



LOVE THE ADVENTURE

G. H. ROBINSON

CHAPTER VI.

Esperance opened her door and passed swiftly down to the square's room. I heard her shriek, too. I was in a state of excitement impossible to describe, still buoyed up by the idea that I was a hero.

"I don't know! I seem not to mind anything now to be better. I am not a murderer," I repeated, softly, to myself. And so I am to go away tomorrow.

"You must tell me," I cried, between tears and laughter. "I want to hear you say, 'Will I die in the morning?' I was Charlotte's darling. I killed the tyrant."

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up the steps with me all me down there. On a pile of books, I was sitting. I had been thinking of nothing in particular. I take off my hat and shake back my hair. Only at the joy and excitement of living on such a day as this, but something like a thrill back to my mind with vividness. The years, ten years ago. It is never out of my thoughts for many days together, but it seldom returns with such force as it does today. It is the dark background to my other life, happy, successful life. This is the scene which has been before me, and of which I will never forget. I will tell you, though, I know the result will be true and lasting.

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years with the company of a single man. As I passed I saw the hall and heard the door open. I saw the door open. I saw the door open.

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Good Roads Notes

Bicycles and Good Roads.

STATE SENATOR HORATIO S. EARLE, of Michigan, one of the most prominent candidates for election to the presidency of the League of American Wheelmen wrote to the Tri-Weekly on the connection between wheeling and good roads, and announces a purpose which should appeal to every lover of the wheel and opponent of the bicycle's arch enemy, King Mud.

"Sir: It is my purpose to honor the organization of the League of American Wheelmen with the first good roads traveling school, or good roads trail, that ever went over this country, to teach the art of road building from the material found in each section of the country in which it may be my privilege to hold conventions. I shall have every kind of machinery that is good for making and improving roads and sidewalks. We shall construct two feet of stone road, two feet of gravel road and improve 200 feet of dirt road at each place, teaching Highway Commissioners and all others how to do it in an economical way. This, of course, is not philanthropic on the part of the good machinery manufacturers, for the very reason that the sales they will be able to make at this time and in the near future will be enough to pay for the expense of this trail. This has gone past the usual period, as sufficient machinery construction have already arrived to do into the streets with me to make it an assured thing. It will be my purpose to hold two conventions in each of at least twenty five States. I propose to work with the Chief Council of each State to arrange for the convention, for the right material, and as to which terms we shall visit and hold the school at. Further, automobile clubs, wheelmen's clubs, farmers' clubs, mechanics' clubs or unions are to be on account of prison labor now competing with their labor should take an active part in the building of these roads, and even paved roads are not a thing impossible by using convict labor, making the bricks and turning the wheels over to the country, as so much stone and to the building of permanent leading highways.

"Of course, I realize the fact that the League of American Wheelmen is composed of men of various ages, and of young men who do not know where the first of any people in America, and they get it because they went out in opposition to the horse and attempted to propel a vehicle through mud and sand, and so really they have turned to be horse savants, and now know as much about good roads as the horse has for centuries, and I believe it is time for this organization to do something besides talk, and that it should take a stand for good roads and win the honor and the glory of getting horse sense first, and being an organization that builds good roads and better roads to the people for the benefit of both man and horse.

"I believe that the Road Inquiry Department at Washington should issue road books in sections at actual cost to anybody to know it is as necessary for a man to know how and where to get the engine and chassis as it is the best seed to plant or the best way to exterminate some kinds of bugs.

"I believe that eventually, as a result of my suggestion in the future, there will be a road department entirely separate from the Agricultural Department, and that the Secretary of this Department will be a member of the President's Cabinet, for where else in this country is there a \$200,000,000 waste? By continuing the payment of toll to King Mud we are wasting millions of money, and it should command the attention of every officer and citizen of this nation. My theory is, no less money for waterways, but a great deal more money for the waterways. The money appropriated to the waterways is all right where all this sail, but I would like to see a good deal of money appropriated to the highways, where but one day's sail, and that the flag of the taxpayer. And when we get him waded up to the railroad king he will tax himself and them to build highways for the people.

"In closing, let me say to you that I am at your command at any time to do anything I can to better the roads of my own State or the entire United States."

The Lost to the Farmer. Our farmers are paying three times as much to have every ton of their produce to market as would be required on a system of good roads, a difference that would make a large balance to credit to the success or failure to the failure to any commercial enterprise that controlled half as much capital as is represented in a single township.

Ways and means to get out of this difficulty have been found by New Jersey, Massachusetts, Connecticut and New York, all of which have road laws that are resulting in permanent roads, which are proving eminently satisfactory to the rural population. The economic side of this question is not the only one to consider. Improved roads are everywhere resulting in free rural mail delivery, improved schools and improved social and intellectual conditions, and, in fact, the measure by a higher value, but which tend to make life in our rural sections more desirable than it heretofore has been.

Curious Hybrids. Dr. J. C. Gray, of Eugene, Ore., has a pair of hybrids, the result of a cross between the male China pig and the female domestic pig, says the Eugene Oregonian. It was by mere accident that Dr. Gray secured the hybrids. He was out for a walk one day, and he happened to be in the neighborhood of a farm where a pig was being raised. He saw a pig of a different color and shape from the others, and he was curious to see what it was. He went to the farm and saw the pig, and he was very much interested in it. He saw that it was a cross between a Chinese pig and a domestic pig, and he was very much interested in it. He saw that it was a cross between a Chinese pig and a domestic pig, and he was very much interested in it.

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