



The Government and Good Roads.

In a country as large as that in which we live, with the greater part of its producing regions widely separated from the markets which they serve, the matter of transportation is one of vast importance. This applies particularly to our agricultural products; for while a great portion both of our manufactured output and of our farm growth must be moved long distances by rail or water before reaching a market, practically all of the latter must also be transported for greater or less distances over the public highways. The question of marketing these agricultural products, amounting in the United States to \$1,000,000,000 annually, on terms that the dealer can afford to pay and the grower to accept, often reduces itself to a question of cheap and quick delivery—in other words, to a question of economical transportation.

As far as the railways and the steamship lines are concerned, this problem has been dealt with very intelligently and satisfactorily. Skill and money have been applied without stint to the provision of enlarged means of conveyance, improved ways and increased power. These influences, under the stress of strong competition, have reduced long-distance freight rates to a reasonable level.

There is one phase of this transportation problem, however, which has approached no satisfactory solution. That is the matter of wagon road haul. As has already been said, while the greater part of our farm products travel by steamship, canal or railway for a portion of the journey to market, virtually all of them are conveyed for some distance over the public highways. It is unfortunate that this is often the most expensive part of their journey. It has been shown by mathematical demonstration that it costs more to move a bushel of wheat or a ton of hay ten miles over the average country roads of the United States than to transport the same burden 500 miles by railway or 2000 miles by steamship. It has happened many times in different parts of the country that farmers have let crops go to waste because the cost of hauling them to the nearest market or railway shipping point over wretched and ill kept roads amounted to more than could be realized for them afterwards; whereas, if good roads on which heavy loads could be hauled had been at hand, the same crops could have been marketed at a small profit to the producer, while the economic gain resulting from their application to useful purposes would have been very considerable.—Hon. Martin Dodge, in the Forum.

New York Behind.

New York's good road building is at present far behind that of Massachusetts, Connecticut or New Jersey; but under the Hibble-Armstrong law and a legislative enactment providing for the use of convicts by the various counties which have applied for the benefits of the State law, there should be no reason why the Empire State should be in any other than first place in regard to its highways. It may be some time before the fruits of the Buffalo convention are shown, but when they are they will be found good.—New York Tribune.

Broad Tires Save Streets.

An ordinance will soon be prepared which will provide for the regulation of the width of tires on wagons used in the city for heavy hauling. Ordinances of this kind are enforced in many of the larger cities, and it is claimed that much wear of street pavement is saved. It is said that one reason the asphalt streets of St. Joseph wear out so quickly is that many of the heavy Crys are equipped with tires so narrow that they cut into the pavement. It is designed to regulate the tires by the weight of the wagon.—American Asphalt Journal.

People Must Build Them.

The International Good Roads Convention made a very sensible recommendation at its last session. It was simply that the office of good roads inquiries of the Agricultural Department be enlarged into a bureau, and the annual appropriations for its work be increased from \$25,000 to \$150,000. The amount suggested is none too great for the Federal Government to expend in encouraging good roads throughout the country, but it is very little the Government can do towards giving to the respective States good highways, beyond teaching, through experiment, the best way to construct and maintain them.

The people themselves, if they ever hope to have good roads, must take the matter up and construct them at their own expense, either directly or by special taxation. Neither the State nor the National Government will or can render any especial assistance.

In the matter of good roads, Ohio furnishes the finest and most complete example of any of the Commonwealths

of the Union. Thirty years ago the Buckeye State was cursed by the worst roads that could possibly be found anywhere; now she is blessed by the very best, and what is better, they are universal throughout the State.

These roads were constructed through the adoption of a uniform road tax law, which assessed the cost on lands themselves. During the time the roads were being built there was much kicking and "cussing" by the land owners, but the highways were built all the same, and after their completion no farmer would have surrendered his road and taken back the money he had paid in the shape of taxes.

SUPPRESSING NEWS.

How Editors Are Importuned to Keep Items Out of the Paper.

The practice of "keeping things out of the paper" makes it very difficult for a daily newspaper to do its duty and give all the news. There are interested parties ready to throw themselves into the breach at every important occurrence, and importune the newspapers not to publish the facts. There is hardly a week in the year when the newspapers of the city are not called upon to suppress some news item, and sometimes it happens several times in a week, says the Little Rock (Ark.) Democrat. Men will even ask and expect an item of news to be suppressed when the entire community is already talking about it. They will ask the editors and publishers not to mention a certain occurrence when, as a matter of fact, its publication would harm no one.

If the paper declines to "leave out" the item the applicant becomes very indignant; if it yields, and a contemporary later publishes the news it never occurs to the gentleman that he has injured the legitimate business of a newspaper, and he ought to apologize and do so no more. On the contrary, when a local newspaper "leaves out" an item, which appears later in an out-of-town journal, the very men who ask for its suppression are the first to say, "You must read such and such papers to get the news."

