

SEA ISLAND COTTON

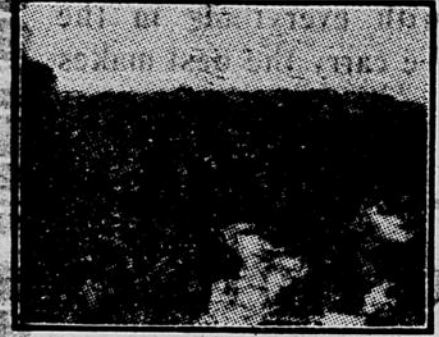
Porto Rico Now Ginning One of the Largest Crops Ever Raised.

Bright Outlook in the Island for This Valuable and Important Crop—How the Quality is Improved by Selection.

The new ginneries which have just been erected on the water front of San Juan, island of Porto Rico, are busy working up the crop of sea island cotton which is the most pretentious and significant crop which has yet been raised in the island. It is expected that the output will be something like 10,000 bales of some of the finest sea island cotton grown.

About three years ago the first systematic attempts at growing sea island cotton were made in Porto Rico, and the results thus far obtained are most gratifying. The principal promoter of the new movement declares that the island should grow 50,000 bales of this superior quality of cotton each year, and where it is properly cared for, and the grade of plants improved by selection, it should net the grower \$60 per acre, while the sugar planter is contented if he clears \$15 per acre.

Sea island cotton differs from the common upland variety in the greater length and silkiness of its fiber. The-

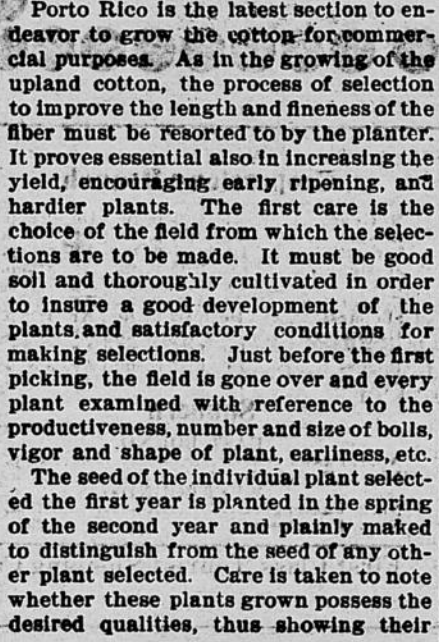


COTTON FIELD AFTER THE FIRST SELECTION

calities where it can be successfully grown are limited. In 1786 the first sea island cotton was raised on the coast of Georgia from seed obtained in the Bahamas. The first successful crop was grown by William Elliott in 1790 on an island in the mouth of the Savannah river. The superior quality of the cotton was soon recognized. It is now grown in limited areas in South Carolina, Georgia and Alabama.

Porto Rico is the latest section to endeavor to grow the cotton for commercial purposes. As in the growing of the upland cotton, the process of selection to improve the length and fineness of the fiber must be resorted to by the planter. It proves essential also in increasing the yield, encouraging early ripening, and harder plants. The first care is the choice of the field from which the selections are to be made. It must be good soil and thoroughly cultivated in order to insure a good development of the plants, and satisfactory conditions for making selections. Just before the first picking, the field is gone over and every plant examined with reference to the productiveness, number and size of bolls, vigor and shape of plant, earliness, etc.

The seed of the individual plant selected the first year is planted in the spring of the second year and plainly marked to distinguish from the seed of any other plant selected. Care is taken to note whether these plants grown possess the desired qualities, thus showing their



SAME FIELD AFTER LAST SELECTION, ONLY THE BEST PLANTS REMAIN.

power of transmission. If they do not they are discarded. The seeds of those that do are carefully preserved and planted the third year, and thus the process is carried on until the plants of the desired qualities are obtained. Our illustrations show a field after the first and third selections are made and the undesirable plants are removed. The planter will use the seeds produced from the selected plants in the future planting.

The sea island cotton industry is a most important one, but like all other desirable products the plant has its natural enemy. A few years ago the industry was threatened by a serious disease, which attacked the roots of the plants, oftentimes affecting whole fields, thus greatly reducing the yield. After careful study the government experts discovered that the disease was a minute fungus, which through its action on the roots cut off the water supply and caused the trouble, to which the cotton growers had given the name of "wilt." The effort to discover some fungicide which would destroy the fungus was unsuccessful, but it was noted that in fields which were very badly affected by the disease there were plants which seemed to be immune. The method of selection briefly outlined above was employed and a cotton plant developed which was a resistant to the disease. This was overcome a condition which threatened the entire industry.

