

MYNHEER JOE.

BY ST. GEORGE RATHBORNE.

CHAPTER XVII.

"What a fine old fellow, isn't he?" said the young man, looking at the old man who sat in the chair by the fire. "He is a fine old fellow, indeed," said the old man, looking at the young man. "He is a fine old fellow, indeed," said the young man, looking at the old man. "He is a fine old fellow, indeed," said the old man, looking at the young man.

He looked upon the head of the thoughtless offender, for these Mississippians and idolaters are more touchy about their religion than true believers. "Come, my dear Joe, my dear Joe," said the old man, looking at the young man. "He is a fine old fellow, indeed," said the young man, looking at the old man. "He is a fine old fellow, indeed," said the old man, looking at the young man.

All this time and others they were watching the horses of the old man. "He is a fine old fellow, indeed," said the young man, looking at the old man. "He is a fine old fellow, indeed," said the old man, looking at the young man. "He is a fine old fellow, indeed," said the young man, looking at the old man. "He is a fine old fellow, indeed," said the old man, looking at the young man.

"It is your father's life that is in peril," said the old man, looking at the young man. "He is a fine old fellow, indeed," said the young man, looking at the old man. "He is a fine old fellow, indeed," said the old man, looking at the young man. "He is a fine old fellow, indeed," said the young man, looking at the old man.

CHAPTER XVIII.

STREET LIFE AMONG THE HINDOOS. The natives are very much wrought up by something that has occurred. It does not take a great deal to excite a crowd of Hindoos, especially if they are engaged in worship. Any indignity to their god or the mosque where in every object is sacred to them, will bring them around like a swarm of bees, eager for the blood of the transgressor.

Myahoor Joe knows this full well, and judging from the excited condition of the crowd, fears that his friends have been unwise in doing something. The Hindoos came to attention. This word, spoken in their native tongue, tells them that the other is a man. His personality is great. He checks their desire to reach out their hands and touch their incensed victims.

Then he selects one who seems to be more intelligent than his fellows, as his face is crowned by gray hair and beard. "Let this man tell me all," he says. They push him forward as spokesman, a position he is eminently fitted to fill.

"It is plain. It is simple. We were worshipping in our temple before Vishnu. No man dares enter there with his shoes on. Suddenly we hear a terrible noise, and these two foreign devils jump in through the window. That is a deadly insult to our god. We turn to avenge it. We chase the English here. We demand satisfaction. Vishnu will have revenge. Their blood must wipe out the insult. That is all."

"Now hear me. You are fair and just. It is only right both sides should explain. Your god was insulted. I believe it was an accident on the part of my friends, for they do not go about insulting honest worshippers. I shall wear their shoes and repeat it to you. Then we will see if this trouble may not be averted."

"His manner pleases them, for they feel he is an honest man. So Myahoor Joe turns to his friends and begs Sandy to explain, which they do in an excited manner, again putting the blame with gesticulations. The traveler smiles, for he sees the situation is not so bad as he feared. He speaks to Demosthenes, Turner, who eagerly agrees to his proposition. Then once more the friend of Godden turns the subject, attention turned and proceeds to get his friends out of this

stripes from which their lack of due attention has thrown them. "Look," he says, sharply, and the mounting in his eyes as if by magic. "This, as I believed, an accident. My friends had no desire to disturb you in your worship, or to insult your great god Vishnu. With revenge they were looking in through a window, standing upon a platform, when one of them gave way and precipitated them through the opening. They could not explain matters because they are unable to talk your tongue, so the best they could do was to retreat. My own friend is particularly grieved that such a thing has occurred. He desires to make restitution as far as possible. Let the high priest come forward and accept a handful of rice, that will prove a friendship."

The point is well taken, and Joe knows their weakness. Immediately a handful of rice. Most of the crowd seem to be in favor of an eager acceptance. A few dissent, but they are so much in the minority that they are scarcely allowed to be heard. The high priest comes forward to receive the handful of rice, a venerable man, who regarded the priest Joe saw in the morning, though it cannot be the same. Myahoor Joe has been careful to keep his hand in the truth, because he fears that it would create some trouble. At the time of the incident, however, he had been just putting the finishing touches to a picture of the old man Vishnu, and he has managed to retain his previous notebook through all the disturbance.

The humor of the crowd has changed as wonderfully as upon many a similar occasion, for there is nothing more noble than a crowd that is not. The worshippers of old Vishnu are now eager to sell the Americans their idols, though it is all done by word of mouth. Hand shaking is generally resorted to, for a man fears lest he lose credit by touching another and have to suffer punishment on himself as a penalty.

Just at this moment there bursts into view a detachment of Sepoys, led by a British officer, at whose side sits brave Molly Turner. They come from the cantonment, and it is evident the colonel did not hesitate a moment when he learned that Myahoor Joe was in danger. Of course, all are relieved when they see the three Americans unharmed, and mark the change in the humor of the crowd. Molly cannot be described as a girl who is affectionately loved by her father, she asks: "What is this? One time these men seem eager to murder you, and now they act as though on the best of terms?"

