

ROAD AND FARM IMPROVEMENT

AN INGENUOUS GATE.

It is the invention of a Missouri Man Who Considers It the Best Thing Ever Devised.

My gate is made of one by four boards for ends and braces a and b, and one by six for the body of the gate. The ends, one by four, and braces, are double, or one on either side of body boards, and are put together with a three-eighths bolt at each corner, and at each end of brace b, as shown by small circle. A 20 spike is driven through the center of the ends and brace b and body boards, except where bolts are used, as brace



UP AND DOWN SWING GATE.

is shown by heavy dots. It has a three-eighths bolt through lower end and bottom board, then bolt through brace and bottom board in center and also one in upper end above top board.

The gate is then hung in position. Raising the front end of gate, brace a will be raised a couple of feet or so from ground. Now on top of top board of gate, set in several iron pins at the top of bolt of brace a and hook bolt of brace b over whichever pin will make gate swing clear of ground.

Post ever pins add gate sag, if on front of gate and hook brace a, use a pin on pin clear of ground again. If big snow comes along, hook the gate up till it swings almost clear. If you want hogs or sheep or small calves to pass through, and restrain larger stock, just hook your gate up in front till high enough to allow the animals to pass, then let it down again, when needed in that way. The gate is closed by a common swing latch, as shown. Try it, brother farmers, and I think you will say it is the best gate ever used.—J. W. Stevens, in Farm Home.

OLD POLITICAL ISSUE.

Nation's Legislative History Proves That Government Can Assist in Road Building.

In the early days of our national history, whether the general government should take a hand in making internal improvements became one of the great political issues. The matter was fought out in congress and in political campaigns, and finally settled in the affirmative. Among the improvements discussed, the building of roads was probably the most important. Plans were made for connecting the different parts of the country by national highways. The national pike was built from Cumberland, Md., to the Ohio river, and then on westward. The plan was to build on to St. Louis, but before that point was reached the building of steam railroads had begun, and the people lost interest in the road question.

In these days when river and harbor bills are looked upon as a matter of course, and national aid to road improvement is considered a novel proposition, it is interesting to recall that the question of road building by the nation was a great and burning issue long before river and harbor bills were ever heard of. It is also worth noting that presidents were vetoing river and harbor bills as unconstitutional long after national aid to road improvement had become a settled policy.

It does not seem probable that the question of constitutionality will ever be seriously raised against such legislation as that proposed in the Brownlow bill for national aid in the building of roads. It can be defended as strongly as river and harbor legislation under those clauses of the constitution which authorize the federal government "to promote the general welfare," and "to regulate commerce between the states." But in addition to these, it finds its strongest warrant in the authority conferred upon congress "to establish post-roads," a provision that is growing in practical importance every year with the extension of the rural free delivery system.

"Don't Chew the Rag." Do not grumble. If things do not go to suit you, and all your efforts seem out of joint, as they often will seem, accept the inevitable without complaint and have another try. A chronic grumbler is a nuisance to himself and all around him. Every one feels like giving a wide berth to the one who is always complaining of hard luck. The man who cannot meet trouble face to face when it comes, and conquer it, will find a rough path—but the one who, with a stout heart and cheerful determination, takes the bad with the good, and makes the best of the bad and the most of the good, will find his pathway smoother for it.—Epitomisist.

A Missouri Dairy Woman.

A woman in Butler county, Mo., is very proud of the fine income from her dairy, which she manages herself. She sells milk for ten cents a gallon, and butter for 25 cents a pound. During the last year she has sold 2,190 gallons of milk and 1,439 pounds of butter. The total receipts for the year were \$578.75; or an average of \$42.25 per month. This record is particularly remarkable in Missouri, where the dairy cow has never been given the chance and encouragement she deserves.

GOOD ROADS SENSE.

Col. J. B. Killebrew Tells Why Farmers Should Favor Government Co-Operation.