Care is being taken in Porto Rico to produce the best plants for its climate and soil by the process of selection and it is only another demonstration of the importance to the farmer of the seeking of the survival of the fittest.

DANIEL CLEVERTON.

SPORTS AND ATHLETICS

The recent victory of Walter E. Egan at Cleveland, where he won the title of western amateur golf champion, was gratifying to a large number of golfers because Walter has been near a champion since he failed in the final rounds. He has been the runner up twice in the western, and last year he reached the semi-finals in the national tournament at Glen View. He was the runner up in the western event in 1899, being defeated by D. R. Forgan in the final round, 6 up and 5 to play. In 1902 he was again runner up, and was defeated in the final round by his cousin Chandler by 1 up in an extra hole match. This year Chandler again defeated him in the final round for the Birmoor cup, and at the Onwentsia open tournament he was put out in the final match by Roswell Mundy, of Riverside, for the Ravinooks cup. He again worked his way into the final round for the western championship, but as he had been defeated by Chandler so many times few thought he would win, but he managed to reverse the history of last year and win in an extra hole contest.



Dr. J. Lee Richmond, of Toledo, O., made a good showing in the tournament. Dr. Richmond became famous in a day some 25 years ago by pitching the old Chicago white stockings out without a run, hit, or "reach first base" in an exhibition game with the Worcester (Mass.) team. Richmond was a Brown university student at the time and had been called up from Providence by telegram to pitch the game. One result of Richmond's showing was that Worcester entered the National League the ensuing season, but there Richmond met with only indifferent success and soon retired from baseball. He tried it again in 1897 with one of the old American association teams, but did not achieve success. Richmond is now a successful physician.

James Collins, better known to baseball enthusiasts as "Jimmy" Collins, the captain and third baseman of the Boston Americans, and one of the best players in the profession to-day, believes that a rule should be enforced that would compel pitchers to cut out useless motions in the delivery of the ball to the batsmen. Collins says that these motions constitute a balk in most instances, but that umpires do not enforce the rule.

"Motions such as the bending of the knee, the throwing forward of the body, the swinging of the arms and all kinds of business," declares the Plymouth Rock player, "are done with the evident purpose of deceiving base runners. They certainly don't help the pitcher to get any more speed on the ball or better curves. There is no doubt on earth that base running is hurt by the practices. The runner who gets on first doesn't dare take a lead if he knows the pitcher has a good balk motion—for a balk is what the motion is. There has been a lot of comment regarding the apparent falling off in base stealing this season. The reason is apparent. Runners don't dare take a long enough lead for fear of being caught on a false motion by the pitcher. I believe that pitchers should be made to deliver the ball to the batsman after he takes his position without all these motions."

The tour of the Philadelphia cricketers in England and Scotland which finished recently reflects much credit on the players and on the game in Philadelphia. From a comparatively small number of players a team has been found capable of giving most of the first class counties of England a hard battle and of defeating several of them. Even the Englishmen are loud in their praises of the prowess of the visitors, and some of the players are counted good enough to make a place on any team in England. The tourists won more than half their matches and several were drawn. Cricket, in spite of the fun poked at it on this side of the water, is essentially a game of skill and science and takes a number of years to master. With their limited opportunities the Philadelphia players have certainly made a grand showing, and it is within the bounds of reason that within a few years England may have reason to produce its best eleven to take the measure of the United States team.

Water Boy, the great son of Waterress, upheld the honor of the east against all comers by winning the rich and coveted Saratoga handicap, the feature of the opening day of racing at the springs, in mastery fashion. The victory was won in the presence of 10,000 racing enthusiasts.

B. L. Woodward, who had a national reputation as a trap shooter, died recently at his home in Brockton, aged 38. He was considered one of the best marksmen in the country and was a member of the All-American team which took part in the international shooting contests two years ago in England.

Matty Matthews, formerly welterweight champion, has deserted the prize ring for good and all. He has applied to Pat Powers for a position as a ballplayer in the Eastern league and Mr. Powers promised to find a place for him at once.