Demosthenes Turner, still blowing hard from the effects of his wild run, jerks his thumb over his shoulder and answers: "It's all owing to Myahoor Joe. He persuaded the heathen and made them believe we were doing their old god a real favor when we mumbled into the temple through the window, after the heathen platform gave way."

"And if," he says, "he seems a wonderful man, 'Governor' murmurs the girl, smiling a look at the object of her thoughts. She just then is engaged in conversation with the British officer, explaining the cause of the sensation. "Yes, my dear child, such logic as his possessors would even convince the Hindoo Senate. Why, unless you're on your guard he can easily bring you around to his way of thinking and make you believe black is white."

FARM MATTERS.

Growing Apples in Stony Fence Roads. About twelve years ago I bought a small mountain farm of forty acres in the fruit belt of Western Maryland. The farm was divided into six small fields, and as is customary in all such farms, all the larger stones have been dumped in the fence rows. Here was a hard problem for me to solve. These rows of stone, sometimes four feet deep, were one tangled mass of wild grape vines, briars, etc. They were a constant worry and expense to us. On one of the rows there stood an old-fashioned pear tree, the fruit from which was fairly good for cooking. A grand tree it was. If it will do so well here, why will not apples grow just as nicely in such conditions?

Every twenty-five feet I had holes opened in the stone piles some four feet across. All stumps were removed with an ordinary digging tool. The soil was loosened several inches from the surface. I planted the trees carefully and gave them good attention. I can now show the entire row across surrounded with a thrifty, well-grown six-year-old apple orchard, doing as well as trees planted at the same time in a regular apple orchard. Of course these trees must be looked after with mattock and bristle sythe. They will soon be in fine bearing condition. My neighbors said I was a lunatic, but "the lungs best who laughs last."

At present prices and outlook for apples, it is my turn to smile. We have about 500 trees on the farm, and half of them are in these stony rows. I, A. Reed, in American Agriculturist.

Making Butter in Winter. The advisability of making butter in winter and bottling the cows dry, if they must do so at all, in the heat of the summer, say in July or August, are that it costs less to keep the dry cow in summer. She is fresh with milk when in the barn, and in the spring, when she is about three months in calf, she comes to the green food which keeps her well up to her full capacity until summer comes. Thus she gives more milk in the season. The milk cows are often neglected, or at the least the milking hours made more irregular during the summer, the milking being done earlier in the morning and later at night during the long days, to give more time for the cow to rest, which the ten-hour day rule does not prevail on the farm. The farmer will be more willing to give his cows good food and good care at the barn in winter if they are giving flow of milk enough to pay for it, while in winter in two summer months, or even in August and September, they can find food enough in the pasture, unless there chances to be a very severe drought. The plague of flies would cut down the supply of milk in those months if the cow came fresh in the spring. The prices of milk and butter are higher in winter than in summer, and are likely to be until the majority have changed to winter dairying which is not likely to happen very soon. The calf dropped in early winter is free from the danger of being lost to the farmer, six months of his life, and is old enough to be turned to pasture when the grass has started, and last, but not least, the farmer has more time to watch after the care of both cows and calves in winter than in summer. If the barn is warm and comfortable he will have a chance to watch them, to learn what they like best and thrive best on, or what winter ration is best for milk production. Breed the cows in January that the calves may be dropped in September, or if a second service is necessary, in February, and the profits of dairying will be increased, whether milk is sold or butter made at home. The skimmings are used at hand, both for the fall fivers of pigs and the spring litters from the time they are weaned from the sow until they can eat heartier food.—The Cultivator.

Wing Chicken Coops For Winter. Winter eggs are the most profitable, but hens will not lay unless treated properly. The most essential thing in profitable poultry raising is a warm coop in the winter. Many farmers can not afford to build a suitable coop. There is the material about almost any farm for making the most open one of the warmest. There is no expense attached to it except the labor. At each corner of the coop and about two feet out, set a post that will extend well above the eaves. If the coops are large enough to make it necessary, set other posts at a uniform height and at the same distance from the walls of the coop, say 20 in. in the ground. The posts should not be more than from six to eight feet apart. Then nail six inches from the ground a smooth wire to the posts, and another one two feet above, and so on to the top of the posts, requiring two or six wires. Then fill in between the posts and wires with the coop with hay or straw. Small pieces of pieces of waste lumber can be woven in the wires to keep the hay in place. When the coops are finished some material that will hold off the water should be put on top. Long sharp grass has been found good for this.

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GOOD ROADS.

Factors For Better Roads. When the bicycle craze was at its height, and it is a pity that it is not still to any great extent, it was the dream of wisdom to see that the great National road constructed from the East to the West, which has been long a dream, might be made to include cities. As the fever for riding bicycles, we did not get a National highway, the way from a lead road by a flat whipper. But one the road had started, in volume the whole thing had been started in the "good roads" idea from the brains of so many County Commissioners that road improvement spread out on every side. This lesson that a single was solitary, because the people of one county, seeing how their neighbors prospered with improved highways, demanded a good road for the transportation of their own produce to the markets.