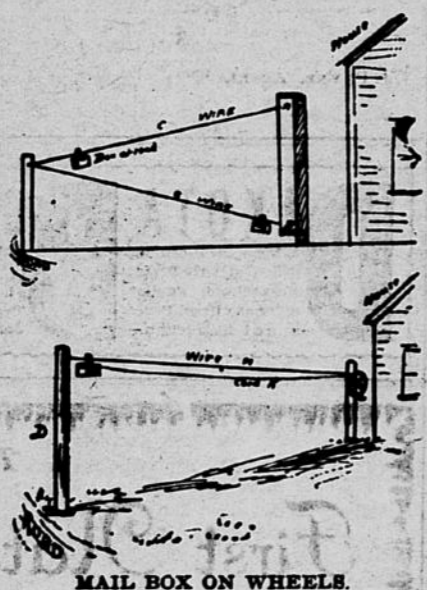
The rapidly with which the sentiment in favor of national aid to the common roads of the country has spread, and the eagerness with which the proposition is welcomed since the introduction of the Brownlow bill in congress, have not only been highly gratifying to the friends of the measure, but surprising and astonishing to its opponents. The truth is the great body of the farmers of the land are slow in demanding what they are justly entitled to. Had the same necessity as the want of good roads among farmers existed in relation to the manufacturing, mining or commercial interests of the country, such a necessity would have long since been recognized and met by adequate appropriations from congress. The tillers of the soil do not work in concert for their own advancement. By the census of 1900 the whole number of people above the age of ten years engaged in gainful occupations in the United States was 29,074,117. Of this number, 19,281,765 were engaged in agricultural pursuits. No other specified occupation employs so many. The manufacturing and mechanical pursuits employ 7,085,999 persons; trade and transportation, 4,766,964, and professional service, 1,256,789. And yet the farmers of the country, that contribute more to its permanent prosperity than all other classes combined, have the smallest amount of consideration in the matter of congressional appropriations. In all the history of the past legislation of the country but few efforts have been made to equalize the benefits of congressional appropriations. Until the rural mail routes were established a citizen living in the country rarely received direct benefits from the money expended by the general government, except that for the agricultural department.

The commerce of the country felt the exuberance of fresh and lusty life and vigor from the improvement of the rivers and harbors, but this exuberance would have been vastly increased had half the money appropriated for rivers and harbors been applied to aid in the improvement and maintenance of the public roads, the very foundation of commerce. It must not be imagined that anyone proposes that the government shall enter upon the work of building public highways without the cooperation of the state, county or other political subdivision. The policy of the government should be to help those communities that help themselves; to stimulate action and enterprise rather than to repress it by appropriating money to those communities that do nothing for themselves.

TRAVELING MAIL BOX.

Follow Instructions Here Given and Your Letters Will Come from Road to Home.

Request is made for a device for running a mail box on wheels. If ground is level from point of delivery to house this diagram will send the box to and from the house. If you want the box at the road slip the wire up the post from B to A on the wire AB; when you



MAIL BOX ON WHEELS.

with the mail to come to the house slip C down to B and it will come. If the house is uphill from the route near the house plant a post, and attach a wheel with a groove in its outer edge, with crank attached with a wire stretched up hill as H, and a cord K attached to mail box. When the box is wanted turn the crank to the right and the mail box, suspended on the wire by a pulley, will come to the house as prompt as a cow will come to her calf. It can be loaded and sent back. If the distance is too great for two posts more posts may be added. As to boys meddling with the mail box there should be no fears, as boys get tired of meddling with Uncle Sam's property.—Rural New Yorker.

Everything in Its Place.

The owner of a certain up-to-date farm here in the central west took up the farm as a homestead and has attained success entirely through his own efforts. He has posted up in a prominent place in each one of his buildings the following motto: "A place for everything and everything in its place." Needless to say every part of the farm and every person who works on it shows the indirect influence of this motto. The tool and machine houses are in such order that no time need be lost in looking for implements. The rotation of the crops plainly shows the ever-present application of this motto. The home, the dairy, the orchard and the garden are all continual illustrations of its application. It is scarcely necessary to add that this farmer does not belong to the too long list of men who complain that farming doesn't pay.—Prairie Farmer.

COWED THE COWBOY.

