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GENTLEMEN:-- We are prepared at all times to furnish money on land or other approved security.

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We are always pleased to have you deposit your funds and use our little pocket check books. Small accounts as well as large ones are appreciated. We pay interest on time deposits.

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STATE BANK OF COOPERSTOWN,

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Offer the most varied and best attractions for the Winter Tourist. Thousands of people go every year from the Northwest. Many use the

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,

because of its excellent service. The Pioneer Limited, Famous Train of the World to Chicago, makes through connections for the South—New Orleans and Florida points. Through tourist sleeper every Tuesday morning via "The Sunshine Route" to California. Full particulars on application to

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"It's the Early Bird that Catches the Worm."

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Write for illustrated catalogues

For Western Customers we transfer our separator from Chicago, La Crosse, Minneapolis, Sioux City, Kansas City and Omaha. Address all letters to Vermont Farm Machine Co., Bellows Falls, Vt.

Newspapers and the Public.

Have you ever stopped to think of the value of a newspaper to a community? Whiting Allen, who is widely known as the press agent of circuses, and who once was an Ohio newspaper man, has some interesting observations to offer along this line. He says:

"Fair weather or foul, the newspaper in coming out every day is devoted to the welfare of the community and its people. No matter how the public responds with support, much or little, so long as that newspaper is issued it is unflagging in its zeal for betterment of its environment. It is always quick to grasp and make available every opportunity that will benefit the town and its people. As a visitor to nearly every daily and weekly newspaper office in the United States during the past quarter of a century, it has been my observation that the columns of the average newspaper are a certain index to the community, and especially to its character. It is a somewhat singular thing to me that in view of the manifest fact that the heaviest advertisers in all towns are most prosperous, there is not a greater ambition among business men than to become the heaviest advertisers. But, aside from advertising, I still maintain that every man, woman and child owes to the newspapers of a town or city a greater debt than is ever paid."

Mr. Allen's rich experience enables him to speak with authority, and his statement is correct in every particular. The public's debt to the newspaper is a great one—a debt that can never be paid in full, but one the public should always be ready to recognize.

No Pity Shown.

"For years fate was after me continuously" writes F. A. Gullede, Verbena, Ala. "I had a terrible case of Piles causing 24 tumors. When all failed Bucklen's Arnica Salve cured me. Equally good for burns and all aches and pains. Only 25c at H. H. Bateman's drug store.

Trees Shaped by the Wind.

The effect of wind upon trees is powerful. Even the presence or absence of forests may be determined by the character of the prevailing wind or the conditions that modify it. The wind acts as a drying agent, giving a special aspect to many plants. When it is almost always from the same quarter the plants show greater development upon one side. Trees are smaller on the windward edges of forests, and trunks and branches are bent to leeward. The deformations are most marked near the sea or in flat regions. The cherry, plum, walnut, black poplar, ash and certain pines are very sensitive to the wind, but mountain pines and certain firs offer great powers of resistance, and these are recommended for reforesting wind swept lands.

History Made Palatable.

Joseph Salvador, the French historian, and Jules Sandeau, a novelist, made their meeting at a public reception the occasion for a dispute as to the respective places which they occupied in the world of letters.

"The reading of history is like a pill—it needs the sugar coating to make it palatable," argued the novelist.

"Ah, but it is the ingredient which cures, not the coating," remarked the historian.

"Then let us divide honors," said Sandeau, "for if it were not for my sugar coating your historical facts would dry on the shelves."

The Duration of a Dream.

One evening Victor Hugo was dictating letters to his secretary. Overcome by fatigue, the great man dropped into a slumber. A few moments afterward he awoke, haunted by a dream which, as he thought, had extended over several hours, and he blamed his secretary for sitting there waiting for him instead of waking him or else going away. What was his surprise when the bewildered secretary told him that he had only just finished writing the last sentence dictated to him.

A Striking Stumble.

Old Employee—You know as well as I do that I have been as faithful as clockwork in your employ.