It is an interesting fact that the increased use of automobiles and other propelled vehicles for pleasure and business has brought a revival of the old cry of the "good roads" for a National thoroughfare. "Ultimately the automobile will play a very important part in securing not only the pleasure seeker for the life of the soil, it may be a faraway dream of the future, but even the most gardeners rolling along the highways into the city in their unobtrusively propelled vehicles, but it is anything but an impossibility.

Even now the county roads that are all still to be made and much money is being spent in the construction of them. It is impossible to see an automobile with comfort or expedition upon a road made and well kept highway, as it is impossible to see a horse with pleasure in the ride upon a typical country line of ruts and sand. Should traveling in mechanical cars, therefore, become so prevalent as to be possible owing to the fact that the use of the automobile can scarcely be said to have begun, the National highway may yet be built to meet the demands of commerce.

In any event, one fact is assured. Automobiles and bicycles are daily reminders of the fact that good roads are a necessity to every community, and we have yet to hear of the horse man who has complained after the good road has been built. It has its pleasure for him as well as the automobile, both in the dry season and the wet.—New York Telegram.

The Great Highway. The proposed New York-Ohio highway, while it may be considered a fantastic project by some, contains a fantastic attention and there are those who say its completion is assured. In large cities along the route, and in the thousands in favor of it is reported. At Chicago, F. C. Donald, the President of the Automobile Club, who is one of the trustees of the association behind the project, realizes the value of having good roads for roads to railroads with which to be one model. It is the purpose of the association to secure sufficient resources to have the road built as soon as possible, and it is stated that the organization, recognizing the military importance of such a highway, will not support it, the conditions vary in relation to the laws governing the building and maintenance of roads that these conditions will be met and removed. In order to secure local conditions, two members of the association are going over the line in an automobile. Says will be made in each town along the proposed road and plans discussed with the local officials. From reports received, it is possible that not more than 100 miles between New York and Chicago will have to be built because of existing improvements.

En route from Chicago to South Bend, Ind., there are good level roads, mostly gravel, about 111 miles. From that point eastward there are possible dirt roads to swanton, about fifty miles. The next ten miles are not reported, but running into Toledo are eight miles of level macadam. There are patches of good roads running through Ohio, but from New York State reports are lacking. The road through this State will start from a point on the Hudson at Kingston and follow the line to Delhi, thence to Ringbush and the west, following the marked out road as to Jameson Crossing the Panhandle of Pennsylvania and reaching Erie, the first point reached in Ohio is Conneaut. Thence westward the route is as previously indicated. Strong sentiment in favor of the proposed highway is reported from many points, and assurances are given by the association behind it that the road will be actually built.—Jameson, N. Y. Journal.

MARITIME SHEEP RANGES.

East to Which Backs Islands Off Maine Coast Are Put. When an animal of the Maine coast is sent to market, it is made into a mutton, and the mutton is sent to market. It is made into a mutton, and the mutton is sent to market. It is made into a mutton, and the mutton is sent to market. It is made into a mutton, and the mutton is sent to market.

Early Clover Seeding. As early as I can be done after Christmas, especially when snow is on the ground, is with a farmer's seed clover seed on the wheat. At least seed clover has been in use in the North for many years, and it is a well known fact that the clover seed is a very valuable addition to the soil. It is a well known fact that the clover seed is a very valuable addition to the soil. It is a well known fact that the clover seed is a very valuable addition to the soil.

Words of Wisdom. Experience is the best of all teachers. They that know do not tell. Nothing can be truly great which is not right. Gold is the food of content, which holds all his desires from the world. Tell him who late supposes, that time is its thief, it does not exist, but it is not. When late supposes, that time is its thief, it does not exist, but it is not. When late supposes, that time is its thief, it does not exist, but it is not.

Progress During 1902. From the Report of the Good Roads Committee of the Automobile Club of America we learn something of the progress which has been made in road building in New York State during 1902. Since highway construction was systematically begun by the State, in 1888, roads have been built to date aggregating in length 150 miles. At the close of the fiscal year the total length of roads completed was 150 miles, this was an increase of 100 miles over the year 1901. In any event, the progress of the road building in New York State during 1902.

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big conducted in about 250 miles. In addition to this, surveys have been made for roads approximately 10 length 100 miles. Plans have been approved for 200 miles of highway comprising eighty-two miles which are to be built in 1903, and 118 miles which have been authorized by the Legislature. In accordance with the provisions of the Public-Works Law, the State will contribute one-half of the cost of the roads, and the other half will be contributed by the counties. The State will also contribute one-half of the cost of the roads, and the other half will be contributed by the counties. The State will also contribute one-half of the cost of the roads, and the other half will be contributed by the counties.

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