A Montana Bluffer Got the Brag Taken Out of Him by a Vigorous Canadian.

A well-known southern Manitoba stockman and breeder of prize winning Hereford cattle, had an experience with a Yankee cowboy last summer that is worth relating, says the Manitoba Free Press. The stockman by the way, has passed the half-century mark in the matter of years by more than a half-score, and may be said to have seen his best days, physically. The weight of years have not yet bowed his massive frame, however, and his muscles, though not so elastic as they were in his prime, have yet some of the suppleness and strength that made their possessor formidable in a scrap in his younger days. A faculty still quite undimmed is one of resourcefulness, while in a tight place.

The stock-breeder had negotiated a transfer of a choice bunch of his pet stock with an eastern American cattleman, and it was necessary for dispatch in shipping the cattle, that they be driven across the boundary to the main line of the Great Northern railway, there loaded in readiness for the fast stock train that made its regular tri-weekly trip. The bunch was driven over and safely loaded at Church's Ferry. Some delay rendered the stock train four hours late. This time the breeder of the Herefords spent pacing back and forth from the station to the switch, where his car of stock was waiting. At 11 o'clock the stock train came thundering along. It was quite dark. Forty-four loaded cars made up the rapid-transit freight.

"Goin' to go with this car?" said the brakeman.

"Yes."

"Goin' to ride in the jigger?"

"Yes."

"Better hustle, then; we'll be out of here in a jiffy."

The stockman ran for the caboose. Before he reached it the car was hauled out and the train off at nearly full speed. His breathing apparatus was not so good as it was when he used to do the mile stretch several seconds better than the next best in the country. Panting for breath, he grabbed at the platform railing of the cab as it flew along and landed safely.

Inside the "jigger" a half dozen cowboys were holding high carnival over poker chips, "40 rods" and other complete traveling accoutrements of the plainsman.

"Hello, pard; where are yer in fer?" greeted one of the gamins of the saddle.

The Canuck offered no salutation, still gasping for breath.

A repetition of the cowboy's question was answered by: "We would say in Canada that you were 'daft,' if you accented a gentleman in that manner."

"What'd yer say?" demanded he of the saddle.

"I said that in Canada we would say you were a little off."

"O yer fr'm Canada, air ye? What'd yer do in Canada ter this?" So saying, he whipped out an ugly-looking six-shooter and pointed it in the Canadian's face.

"What'd yer do in Canada ter this?" he asked again.

Not until he had asked the question a third time did the cattleman deign a reply.

"Say, fellow," said the cattleman, "I have been running to get on this train, and if you'll let me catch my wind, I'll show what we do in Canada."

He felt the seriousness of the situation, but did not exactly know what he was going to show the cowboy. The others sat silent, the train crew in dread, and the pals of the cow-puncher in wonder "what the Canada man was goin' ter do." The "Canada" man thought hard, and developed a strategy. He glanced suddenly toward the skylight. The possibility of a gun pointing at his own head awakened the suspicion of the cowboy, and he glanced up, too.

Instantly the Canadian grasped the wrist of the cowboy, and, with his other hand, the back of his neck, which pinched with a terrible grip, at the same time forcing the pistol hand upward.

"Now shoot, you—this is what we do in Canada," calmly spoke the stranger. The cowboy howled with pain, "I'm done, pard," and he was released.

The cattleman relates that his journey was continued without incident. The generous cowboys recognized his pluck and made him as comfortable as possible while they remained together.

Caution Petticoat Test.

Two well known aristocratic women from Vienna, staying at Evian-les-Bains, had an argument as to whether or no a woman who fell into the water in full walking costume would be aided or impeded by her clothes. Argument soon led to dispute, and dispute to wager, with the result that the two ladies, in smart summer frocks, laced petticoats and picture hats, jumped straightway into the water to test their opinions. The onlookers, thinking that they were witnessing a double suicide, dashed off in boats to the rescue. The women, however, declined assistance until they had pluckily swam a considerable distance and were almost drowned by their clinging garments. They both agreed after reaching the shore that skirts are not conducive to easy swimming, while corsets were an impediment.—London Express.

