

THE STORY TELLER

Maloney's Political Manager

By W. M'LEOD RAINE

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"DO YOU think Bob Maloney will get the nomination for state senator?" asked a delegate from the First. The other politician shook his head. "Guess not. Maloney's struck twelve o'clock. Ostrander's got a lead pipe cinch on it. You see, Bob's one of these reform fellows who don't believe in treating. That ain't politics, and Ostrander does politics seven days in the week."

"I'm not so sure about it. Young Maloney is a hustler. I'd a dashed sight rather see him get in than the other man. Ostrander is a pretty poor apology for a man, and Bob is as straight as a string."

"That may be all so, but you'll see who wins. It will be the man who knows how to play the game of politics."

Bob Maloney nodded smilingly as he passed the two men at the entrance of the convention hall. "Think I've struck twelve, do they? Well, if I have the gong is due to sound thirteen next time. I'll show these fellows I'm not all in by a good deal. If Meyer holds the First precinct for me as he promised, Ostrander will be nominated to stay at home. I've got to



"THAT LETS MALONEY OUT GOOD AND PLENTY."

win. There are no two ways about that. I told Maurine I was going to win, and I believe she is making a test of it."

She was. Maurine Ostrander sat well back in the gallery of the convention hall and watched young Maloney closely. He was apparently brightly indomitable, but she read a troubled mind behind his smiling energy. "This is my busy day," was written all over his manner. He flitted from one delegate to another while the chairman was delivering the usual opening panegyric on what his party had done and would do. Decidedly this alert young man with the good shoulders had plenty of force. She glanced from him to her brother and back again. There was no shadow of doubt in her mind as to which of them would make a better representative of the people.

A fragment of whispered talk reached her from under the eaves of the gallery.

"Notice how Ostrander jobbed young Maloney? He had four delegates from Mapleville thrown out. Claimed some irregularity. He's working hard to get Meyer to throw him some votes from the First. He'll get them, too. If Meyer hasn't been bought, I miss my guess. The plan is to adjourn the district convention till two o'clock so that Ostrander can get in his fine work during the recess."

"That lets Maloney out good and plenty, then," answered the second man, as they moved away. "Ostrander will spend the time treating in the saloons." Maurine's blood pounded. She looked

at her brother and asked herself whether he would stoop to take an unfair advantage, and in his shifting eyes, and furtive glance, she found her answer. Shame surged through her, and with it a great sympathy for the clean young man who would win fairly or not at all. She felt she must warn him, must let him know that the man on whom he depended was about to play him false. On the back of her card she penciled a note and sent it to Maloney by a boy. She watched the boy push his way through the crowd to him, and then noted the sudden animation with which his eyes swept the galleries for her. At last his glance found her, and he nodded smilingly to reassure her.

But he lost no time in hunting up Meyer, and something in Meyer's shifty manner confirmed a suspicion which had already been lying dormant in his mind. He determined to trust Meyer only so far as he could see him. He knew that the man from the First precinct dare not openly betray him, but that he might contravene an adjournment for that purpose. To frustrate this Maloney had a secret talk with Heisman and other delegates from the First. If Meyer meant to play false, Maloney proposed to see that Meyer would have no goods to deliver when it came to the critical moment.

The routine business of organization occupied the morning, and at noon adjournment calls were issued for the different district meetings. Ostrander, tugging at his yellow mustache which covered his weak mouth, was plainly nervous and anxious. His eyes traveled from Meyer to Maloney, then swept across the other delegates. Maloney, on the other hand, appeared quite at his ease. He was stationed at Mr. Meyer's elbow, and that gentleman clearly did not relish his close proximity.

"Move that we adjourn to meet at 2:15," cried one Ostrander delegate. "Second the motion," said Meyer, feebly.

Heisman had the floor in an instant, to let Maloney's followers know that it was a test vote. Bob Maloney himself followed in opposition to the motion. Meyer, pledged to support Maloney by his instructions, had to fall into line on the vote which followed.

The count stood: For adjournment, 32; against adjournment, 36. Five minutes later Robert Maloney was nominated for state senator by a vote of 41 to 27. Ostrander, with a badly damaged smile, moved that the nomination be made unanimous.

That evening Bob Maloney called on Maurine Ostrander. "I suppose congratulations are due," she said, demurely, after they had found seats.

He leaned back in his chair and viewed her critically. "Yes, I suppose so. But I'm wondering to whom they are due—you or me."

"I don't see what I have to do with it," she said.