Did it ever occur to the men who request a newspaper not to publish a certain item that it would be just as reasonable to ask a merchant not to make a certain sale? You are asking the newspaper to omit its most attractive feature, and to become tedious and perhaps tiresome, merely for your benefit. Possibly you may have business relations with the newspaper. That certainly gives you no right to make exactions which amount to the same thing as if some one demanded that you dispense with the most desirable part of your business.

The newspapers get tired and sick of being importuned to keep things out. The reporters get discouraged, the newspaper readers, hearing of something which ought to have appeared on time, make derogatory remarks at the apparent lack of enterprise manifested by the journal that has been worked and imposed upon.

Growing Hybrid Fruit.

Efforts are being made to cross the grape-fruit with the orange, and already with some success. It is thought that some new and valuable fruits may be created in this way. A very satisfactory hybrid has been obtained between the Tangerine orange and the "pomelo," which is the proper horticultural name of the grape-fruit.

The grape-fruit—so called because its large spherical fruits grow in grape-like clusters of from three to eighteen—has only recently come into popular favor. Fifteen years ago it was practically unknown as a commercial product, though Florida people considered it tonic and refreshing. For lack of market, great quantities of pomelos were left to rot annually in the Flowering Peninsula. But Northern visitors in that part of the country learned to know and like the grape-fruit, and a demand was created by their desire for it on their return home.

Fifteen years ago the first pomelos were shipped to New York and Philadelphia, and were sold for fifty cents a barrel. But the taste for them grew and better prices were soon realized. The great freeze of 1894-5 reduced the crop to a large extent, and the few pomelos sold that year brought enormous prices, sometimes as much as from \$15 to \$20 a box. The ordinary price nowadays is from \$4 to \$7 a box. Thousands of the trees have been newly set out in Florida, and the prospect is that the supply will keep pace with the demand which has been created by the increasing appreciation of fruit consumers. If the experiments in crossing it with the orange prove as successful as is hoped, some interesting novelties in the fruit line may be expected.—Philadelphia Saturday Evening Post.

Eiffel Tower as a Meteorological Station.

The Eiffel Tower of Paris proves to be a meteorological station of unique interest, owing to the height of the top-most platform above the surrounding country. The great wind velocity is the most striking feature of the records. The normal velocity exceeds eighteen miles an hour, which is more than three times as great as at a height of seventy feet, and rain gauges are practically useless, on the top platform, on account of the force of the wind.—Success.

FIGHTING WITH GIANTS.

Major Austin's Expedition Along the Anglo-Abyssinian Frontier.

Among the latest joys of empire building in Africa are week long fights with giant savages. In an extremely interesting account of his expedition along the Anglo-Abyssinian frontier, Major Austin tells, among other things, of an encounter with the Turkhana, a tribe of giants inhabiting the shores of Lake Rudolph. One night these tribesmen came upon some members of Major Austin's caravan and killed three Soudanese soldiers.

A second attempt to rush the camp was after some trouble beaten off, and when the expedition moved off these gigantic tribesmen hung on to its skirts.

It took a month for the caravan to get clear of their country, and during that time thirty members of the expedition died.

The hostility of the Turkhana seems strange in the face of the entirely different demeanor observed in them by the late Captain Welby, whose useful life was cut short in the unending war.

When this gallant officer passed through the Turkhana country he found that the tribesmen fled at his approach, leaving their villages entirely deserted.

Penetrating into the bush the captain and his party saw several Turkhana men moving through the forest. They appeared, said the captain, to be filled rather with fear and curiosity than with any intention of hostility.

These warriors, who moved about the bush in little groups, were men of enormous stature, many of them perfect giants in their build. They were magnificent specimens of savage manhood, and all were armed with spears of unusual length.

The most curious feature of their personal adornment was their fashion of dressing their hair. It fell in thick, carefully woven masses right down to their waist, forming a sort of net, in which were primitive trinkets and other ornaments.

As for the Turkhana women, they were so dreadfully frightened when they saw Captain Welby and his men, that it was plain they thought their last hour had come. But by his kindness, and making some little present to them each time he encountered them, the captain eventually overcame their fears, and by degrees the Turkhana women, susceptible like all their kind to the charms of the sons of Mars, lost the despairing look which had overspread their faces when they first saw the white man.

Once, when the captain came upon a party of Turkhanas, the savage giants sprang to their feet and gazed at him in profound astonishment, making no sign either of hostility or terror.

Then, all of a sudden, without any visible cause, they turned and fled, leaving everything behind them but their spears.

Somehow these gentle giants seem to have overcome their fear of white men.—London Star.

