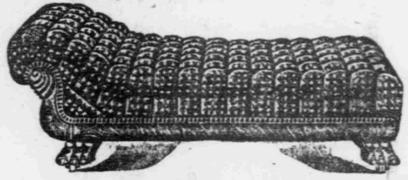


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42 inch base,  
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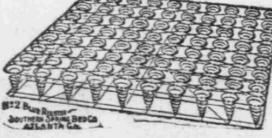
Quartered  
oak, genuine  
leather up-  
holstered  
Diners—  
**\$18**  
\$1 down,  
\$1 a week.



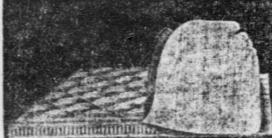
**CHINA CLOSET, with mirror on top  
and inside, polished frame,  
\$24.00**  
\$1.00 down, \$1.00 a week.



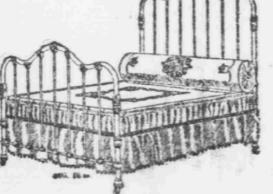
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## ON BEING PRACTICAL

By BONNIE BURNHAM

A nervous sort of unsettled person said to me just the other day—and he said it fervently and with a far-away dream kind of look in his eye, "Young Woman—do you really think that you've settled in your right sphere—your correct soul sphere, to speak? Do you think you have grasped the meaning of all this mysterious existence of ours—are you properly placed in your own plane of being and seem- ing?"

I looked at that man to be sure. Yes, I had met just that sort of occasional moony book-wormish per- son in college days, three—four— maybe five years (!) ago—and I knew the type; a sort of a misfit conception of a regular 'ism crowded brain—a fellow who wouldn't go in for good, snappy healthful athletics and the rest of the things—but sat around biliously and studiously hatching un- healthy ideas.

That was his sort exactly. So I said, "Well I reckon I've struck the right sphere and so on—it seems all right and good enough as long as I haven't had time to worry about it!"

Then he said unpleasant things about practical, unfeeling minds in general—awfully uncomplimentary things, in fact, from the mouth of a moony, far-away sort of a gentleman straight into the teeth of a harmless business lady!

Do you know the really for sure trouble, now, with that man?

He's worrying too much about him- self and the measly little part we're all playing in this play-world of ours! He's thinking too much of things with which the present mind is unable, really, to grasp and to realize—and he'll pay for it, too, some day.

There are things, by the way, which, in their overwhelming mystery we should steer far and away from, and strive valiantly to be sweet souled, pure, practical men and women with a code of our own, perhaps, to follow!

**Practical Men and Women.**  
Think, for an instant, of all the fine sort of really worth while people you have known.

"Thinking?"

Now picture an ideal type or two. If he's a man—this practical world- ly person of ours—he's deeply en- grossed in business affairs—the busi- ness of "Making Good."

To an extreme?

Not your ideal man! for he's a well balanced, fun-loving soul, and takes his sport in its proper turn!

He's a tender, patient, polite kind of man with old, old women and little children, too, and he under- stands and appreciates the various temperaments of various women!

A dreamer?

Away with the thought!

He merely looks life squarely in the face as he honestly sees it, and is content. The friends he has and the general esteem in which he is held speaks volumes, too, for the practical man!

And the practical woman—what of her?

In the first place, she's going to keep strictly away from your particu- lar business.

She's going to probably ask you to do the same, or there's more than likely to be some practical, systematic sort of trouble for some one—well planned and effective always.

She's not going to be carried away off her feet whether people approve or disapprove, but she's going to do just as nearly right as she's capable of figuring—and she's on the square!

I like this practical sort of a woman—love to trust her implicitly—for I know that I may!

It's the dreamers and people ad- dicted to fancy flights who just naturally breed these earth troubles of ours—take it from me!

**The Dangers of 'isms.**

There are probably more divorce suits, more affinity situations and more unhappy marriages generally in the country today which are due to this business of figuring out these high sort of 'isms, than from any other one cause.

Put one of the new ideas—the brand new 'isms on human living in general in the hands of the average dream-kind of woman; make her think she has an ultra-artistic tem- perament which is capable of peering

worth while people.

Let's let the rest of the world slip on somehow, and put all that extra energy on our own particular personal success—and then just let's see!

Here's something I've been thinking a whole lot about—and so will you: "In men whom men pronounce divine—I see so much of sin and blot In men whom men denounce as ill I see so much of goodness still, I hesitate to draw the line Between the two

When God does not!"