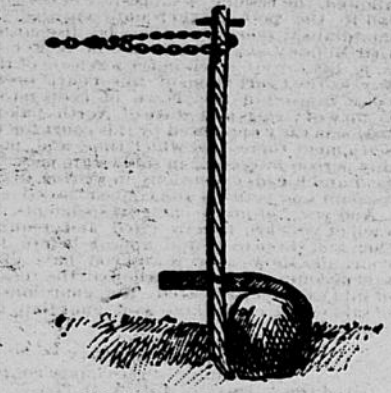
HARRY MARTIN.

ROAD AND FARM IMPROVEMENT

STARTING LARGE STONES.

A Task That is Quite Simple, Although It Seems to Puzzle Many Hard Workers.

Half-buried stones of medium size are hard to get out, as the soil is packed around them and no good hold can be had with the hands. For starting them out, nothing is so good as a cant-hook.



STRONG STONE HOOK.

Like the one shown. It is much like those used for logs, but should have an extra strong handle with pin or ring at the top. To save wear the lower end should be faced with iron plates screwed on. The hook iron can easily be made by anyone used to working at a forge. I catch the hook at some corner or nook of the stone, and roll it out upon the stone boat without any hard lifting.—C. H. Gowdy, in Farm and Home.

PROGRESS IN FLORIDA.

Laws Passed by Legislature Devoting Large Sums to the Building of Roads.

In no state of the union is there greater enthusiasm among the people for building good roads than in Florida, and in no state has more good legislation favorable to road improvement been enacted during the past year. The legislature which recently adjourned enacted several general road laws. Their general purport can be gathered from the following brief statement by Senator A. S. Mann, who is state organizer for the Florida Good Roads association:

"The general public at first glance will not be prepared to grasp the importance of the present good roads laws. The act giving the internal improvement fund to good roads alone in its entirety in lands and money bequeaths to the cause not less than ten or fifteen million of dollars. In Florida, where material is abundant and cheap with little or no expensive cuts or fills to make and sand as a foundation insuring perfect drainage or readied, an immense amount of work can be done on this fund alone; but couple with this the convict money, one-half of which goes into the general revenue fund of each county, and may be used on roads if the county commissioners so wish, and the levy of a three-mill tax on all values for same purpose, and all will see that the power to make good roads has been given without stint."

Another act of the highest importance sets aside for purposes of road improvement the Indian war claims, the payment of which has been authorized by congress. From this alone the state will realize over half a million dollars.

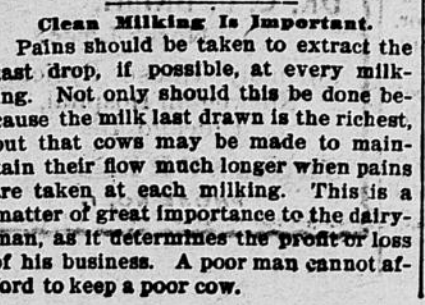
It is an interesting fact that the average swamp land fund and the Indian war claims fund both come to the state from the national government; and now that the legislature has decided to use them for road building they are virtually national aid to road improvement. The swamp lands were granted to the state by congress about the middle of the last century. A large part of the lands have since been sold or donated to promote railroads and other internal improvements, but there are still many millions of acres of valuable land from which an immense fund can be derived, all of which is to be used for road building. The roads are not to be built by the state, but by the counties, each of which will draw from these funds in proportion to the total assessed value of its property.

This is not all the road legislation the good roads advocates of Florida want. A large and enthusiastic state good roads convention was held at Gainesville in July. Resolutions were adopted demanding the employment of convicts in road building; urging joint action of counties in building through lines of roads across the state in all directions; pledging support to candidates for office who will work for good roads; declaring for cooperation with the National Good Roads association in the work of organization; and demanding that the national government aid the states in the great work of building good roads throughout the country.

CEMENT YOUR CELLAR.

It Costs But a Few Dollars and the Work Will Pay for Itself in a Few Weeks.

A damp cellar is an abomination and a menace to health. Cement it yourself; it need cost you only a few dollars for cement. Once experienced, you wouldn't



A NATIONAL PROBLEM.

Settlement of the Road Question Should Engage the Attention of Our Best Men.

It is claimed by some that the building of roads is strictly a local matter, that the benefits are entirely local, and that the whole expense should be borne by the local committees. This is not the view taken by the most progressive countries of Europe. There the building and maintenance of roads is one of the important functions of government. France, Germany and Switzerland are covered by a network of the finest roads in the world. As a result, the western half of Europe is the pleasure ground of the world. The revenue derived from tourists is one of the principal sources of income for people of nearly all classes. But with but these good roads this revenue could never be secured.