"Well, for one thing, you nominated me."

"Did I, really?" she asked, with shining eyes. "Really and truly, Bob?"

"Really and truly, Maurine. Of course I was prepared for an attempt to adjourn, but I wasn't quite ready to believe that Meyer dared back it. If you hadn't put me on to him he would have forced an adjournment and I would have lost out."

"Of course I'm sorry my brother lost," she said.

"But you're glad I won?"

"Oh, well—yes."

"That's good. By the way, I'm thinking of getting married. I can do better work for my constituents as a married man."

A blushing silence.

"If I can get the girl to see it my way."

"Doesn't she?"

"I haven't asked her yet. I wish I knew what she thought."

She had nothing to say to that.

"I expect I had better ask her. Don't you think so, Maurine?"

"I—don't—know."

"It's the best way to find out. Here goes. Maurine, I'm not worthy of you by a long way. But I love you, and that counts for something. Do you happen to care for me, Maurine?"

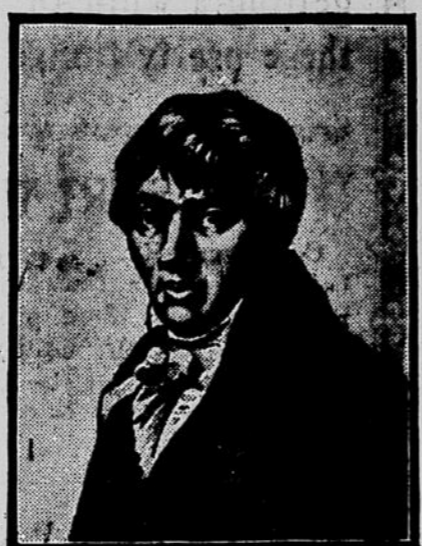
She nodded yes, and then Maloney beat time and murmured his college yell as a paean of victory. The rest is a very common story.

ROAD AND FARM IMPROVEMENT

MACADAM ROAD BUILDING.

Cost Depends Largely on the Ease with Which Suitable Stone May Be Secured.

Among the men whose names will live as long as civilization exists is that of John L. Macadam, the road builder. Not only has his name become a part of the English language, but the kind of road which he built has been adopted by all civilized nations. The ancient Romans built stone roads, but they were very different and vastly more expensive than the macadam roads of modern times. They built a substantial foundation of rock, sometimes several feet in depth and then covered it with a pavement of large flat stones. This kind of road will outlast any other. Indeed some parts of the Applan way, the building of which was begun three centuries before Christ, are still in use, and in good repair. It remained for John L. Macadam, a modern Englishman, to prove that the great expenditure of



JOHN L. MACADAM (The Inventor of the Modern System of Hard Roads.)

time and money required in the building of the old Roman roads was largely wasted. He demonstrated that a smooth hard enduring road could be built of crushed stone a few inches in depth properly spread and compacted on a foundation of earth.

The main points in successful macadam road building are (1) that the foundation be properly constructed and drained; (2) that the surface of the road be slightly curved so as to shed water; (3) that the surface of the finished road be made hard and smooth and as nearly waterproof as possible. The last of these qualities is secured by spreading on the stone in layers, beginning with a layer of the largest fragments and finishing with a layer of very fine crushed stone with which some sand is often incorporated. Each layer is well compacted with a heavy roller.

Although the expense of building macadam roads is trifling compared with that of constructing a stone-paved road like that of the Roman emperor, Appius Claudius, it is still so great as to form the principal obstacle to macadamizing modern highways. The cost, of course, depends largely on the ease with which suitable stone may be secured. Where the material has to be transported by rail for a considerable distance the cost is greatly increased. Some of the Massachusetts highways have cost \$8,000 to \$10,000 a mile; while in some other states good macadam roads have been built for \$1,500 to \$3,000 per mile.

Some friends of the good roads movement hesitate to join in the demand for national aid because they are appalled by the enormous expense involved in macadamizing the entire road mileage of the country. Such persons are laboring under a mistake. The national aid bills now before congress do not propose to construct any particular kind of road. They simply propose to "improve the public roads," and provide for "investigations and experiments to determine the best kinds of road material and the best methods of road building." In a recent article Representative Brownlow says:

"My own individual opinion is that some of the principal thoroughfares ought to be macadamized. Well informed road experts have estimated that if one-tenth of the road mileage of the country were macadamized and the other nine-tenths were improved in other and cheaper ways, using the best local materials available, the cost of hauling the farm products of the United States to market would be reduced one-half."