Camera Shots at Wild Animals.

In an illustrated article in the World's Work President Roosevelt writes of A. G. Wallihan's remarkable pictures of wild animals. He suggests that the camera is, in a measure, replacing the rifle in the woods.

"It will be a real misfortune," he says, "if our wild animals disappear from mountain, plain and forest, to be found only, if at all, in great game preserves. It is to the interest of all of us to see that there is ample and real protection for our game as for our woodlands. A true democracy, really alive to its interests, will insist upon such game preservation, for it is to the interest of our people as a whole. More and more, as it becomes necessary to preserve the game, let us hope that the camera will largely supplant the rifle. It is an excellent thing to have a nation proficient in marksmanship, and it is highly undesirable that the rifle should be wholly laid by. But the shot is, after all, only a part of the free life of the wilderness. The chief attractions lie in the physical hardihood for which the life calls, the sense of limitless freedom which it brings, and the remoteness and wild charm and beauty of primitive nature."

Neglect of Patent Models.

"I have one criticism to make," said a stranger who had been praising Washington. "You do not treat the models of great, ingenious or otherwise interesting patents with consideration. Many of these are crowded in cases in an ill-lighted room, on the top floor of the Patent Office, and visitors are admitted only between the hours of 9 and 2. Many other models are stored in the old city postoffice building on G street. These ought to be brought together, grouped, properly displayed, labeled and catalogued. The Government should create an inventors' museum. A great deal more space is given to collections of Indian relics, chipped tomahawks and broken arrow-heads than to models of devices with which man has pulled himself up to the present level of civilization."—Washington Star.

Siberian butter is now sent in large quantities to London and Hamburg, under the label of Danish butter.

THE LAST MUSTANG HUNT.

Wild Horses Disappearing from the Foothills of the Rockies.

The mustang hunt in northeastern Arizona a few days ago was probably the last to be held in the territory, and perhaps in all the west, writes a Phoenix correspondent. While once the wild horses roamed in countless herds over the plains and among the foothills of the Rocky mountains, they can be found in few localities now.

Forty years ago they were scarcely considered worth the trouble of catching. Later thousands were shipped to the east, where they were known as Indian ponies and were sold at prices ranging from \$5 to \$30. About 10 years ago Col. Ed. Redmond held a great round-up of mustangs in eastern New Mexico and western Texas, and gathered in more than 5,000 horses. He cleared \$10,000 on his round-up, and tried the same thing several times afterward in Utah, Texas and Wyoming, but never with the results so prompt.

In early days so vast were the ranges at the disposal of the cattle kings that the grazing of the wild horses never materially interfered with the cattle. In the last quarter of a century the growth of the cattle business and the utilization of the public lands have gone away with the immense ranges and the cattle king days, and the mustang has become a nuisance. He used the limited range feed at the expense of the cattle men until he grew to be considered an outlaw and a thief, and then he was shot by the cowboys whenever possible.

In many instances mustangs mixed with the ranch herds and eventually became cow horses, their stamina, speed and strength usually making up for deficiency in size. A few years ago a black stallion, the leader of a herd of wild horses in northern Arizona, was finally shot after repeatedly showing his heels to the best horses in the country. On his flank was the brand of the Bar L ranch, a large establishment owned by the Perrin Company.

It was learned then, that three years before when a half-grown colt just from Kentucky he had escaped from the barn and joined the wild herd. He recovered from his bullet wound and for three years won races in Arizona, New Mexico and California, the combination of his good breeding and his early life with the wild herd giving him speed and stamina which sent him to the front. He beat the best horses on the frontier.

An arrangement has just been made whereby the Berlin gas lamps in the street will be lighted automatically and simultaneously by means of an electric attachment. The current will be switched on from the central station, and a spark will ignite the gas, which will be turned on by a special apparatus.

Odd Ways in the Old Days.

Diving into the old records of Northampton, Mass., says the Springfield Republican, you find much revealing the customs and habits of olden time. No fire was found in "the meeting-house" in olden time, and stoves were carried to church, as were tallow candles to the evening meetings. In 1737 the important vital question at a legal town meeting was, "Shall men and their wives be seated together in pew?" and the vote was an emphatic "No!"

In 1744, about the beginning of Jonathan Edwards' troubles in the parish, it was voted not "to pay the charge of bringing his daughter from Brookfield." In 1738 this appears on the town records: "Taking into consideration the difficulty Mr. Edwards hath labored under this year and some times past with respect to his firewood, the town voted that those persons who have not this year brought him a load of wood might have liberty between this time and next Tuesday night to bring each one his load of wood." If there was not a sufficiency of wood by that time, the town then voted, the selectmen should see that the deficiency was met at the cost of the town.

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