The aim of the people in those countries is to make their grand mountains, their beautiful lakes, their lovely valleys, their castles and monuments easily accessible by means of fine, hard, smooth roads.

What a contrast appears when we turn to our own country. We have the finest scenery in the world in the great mountains of the west, but it is practically inaccessible. Except as they get glimpses of it from car windows, the grandeur of our mountains and canyons, and the beauty of our mountain lakes, streams and valleys are a sealed book to the general traveling public. And this will always be the case so long as steep, stony mountain trails are the only means of travel beyond the railway lines. Indeed, much of our finest scenery cannot be reached, even by such trails. If the United States government, in cooperation with the states and local communities, would build great, smooth highways, making the wonders and beauties of our great west easily accessible to tourists, in a few years the tide of travel would be turned westward. Not only would millions of dollars spent annually by Americans in Europe be kept at home, but other millions would be brought to our shores by tourists from foreign lands.

But the natural attractions of our country are not the only things which are made inaccessible by the lack of good roads. Our places of historic interest are mostly in the same category. Take, for instance, Monticello, home and tomb of the immortal Jefferson. Few Americans even know where it is, much less visit it. Monticello is only three miles from the city of Charlottesville, Va., which is on two great trunk lines. Why, then, is it so little known? Because three miles of about as bad road as can be imagined lie between it and the railway station. One cannot travel over that narrow, steep, rough, muddy country road without a feeling of shame. At present an effort is being made by a small band of patriotic men and women to build what is known as the Jefferson Memorial road, to make Monticello accessible to the public, but only a beginning has been made, and they are finding it uphill work to raise funds to complete the task.

But, after all, the encouragement of travel is not the most important reason for the building of good roads. They are absolutely necessary for the prosperity and happiness of the people. The era of railroad building on a large scale is practically at an end. In the course of commercial and industrial development we have reached a point where the great problem of improving the common roads must be faced. We can no longer treat it as a local question. We have tried that for three-quarters of a century, and in nearly every section of the country the miserable results are apparent. The good roads problem will never be solved locally. It is too vast. It can be solved only by the genius, the wealth, the labor and the patriotism of the whole people. A great national movement is necessary. In cooperation of the nation, the states, the counties and the local communities lies the solution of the problem.

Radisson on the Chippewa. A new town in Sawyer county, Wis., on the Omaha Road. Located on both the Chippewa and Coudery rivers, in center of a most fertile and promising hardwood district. Good muscullonge, bass and pike fishing in both rivers. Exceptional opportunities for landseekers. If looking for a new location don't fail to see this new country. For map and full particulars write to Postmaster, Radisson, Sawyer Co., Wis., or to T. W. Tensdale, General Passenger Agent, C. St. P. M. & O. R'y., St. Paul.

"Jack told me that I was not like other girls." "That's what he tells all of us. He's read somewhere that all women are different."—Louisville Times.

There's something doing on the line of the M. K. & T. R'y., and we shall be glad to send you attractive pamphlets which convey to you the possibilities for money-making, on receipt of two-cent stamp for postage. Address, "KATY," Suite C, St. Louis, Mo.

The most amiable people are those who least wound the self-love of others.—Bruyere.

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Must Bear Signature of *Brentwood*
See Fac-Simile Wrapper Below.

FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION.

Keep an account with each of your cows, and learn if they are helping to support you or not. Get returns for your care and trouble.—Epitomist.

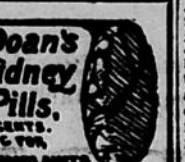
If your cow doesn't pay for her board, let some one else board her.

FOR NEAR SIGHT. FOR FAR SIGHT. FOR BRONCHITIS. FOR ASTHMA. FOR RHEUMATISM. FOR GOUT. FOR GRAVEL. FOR SCURVY. FOR ANEMIA. FOR PALENESS. FOR LOSS OF APPETITE. FOR INDIGESTION. FOR ACIDITY. FOR BURNING. FOR PAIN. FOR SUFFERING. FOR DISTRESS. FOR AGONY. FOR TORTURE. FOR MISERY. FOR PAIN. FOR SUFFERING. FOR DISTRESS. FOR AGONY. FOR TORTURE. FOR MISERY. FOR PAIN. FOR SUFFERING. FOR DISTRESS. FOR AGONY. FOR TORTURE. FOR MISERY.