### RAISING RATE ON TURPENTINE

RAILROADS NOW WANT TO MAKE THE WEIGHT OF CASKS 440 POUNDS INSTEAD OF 420 POUNDS.

The naval stores interests in Savan- nah have been greatly concerned over the notice sent out by the various railroads entering that port of their intention to raise the weight on tur- pentine from 420 to 440 pounds per barrel on freight charges. This would prove a serious disadvantage to Sa- vannah as it would cause consider- able of her naval stores to be diverted to nearer ports.

The Savannah Morning News says: One of the most interesting conten- tions so far as the branch of com- merce which has to do with the handling of naval stores is concerned, that has yet been brought before the Georgia state railroad commission, was heard before that body in Atlanta on Wed- nesday, when the hearing of the case involving the Atlantic Coast Line and the Savannah Board of Trade was given a hearing.

It is well known that Savannah is the largest naval stores port in the world, and that more turpentine is shipped on a vessel leaving her wharves than by the ships sailing from any other city. The number of bar- rels of turpentine which are shipped into this city for export annually reaches far into the hundreds of thousands. Naturally, all this busi- ness comes into this city by means of the railroads, which have always received what the men who are most interested have considered a fair and just compensation.

420 Pounds the Standard.

"For some reasons best known to themselves, the members of the in- terstate commerce commission have ruled that turpentine should be billed at actual weight, and through this very clause in their ratings the pres- ent issue has arisen," said a member of the trade Tuesday. "It appears that for more than thirty years the railroads have been in the habit of estimating the weight of turpentine in barrels or packages at 420 pounds, and charging freight therefor on that basis.

"Just how long this rule has been in effect cannot at this time be learned, but it is safe to say that if there had been any reasonable ground for a kick, some of the railroads handling the turpentine would have made one within the last quarter of a century at least. This, however, has not been done, and the carriers have earned many hundreds of thousands of dol- lars in the raffie.

"Recently, however, the Atlantic Coast Line decided that it was not getting enough money out of the tur- pentine hauling business, and arbit- rarily announced that beginning with the publication of a circular they is- sued, the weight upon packages of turpentine would be 440, an increase of 20 pounds per barrel.

"When this fact became known to the handlers of naval stores in Sa- vannah, it caused a flurry of indigna- tion. The action of the Coast Line was taken without notice being given to the railroad commission, according to the naval stores dealers here, and also without previous notice to any one else interested in the handling of turpentine. The Coast Line is the only road that has made this advance in weight, and it is this act that has precipitated the controversy before the state railroad commission."

It is with no little satisfaction that the naval stores dealers of Savannah learn of the result of the fight made by the Board of Trade against the action of the Atlantic Coast Line with reference to increasing the estimated weight on turpentine from 420 to 440 pounds to the barrel.

Upon the return to the city Thurs- day of Secretary Purse, who conduct- ed the fight against the increase in the hearing before the railroad commis- sion, announcement was made that an agreement had been reached whereby the barrels would be billed at the esti- mated weight of 420 pounds until the

first of November, at which time a conference will be held with the rail- road for a final settlement of the ar- gument.

This is a decided victory for the naval stores trade and the Board of Trade is conceded by all who are fa- miliar with the details of the contro- versy. A hearing was held in Atlan- ta on Wednesday, Mr. Purse and Capt. R. M. Hitch presenting the case against the railroad. There was con- siderable argument by both sides, af- ter which the commission announced that they were powerless to act in the matter. The commission, however, recommended a conference of the two interests, and this was held immedi- ately after the hearing.

At this conference Mr. Purse suc- ceeded in convincing the railroad au- thorities that there were certainly two sides to the matter, and that if 420 pounds as estimated weight was too little for a barrel of turpentine, 440 pounds was certainly too much. As an outcome of the conference the rail- road officials agreed to continue bill- ing turpentine at the old figure for the rest of the month, at the expira- tion of which another conference will be held and a reasonable figure de- cided upon. According to dealers here there would be no objection to tur- pentine being billed at as high as 430 pounds to the barrel.

"I'd Rather Die, Doctor, than have my feet cut off," said M. L. Bingham, of Princeville, Ill. "But you'll die from gangrene (which had eaten away eight toes) if you don't," said all doctors. Instead he used Bucklen's Arnica Salve till wholly cured. Its cures of Eczema, Fever Sores, Boils, Burns and Piles astound the world. 25c. at all druggists.

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BABY-EASE is as good for older children as for babies—especially for school children whose sedentary habits make a mild laxative often necessary. It takes the place of calomel, castor oil and other dra- gic purgatives that often seriously derange the system. It is mild and gentle in action.

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