If this estimate is correct, the saving to the farmers would be enormous, and would in a few years be sufficient to cover the entire expense of making the improvements. Besides lessening the cost of hauling, good roads will bring the people of the rural districts pleasures and benefits which can not be measured in money.

An Unpleasant Comparison. France is considerably smaller than Texas, yet has nearly 24,000 miles of wagon roads built and maintained as national roads by the national government at the expense of the nation.

Where Italy Leads Us. Italy has 5,000 miles of highways built and maintained by the national government. In size Italy is no larger than Iowa and Illinois combined.

NATIONAL AID TO STATES.

Policy Now Applied to Education Is Also Applicable to the Improvement of Roads.

The advocates of government aid in building and improving the roads are actively engaged in hunting up precedents. The latest thing in this line is government aid to education. They call attention to the fact that, in our earlier history, large gifts of public lands were made to the states to be used in support of the public schools. In 1862 the Morrill act was passed by congress making large grants of public lands to all the states, the income from which was to be used in the maintenance of agricultural colleges. In 1890 the second Morrill law was enacted making a national appropriation of \$15,000 to each state to be used in supporting these agricultural colleges. This annual appropriation has been increased from year to year until it is now \$25,000 for each state. This direct appropriation, added to the income which all the states derive from the land grants of 1862, makes an aggregate of nearly \$2,000,000 a year, which the states now receive as national aid to agricultural education.

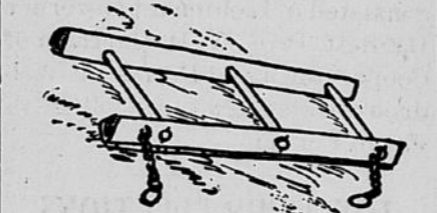
One interesting feature of this government aid scheme is that it involves cooperation between the nation and the states somewhat similar to that now proposed in the Brownlow-Latimer road bill. The government appropriations and the land grant funds must be used only in maintaining the colleges, not in establishing them. The states must provide the buildings and equipment. Most of the states also put up part of the funds used in paying the current expenses. In addition to all this, congress in 1887 passed the Hatch act making a gift of \$15,000 annually to each state to aid in supporting a state experiment station, and in this we have another example of the same kind of cooperation. The states now receive from the government for the support of these stations nearly \$800,000 annually. This added to the government aid which the colleges enjoy makes a grand total of more than \$2,700,000 annually.

The good roads people are asking why their plan for national aid to road improvement should be branded as unconstitutional and paternalistic, while government aid to education is a well established feature of our national policy. They point out that, while the constitution expressly empowers congress to "establish post roads," it is silent on the matter of education. They also claim that agricultural education is something which the states could handle far more easily than the improvement of the roads. On the whole, it looks as though the good roads advocates have the best of the argument, and federal aid to education will serve as a strong precedent for federal aid to road improvement.

DRAG FOR COUNTRY ROADS

When Used After a Rain or Thaw It Will Keep the Roadway in a Fair Condition.

A drag is made by splitting a log, placing the two pieces about 30 inches apart (with the flat sides facing in the same direction), and pinning them together. The lower edge of the front piece is protected with iron; an old



A LOG ROAD DRAG.

wagon tire will do. The log should be 10 or 12 inches thick and about 10 feet long. Fasten a chain or heavy wire 12 or 18 inches from each end by which to haul it. Hitch the team so the drag will move the dirt toward the center of the road. The hitch is next in importance to the time at which the dragging is done. The right time is just as the road dries after a rain or when it is thawed on top during the winter and spring, and it should be dragged every time.—Farm and Home.

Keep the Milk Vessels Clean.

The value of clean milk pails and pans is recognized by all dairymen, but not every farmer knows what is meant by clean milk vessels. The washing they receive on an ordinary farm, in which one small lot of boiling water serves for washing several milk pails, does not clean them, but always leaves large numbers of bacteria, especially in the cracks, ready to mix with the next lot of milk drawn into the pail. If possible they should be steamed daily. When this is not possible, they should be scrubbed with boiling water and sal soda, rinsed in boiling water and turned upside down to dry. They should not be rinsed in cold water and should never be wiped with a rag after scalding. In hot weather it may be necessary to take them occasionally to a creamery for steaming.—Prof. W. H. Conn, in Farmers Review.

Work for Early Spring Days.