Old Employer (bitterly)—Yes, just exactly as faithful as clockwork. You struck every time you could and never gave more than five minutes' warning.—Baltimore American.

Classifying Him.

"Yes, ma'am," said the peddler, "this here hair tonic will raise hair on a billiard ball."

"But will it raise hair on a pumpkin?" asked the lady of the house.

"Well, I should say so!"

"I'll take a bottle and get my husband to try it."—Judge.

PATHS OF THE OCEAN

ORIGIN OF THE LANES TRAVERSED BY ATLANTIC LINERS.

The Northern and Southern Routes to and From Europe, as Indicated by Lieutenant Maury—Minimizing the Danger of Collisions.

In reports of the arrival of an ocean liner the statement sometimes appears that she came "by the southern route" to avoid ice or that she made her first trip of the season "by the northern lane." To the ordinary reader the idea of lanes or pathways on what we have been taught to think of as "the trackless sea" seems somewhat paradoxical, but if you consult the charts in the office of a steamship manager or in the United States hydrographic office instead of the ordinary map you will find that there are four well defined highways across the north Atlantic as clearly marked to the navigator's perception as is a time worn turnpike on land to the eyes of the pedestrian.

It is over these great ocean thoroughfares that the Atlantic liners, with their tens of thousands of passengers and their hundreds of thousands of tons of freight, pass on their voyages between America and Europe. They are closely adhered to by all fast steam vessels and just as carefully avoided by sailing ships and by the fishermen who ply their trade off the Grand banks. The situation of a small craft on the liners' route would be comparable to that of a man driving a light runabout along a railway track cleared for the fast limited, for these main traveled lines have been set aside by custom and agreement for the Atlantic's lightning express. Nobody is delayed at sidings or confined to special tracks, however, for the rest of the ocean is left to the ordinary mariner.

It is only a few years since the tracks upon which the great liners shall run have been so clearly defined. Ever since the commerce of the north Atlantic assumed important proportions sailing masters have followed in a general way the great circle that curves northward from the west coast of England and Ireland until it reaches about 46 degrees north latitude in midocean, then bears southwestward past the coast of Newfoundland and Cape Race. Early experience proved that this was the shortest and so, of course, the quickest route between Europe and such ports as Boston, New York and Philadelphia.

While steam navigators kept fairly near this course it was natural enough that they should vary from it somewhat according to the theories of individual captains. With the multiplication of steamships and the rapid increase in speed the very fact that all the larger and swifter vessels kept to one particular part of the ocean greatly increased the danger of collision between them. When forty or fifty swift steamers were crossing the Atlantic at the same time in one direction or the other, all keeping to the same general course irrespective of the direction in which they were traveling, it was obvious that the possibility of two of them coming together in thick weather was too great to be contemplated pleasantly.

So Lieutenant Maury of the United States navy made the suggestion that all fast steamships should traverse certain fixed routes, which he indicated—paths following the great circle pretty closely, for it was natural that the steamship companies would not agree to the adoption of any route that involved a loss of time in making the ocean passage.

The most important provision suggested by Lieutenant Maury was that vessels going in opposite directions should observe the rules of the road by passing one another on the port side. To carry out this plan he proposed that west bound vessels should keep about one degree to the northward of those east bound. Thus the greatest danger from the following of indiscriminate routes—that of collision between fast ships—would be avoided. While it is desirable in point of time for ships to steer their course far to the north, the presence of ice and fog in the high latitudes makes it impracticable for them to do so during fully half the year. Accordingly, Lieutenant Maury provided for two great highways, one for summer, the other for winter, one about three degrees to the northward of the other and each with west bound and east bound tracks.

The rivalry between the different lines was so great at that time that each hesitated to give unconditional adherence to the plan, fearing that some other would gain an advantage. Two prominent steamship managers, however, quickly appreciated the advantages of Lieutenant Maury's plan and independently of their competitors gave instructions to their captains to follow the lines laid down by him. These two men were Clement A. Griscom, then the head of the American line, and Thomas H. Ismay, director of the White Star line. As these two lines then owned the fastest and most perfect ships on the Atlantic, the influence of their example was very powerful.