Town in Center.

A little Japanese village, some 30 miles from the town of Kumamoto, is situated in the crater of a volcano, which may some day become active again. The village, lying 900 feet below the top of the volcano, the walls of which are very steep, is quite hidden from sight. Its 2,000 inhabitants seldom leave this place.—N. Y. Sun.

CHAIN OF SUGGESTION.

One Barber After the Other Had an Idea to Offer the Pertinacious Customer.

"A man up in my country had a melancholy experience," declared Senator Frye, of Maine. "This man determined to get a shave every other day and to let every barber cut his hair who suggested it. At the end of a week three different barbers had intimated that the hair needed trimming and were told to 'go ahead and trim.' As the hair was now beyond the trimming stage, the fourth barber's advice, 'that clipping would be beneficial,' was accepted. 'Now,' thought the man, 'the next barber will be satisfied that when I say 'shave,' I mean 'shave' and nothing more. Yet when the fifth barber mentioned 'clipping' he permitted his close-cropped hair to be shined. The sixth night was on a Saturday. He went to still another barber, now satisfied that when he said 'shave' no barber would have the temerity to hint at an attempt to reduce the length of his hair."

"Did you ever try Dr. Comen's hair restorer?" questioned the barber as he took up a bottle.

"The Indians had a quicker way of getting at a man's scalp than these barbers," commented Senator Chandler.

"Yes," said the Maine statesman, "but we are living under modern, not ancient barbarism."

For a Bad Neck.

Sabra, Montana, Oct. 19th.—A great many men in this neighborhood used to complain of pains in the back, but now scarcely one can be found who has any such trouble.

Mr. Gottlieb Mill is largely responsible for the improvement, for it was he who first of all found the remedy for this Backache. He has recommended it to all his friends and neighbors, and in every case it has had wonderful success.

Mr. Mill says:—

"For many years I had been troubled with my Kidneys and pains in the small of my back. I tried many medicines but did not derive any benefit until last fall, when I bought a dozen boxes of Doan's Kidney Pills. After using them a few days I began to improve, my back quit aching and I felt better and stronger all around."

It will keep them in the house right along, for in my opinion they are the best medicine in the market to-day, and if my back should bother me again, I will use nothing else."

Never Again.

Biway—Use an alarm clock nowadays? Jigsaw—No; never tried one but says: "How was that?"

"Well, you see, the first time it went off I didn't exactly know what it was, and so I sat up for heaven's sake. Maria, shut up! Maria happened to be awake, and—well, that is how it was."—Stray Stories.

REMINISCENCES OF CHICAGO'S EARLY DAYS.

How the First Freight Was Shipped to the City by Rail.

"As a live stock market, Chicago stands second to none," said a well-known dealer. "The figures for 1902 show that almost eight million head of sheep, over four million hogs, a hundred thousand horses, a quarter million calves and three million cattle were brought to the Chicago market last year by the big railroads that reach out, like the Chicago & Northwestern, into the cattle ranges and feeding grounds all over the west. The reports show 278,100 carloads of live stock received here in 1902—quite a growth for the 35 years since the first shipment."

The stockman ruminated a moment. "That first shipment was queer, now, wasn't it?" he continued. "Did you see that little account of it in the papers the other day? Young Millican Hunt, now over 80 years old, had started across the prairies to market with a sled load of hogs when he got across the Des Plaines River he found there was no snow on which to draw his pigs the rest of the journey."

"That was in '48, the year the Galena road, now The Chicago & Northwestern, began its first run," said young Hunt, made a dicker with the crew of construction train, loaded his porkers on the train, and rode into Chicago triumphant, behind the little old 'Pioneer.' Brought in the first load of live stock, and the day the road was opened, and the Mayor and the big men of the town were trying the novelty of a ride on the first regular train, she pulled the first rail shipment of grain into town."

"They tell me now," he went on, "that last year that load of hogs had grown to over 65,000 carloads of live stock brought into Chicago over The Northwestern Line alone, and instead of one wagon load of wheat The Northwestern brought over 30,000,000 bushels of grain to the city."