The fences will need looking after, and that is a job not to be put off. Drive a few nails here and there where they will do the most good. Very likely there is a post loosened by the frost, or a gate that sags, or a hinge out of order. Coal tar and mortar, mixed, is a good thing to stop the rat holes. It is something they will not be apt to gnaw. The drains and the sewers ought to be watched and kept clean. A little plaster, bone meal, or superphosphate makes a good top dressing for pasture lands, and for all grass lands; and there is no better time to put it on than this, when the coating of snow has left them soft.—Frank H. Sweet, in Epitomist.

THE OLD FOLKS AT HOME

Are Never Without Peruna in the House for Catarrhal Diseases.



MR. AND MRS. J. O. ATKINSON, INDEPENDENCE, MO.

UNDER date of January 10, 1900, Dr. Hartman received the following letter:

"My wife had been suffering from a complication of diseases for the past 25 years. Her case had baffled the skill of some of the most noted physicians. One of her worst troubles was chronic constipation of several years' standing."

"She also was passing through that most critical period in the life of a woman—change of life. In June, 1895, I wrote to you about her case. You advised a course of Peruna and Manalin, which we at once commenced, and have to say it completely cured her. She firmly believes that she would have been dead only for these wonderful remedies."

"About the same time I wrote you about my own case of catarrh, which had been of 25 years' standing. At times I was almost past going. I commenced to use Peruna according to your instructions and continued its use for about a year, and it has completely cured me. 'Your remedies do all that you claim for them, and even more. Catarrh cannot exist where Peruna is taken according to directions. Success to you and your remedies.'"

John O. Atkinson.

In a letter dated January 1, 1900, Mr. Atkinson says, after five years' experience with Peruna:

"I will ever continue to speak a good word for Peruna. In my rounds as a traveling man I am a walking advertisement for Peruna and have induced many people during the past year to use Peruna with the most satisfactory results. I am still cured of catarrh."

John O. Atkinson, Independence, Mo.

When old age comes on, catarrhal diseases come also. Systemic catarrh is almost universal in old people.

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Such cases cannot be treated locally; nothing but an effective systemic remedy could cure them. This is exactly what Peruna is.

If you do not receive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

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from Female Troubles can treat themselves with Dr. Williams' Pink Pills for Pale People.

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Dr. Williams' Pink Pills for Pale People

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THE INEVITABLE.

Oh, this earth is a very disheartening sphere. Just why 'twas set spinning was never quite clear. But it rushes through space on the cannon-ball plan, and we poor struggling mortals stick on if we can. Oh, it turns on its axis to make night and day, and at every turn there's the mischief to pay; but in spite of its changes, its doubts and its fears, there are laughter and song that may conquer the tears.

So here's to the earth! Both in sorrow and mirth. We must sleep, we must wake, we must breakfast and sup with it. Of pleasure it shows a deplorable dearth. But it's all that we've got. So we'll have to put up with it!

The mire and the snow drift are thick on the land, but alas, we're obliged to have some place to stand. The wind shakes our teeth as we struggle for breath, but with no air at all we would all choke to death. Oh, the warmth is too hot and the cold is too chill, but without any weather at all we'd be ill. So let's be of cheer though these troubles won't halt, our conscience is clear for it isn't our fault.

Then here's to this earth, for it holds in its grasp the price, and we'll gather and drink of a cup with it. The company's trouble is more than it's worth, but it's all that we've got and we'll have to put up with it.

—Washington Star.

AUTO RIDING IN WINTER

Handles May Be Warmed by Electricity and the Vehicle Made Very Comfortable.

Automobilists are not very enthusiastic in the winter season because of the discomforts that attend riding. The handles of the conveyances are extremely cold and the drivers suffer acutely when the mercury stands in the neighborhood of zero. It is only those who use the machine for business purposes who will stick to it in winter. It is not a difficult matter to wrap up the body warmly enough, and the face can be protected against the biting wind by the shielding devices which have been invented, but it is not so easy to protect the hands from the cold. In spite of the covering of gloves or mittens the fingers are liable to become numbed with the cold, a state of affairs especially dangerous for the driver of a high-speed car, who is compelled to be on the alert for emergencies and act instantly when they arise.

To meet this condition of affairs a New Jersey man has invented an electrically heated handle, which the chauffeur has only to grasp tightly in his hand to derive the benefits of the radiation from the interior. The construction is such that the heat is reflected outward from the conductor, the radiator filling the central space and being completely surrounded by the conductor wires. The cover is of nonconducting material and is perforated at frequent intervals to allow free radiation.