There is no doubt that the adoption of these lanes has been of the utmost importance in increasing the safety of ocean travel and possesses distinct advantages aside from eliminating the possibility of head on collisions between the liners. Extra precautions are taken to keep the great highway clear of derelicts and other floating dangers or to give warning of their presence.

Since the masters of sailing vessels know the steamer routes, they consult their own safety by avoiding them and by keeping a sharp lookout whenever it is necessary to cross them in either direction.—New York Mail and Express.

DISCREET INDISCRETION.

How the Insubordination of a Diplomat Averted Hostilities.

An example that can never be overlooked when the right of an ambassador to exercise his own discretion is in question is that which occurred in the career of Lord Lyons when he was our ambassador to the United States. He was a persons grata there. "Ah I can say, Lord Lyons, is, 'Go thou and do likewise,'" was Abraham Lincoln's genial method of receiving the British ambassador's announcement of the Prince of Wales' marriage. Lord Lyons did not take the advice, but he remained a very effective ambassador in spite of his bachelorhood. When the grave difficulty over the Mason and Silldell case arose Lord Lyons was instructed from home to present an ultimatum, afford twelve hours for its acceptance, and, the latter not being forthcoming, he was to break off relations and leave the country. The twelfth hour expired, Silldell and Mason were not surrendered and there remained apparently only the dire prospect of war. "Give me another twelve hours," said Seward, the secretary of state. It was an entire contradiction of official orders, but, nevertheless, "I will," said Lyons. From 6 o'clock that night until 6 the next morning Seward battled with the recalitrants. Then Lyons received an intimation that the Confederate envoys would be given up. So by the insubordination of an ambassador war was saved.—St. James Gazette.

Bismarck's Best Cigar.

Unlike Napoleon, Bismarck was a hard smoker. He once told this story to illustrate his love of the weed:

"The value of a good cigar is best understood when it is the last you possess and there is no chance of getting another. At Koenigsgracht I had only one cigar left in my pocket, which I carefully guarded during the battle as a miser guards his treasure. I did not feel justified in using it. I painted in glowing colors in my mind the happy hour when I should enjoy it after the victory, but I had miscalculated my chances. A poor dragoon lay helpless, with both arms crushed, murmuring for something to refresh him. I felt in my pockets and found only gold, which would not be of the least use to him. But stay! I had still my treasured cigar. I lighted it for him and placed it between his teeth. You should have seen the poor fellow's grateful smile. I never enjoyed a cigar so much as that one which I did not smoke."

The Angel Child.

"Martha," said her mamma, "I trust that while you were at your Aunt Martha's you said nothing to offend her."

"Oh, no, mamma," declared the angel child. "I was careful to say things which would make her know that you and papa liked her for herself alone."

"That was proper." "Why, when she asked me if you folks had named me Martha so that she would leave us her money when she died I told her that papa and you had talked about that and that papa said we mustn't think of such a thing."

"And what did she say?" asked mamma eagerly.

"Nothing. She just laughed and said I was a good girl and I'd better run along home when I told her what papa said about her going to have a pocket made in her shroud."—Chicago Tribune.

Condiments and Digestion.

People with weak digestions will always be found to be fond of condiments, as the tendency of these things is to stimulate the glands of the stomach and cause them to produce a larger supply of digestive juices. Pepper, mustard and other like spices stir up the liver and are useful to people who from necessity or other causes lead sedentary lives. Vinegar dissolves the cellulose in raw vegetables, and that is why it tastes so well with cabbages and salads, for there is no better judge than the palate of what is good for the stomach. The oil is added because it protects the stomach from the biting acid.

The Thumb.

Thumbs have been appreciated ever since the world began. The ancients used to call the thumb the other hand. Barbarous kings used to swear and make compacts by their thumbs. In Rome it was a sign of favor to wring or kiss the thumb and of disfavor or disgrace to lift it up or turn it outward. A man who was hurt in his thumbs was excused from serving in the Roman wars. Some of the scoundrelly citizens used to cut off their thumbs so as to remain at home and get rich. Teachers used to punish their pupils by biting their thumbs.