A Catching Advertisement.—Ida—"Gertrude inserted an advertisement that she would like to meet a gentleman who was fond of outdoor life." Belle—"Who answered?" Ida—"Sixteen tramps."—Philadelphia Record.

Here is the Evidence.

That the Great Southwest is full of money-making possibilities—our booklets on "Beautiful Indian Territory," "Texas," "The Golden Square," "Business Chances," and others equally as interesting, which will be mailed you on receipt of two-cent stamp. Address GEORGE MORTON, G. P. & T. A., R. E. & T. Ry., Suite 1, Wainwright Bldg., St. Louis, Mo.

Mabel—"Hey, well Miss Elderly carries her age! doesn't she?" Daisy—"But she must be so accustomed to it by now."—Philadelphia Bulletin.

Stops the Cough.

and works off the cold. Laxative Bromo Quinine Tablets. Price 25 cents

Old Gentleman—"Waiter, this meat is like leather!" "Yes, sir. Saddle of mutton, sir!"—Punch.

Pilo's Cure for Consumption is an infallible medicine for coughs and colds.—N. W. Samuel, Ocean Grove, N. J., Feb. 17, 1900.

Some sins show a soft head rather than a hard heart.—Ram's Horn.

Putnam Fadeless Dyes are fast to light and washing.

Some men are too busy to grow old.—Chicago Daily News.

SAWYER'S EXCELSIOR BRAND OILED CLOTHING SLICKERS

Guaranteed to keep you dry. The best waterproof clothing in the world. Not only the guarantee—the fact that you won't get wet or get sticky. All kinds of styles, for all kinds of occasions. Write for free of details, write to H. H. SAWYER & CO., 100 Broadway, New York.



Mrs. Anderson, a prominent society woman of Jacksonville, Fla., daughter of Recorder of Deeds, West, who witnessed her signature to the following letter, praises Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—There are not few wives and mothers who have not at times endured agonies such as only women know. I wish such women knew the value of Lydia E. Pinkham's Vegetable Compound. It is a remarkable medicine, different in action from any I ever knew and thoroughly reliable."

"I have seen cases where women doctored for years without permanent benefit, who were cured in less than three months after taking your Vegetable Compound, while others who were chronic and incurable were cured, happy, and in perfect health after a thorough treatment with this medicine. I have never used it myself without gaining great benefit. A few doses restores my strength and appetite, and tones up the entire system. Your medicine has been tried and found true, hence I fully endorse it."—Mrs. R. A. ANDERSON, 225 Washington St., Jacksonville, Fla.

Mrs. Reed, 2425 E. Cumberland St., Philadelphia, Pa., says:

"DEAR MRS. PINKHAM:—I feel it my duty to write and tell you the good I have received from Lydia E. Pinkham's Vegetable Compound."

"I have been a great sufferer with female trouble, trying different doctors and medicines with no benefit. Two years ago I went under an operation, and it left me in a very weak condition. I had stomach trouble, backache, headache, palpitation of the heart, and was very nervous; in fact, I ached all over. I find yours is the only medicine that reaches such troubles, and would cheerfully recommend Lydia E. Pinkham's Vegetable Compound to all suffering women."

When women are troubled with irregular or painful menstruation, weakness, leucorrhoea, displacement or ulceration of the womb, that bearing-down feeling, inflammation of the ovaries, backache, flatulences, general debility, indigestion, and nervous prostration, they should remember there is one tried and true remedy. Lydia E. Pinkham's Vegetable Compound at once removes such troubles.

The experience and testimony of some of the most noted women of America go to prove, beyond a question, that Lydia E. Pinkham's Vegetable Compound will correct all such trouble as once by removing the cause and restoring the organs to a healthy and normal condition. If in doubt, write Mrs. Pinkham at Lynn, Mass., as thousands do. Her advice is free and helpful.

No other medicine for women in the world has received such widespread and unequalled endorsement. No other medicine has such a record of cures of female troubles. Refuse to buy any substitute.

\$5000 REWARD if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness. Lydia E. Pinkham Medicine Co., Lynn, Mass.

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