FREE PROOF FORBIDS DOUBT.

GAINES, Pa., August 9, 1903.—"I received your sample of Doan's Kidney Pills and since have taken two boxes, and I can truly say they are as good as any I have ever used. When I began taking them I could not bend my back enough to pick up a stick of wood—sometimes could not walk as far as my feet—had two doctors but did not get relief. I saw your ad., and got a trial box and have taken two boxes, and I am able to do a very hard day's work. Doan's Kidney Pills are a God-send to humanity."—Mrs. E. A. MATTHEWSON, Gaines, Pa., Box 126.

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Doan's Kidney Pills. PRICE 50 CENTS. A SPECIFIC FOR KIDNEY, BLADDER AND URINARY AFFECTIONS.

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For free trial box, mail this coupon to Foster-Liburn Co., Buffalo, N. Y. If above space insufficient, write address on separate slip.

CALVERSON, Ill., March 21, 1903.—"The sample of Doan's Kidney Pills came to hand. I also got one 50-cent box from our druggist, and I am thankful to say the pain across the small of my back disappeared like a snow bank in hot sun. Doan's Pills reach the spot."—E. W. WARD.

CAMBRIDG, Wyo.—"Previous to finding the sample of Doan's Kidney Pills I could scarcely hold my urine. Now I can sleep all night and rarely have to get up, and that's what I want. My back, which used to ache, is gone."—ISAAC W. STEVENS, Cambria, Wyo.

WITH NERVES UNSTRUNG AND HEADS THAT ACHE

WISE WOMEN BROMO-SELTZER TAKE TRIAL BOTTLE 10 CENTS.

Before Marconi. An Egyptologist and an Assyriologist were disputing about the relative advancement of the two ancient peoples whom they were studying.

"Well, sir," said the Egyptologist, "we find remains of wires in Egypt which prove they understood electricity."

"That," answered the Assyriologist, "we don't find any wires in Assyria, and that shows they knew wireless telegraphy."—Youth's Companion.

Empire State Express in Foot-Ball. The New York Central's Empire State Express is recognized as the swiftest and surest train operated by America's greatest railroad, and considered the very best means to cover the ground in the time required. It is for this reason that the Harvard University football team named their best and surest play of the season of 1902 the "Empire State Express" for they believed it to be the most reliable play in their programme. It was successful throughout the season until it met Yale's "20th Century Limited" play, which was just as swift, sure and sure, but longer endurance and was "limited" only by the size of the field. The names of the rival teams very correctly describe the difference in the famous trains, the "Empire State" running only from New York to Buffalo, while the "20th Century Limited" makes the 800 miles between New York and Chicago in twenty hours every day of the year. Great is the New York Central and great are the trains it operates—swift, safe and reliable.—From the Brooklyn Standard Union.

Lawyer—"I must know the whole truth before I can successfully defend you. Have you told me everything?" Trial lawyer—"Yes, everything; 'cept where I hid the money, and I want that for myself!"—Glasgow Times.

For Only \$85.00 the Northern Pacific will sell a special ticket for a tour of Yellowstone Park, including railway and Pullman fares and meals in dining car, St. Paul to Gardiner and return, stage coach transportation through the park, and board and lodging at the Park hotels for the regular tour of five and six days. Tickets sold so that passengers can leave St. Paul or Minneapolis on Park train of Sept. 8 only.

If necessary, a special train of Pullman, dining and observation cars will be run. Apply to any N. P. R. Agent for information and reservations, or write to Chas. S. Fee, Gen. Passgr. Agent, St. Paul, Minn.

Stranger—"I would like to have a tooth pulled." Dentist—"A man who would like to have a tooth pulled must be a lunatic. Guess you'd better go to the nearest asylum."—Boston Transcript.

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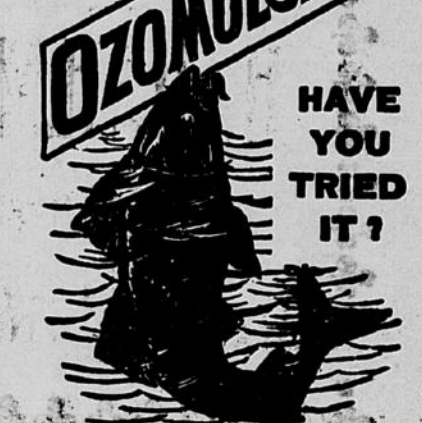
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