Encouragement For the Boy.

Patsy—Mom, won't yer gimme me candy now?

Mrs. Casey—Didn' Oi tell ye Oi wouldn't give ye anny at all if ye didn't kape still?

Patsy—Yes'm, but—

Mrs. Casey—Well, the longer ye kape still the sooner yer'll get it.—Philadelphia Press.

The Only Way.

Fidgett—Really, now, do you think there is any way whereby a man can retain the respect of his children?

Midgett—He might send them away from home as soon as they begin to take notice.—Boston Transcript.

In Chicago.

"The lady next door is celebrating her golden wedding."

"Married fifty years?"

"No—times"—Puck.

Some people have such a disagreeable memory that they can remind you of things you did a thousand years ago.—Atchison Globe.

Farmers' Institute.

We are pleased to call attention to the speakers and the subjects treated at the institute to be held in Cooperstown next week. Mr. M. F. Greeley, editor of the "Dakota Farmer," is conductor of the institutes this season and will speak upon the subjects of "Economic Meat Production" and "Poultry" in addition to short talks on alfalfa and rape. He is not only a farmer but an experienced institute man and will have much valuable information to give to the farmers of Griggs County.

Mr. E. S. DeLancey, of Valley City, the well known draft horse man, will talk upon "The Draft Horse, Care and Management." While a new man on the institute platform Mr. DeLancey readily takes to the work and with his interesting way of speaking and his valuable fund of information, never fails to interest his hearers.

Mr. A. K. Bush, of Minnesota, is the owner of two large farms at that place which he operates himself. He comes directly from his feed yards to the North Dakota institute platform, speaking principally upon "Potato Growing," "Hog Raising" and "Beef Cattle." At the same time if there is any information desired along the line of tree culture and small fruit growing, Mr. Bush is just the man to give it.

E. G. Schollander of the Agricultural College has a number of talks on "The Selection of Seed Grain," "Rotation of Crops," "Methods of Cultivation," "The Deceases of Plants, etc." His work with the Experiment Station and with the Bureau of Plant Industry, U. S. Department of Agriculture, makes him an expert in these lines and we are sure the Griggs County farmers will be interested in what he has to say.

While not definitely settled it is quite likely that the dairy industry will be represented by Mr. Thomas Convey, the practical dairy and institute man of Ridgeway, Wis. Mr. Convey never fails to interest his hearers on "Selecting the Dairy Cow," "How to Feed her and Produce the Best Results" and "How to handle the Product." If there is any information desired on the subject of "The Silo" Mr. Convey is in position to give it as the silo is in constant use upon his farm.

Every farmer who attends the institute receives free a copy of the North Dakota Farmers' Institute Annual for 1903. This is a regular hand book of North Dakota Agriculture and many times worth the trouble of attending the institute providing there is nothing to be learned from the speakers and meeting with the neighboring farmers. Don't forget that the ladies are especially invited and urged to be present and take an active part in all the sessions. A special invitation is given them to be present at the evening session as well as the girls and boys on the farm to hear Mr. Greeley's address on "The Landed Home."

Remember, farmers, this institute is for you and if any of the subjects named above does not cover the information you seek ask some of the institute speakers about what you desire to know and arrangements will be made for short talks on the subjects. Cooperstown had a good institute two years ago and there is no reason why this should not be considerably better both in interest and attendance. Remember the time and place.

Working Night and Day.

The busiest and mightiest little thing that ever was made is Dr. King's New Life Pills. These pills change weakness into strength, listlessness into energy, brain-fag into mental power. They're wonderful in building up the health. Only 25c per box. Sold by H. H. Bateman.

For the State Grain and Stock Growers Ass'n.

N. P. R'y will sell tickets at one fare for the round trip, good to return Jan. 23d. W. J. Payne, Agent.