our Lord "lift up His soul unto vanity," nor hearken to the Adversary's admonitions. On the contrary, He humbled Himself even unto the death of the cross. Because of His faithfulness, God gave Him a name above every name—Messiah, the King of glory.

"Lift Up Your Heads, Ye Gates." Pastor Russell interpreted the remainder of the Psalm as a picture of our Redeemer entering into His glorious reward. The ushering of Messiah into the honor and glory of the Kingdom, to establish righteousness in the earth, to put down rebellion and sin, and to destroy the works of the Devil, is really the ushering in of Jehovah's Kingdom, for which we pray.

The result of Jesus' conquering work, begun at Calvary and to be completed during His Millennial Reign, will be that Jehovah will be hailed Lord of all. In accepting the terms of the Kingdom the world will really be bowing to Jehovah and entering that condition where He can grant them endless life.

"Partakers of His Holiness."

Then the Pastor discussed the Church of Christ, whom God has been selecting from amongst mankind since Pentecost. Unlike the Redeemer, these are members of the fallen Adamic race. Our first thought would be that they would be debarrred by Adamic imperfection from participation with the Savior in His coming glory. But Divine Mercy has made a special arrangement whereby these may become acceptable with the Father now.

The special provision for the Church is that if they make a Covenant of Sacrifice, as Jesus did, the Redeemer will appropriate to them that share of forgiveness and restitution which otherwise would be theirs during the Millennium. This the Scriptures designate "justification by faith." Such then are acceptable to God, and joint-heirs of Jesus Christ, if so be that they suffer with Him.

Thenceforth they are treated as New Creatures, and not according to the flesh. With these the standards are heart intentions, not flesh perfection. The Bible shows that they are pure in heart—loyal to God; otherwise they could not have been begotten of the Holy Spirit. As for their hands—lives—the New Creature never had soiled hands of impurity and wilful sin. All fleshly imperfections are covered, through the Redeemer's blood.

But not all who entered into covenant relationship with God through Christ keep their Covenant faithfully. Those who do shall share Jesus' glorious reward. These "more than overcomers" follow the Lamb whithersoever He goeth. While some will fall and will receive a lower blessing, yet the foreordained number will share with their Lord the Kingdom and the Divine nature.

Security Life Insurance Co.

Not the oldest—not the biggest—but the STRONGEST in surplus security to policy holders.

Highest ratio of assets to liabilities among all the established life insurance companies in America. Everything absolutely guaranteed. No estimates.

YOU

should carry a guaranteed policy in this strong company.

W. R. HEDRICK, - Hartford.
A. S. TANNER, - Owensboro.

HAVE YOUR SUITS Cleaned and Pressed

Repairing and Dyeing neatly done. Ladies work given special attention. Hats Cleaned and Repaired.

Work called for and delivered. Club rate \$1.00 per month.

Hartford Pressing Club, Y. M. C. A. BLDG., HARTFORD, KY.

KILL THE COUGH AND CURE THE LUNGS

WITH Dr. King's New Discovery FOR COUGHS AND ALL THROAT AND LUNG TROUBLES. GUARANTEED SATISFACTORY OR MONEY REFUNDED.

SOLITE OIL

the Lamp Oil that Saves Eyes. Nothing is more important in the home than clear, steady light. Insure this by getting the oil that burns clear and clean without a flicker down to the last drop. Pennsylvania crude oil refined to perfection. Costs no more than the tank-wagon kind—saves MONEY—saves WORK—saves eyes. Your dealer has SOLITE OIL in barrels direct from our works.

Chas. C. Still Oil Co., Louisville, Ky., Refinery at Warren, Pa. We sell the celebrated "20 Carb" Auto Oil.

NEW THE SEWING MACHINE OF QUALITY

NOT SOLD UNDER ANY OTHER NAME. HOME

WARRANTED FOR ALL TIME. If you purchase the NEW HOME you will have a life asset at the price you pay, and with not have an endless chain of repairs.



Quality Considered it is the Cheapest in the end to buy. If you want a sewing machine, write for our latest catalogue before you purchase. The New Home Sewing Machine Co., Orange, Mass.