

ROAD AND FARM IMPROVEMENT

DO NOT NEGLECT TILING.

It's the Only Way in Which Thousands of Acres of Land Can Be Improved Permanently.

The wonderful effect resulting from a system of tile drainage, as seen on many farms, should be an incentive to increasing interest in this work. That there should be little improvement of this kind in a new and unimproved country, where land is comparatively cheap, is not surprising. It is not, however, so easy to understand why people are so slow to make such improvements in the older sections of the country where land is high.

That there is a very large amount of land in these older settled portions of the country that would be greatly improved by a good system of tiling can be no question. A farmer living in western New York, writing to the Rural New Yorker, says: "Even here in western New York, referred to by many as the 'garden of the state,' thousands of acres that are not in proper condition are each year plowed and planted to crops, nor can they be expected to afford favorable results unless nature in some unusual manner renders assistance. The well-known excuse or objection to this system of work made by far too many is the expense to be incurred not only for the tile itself, but for the labor required additional to that of the regular farm labor."

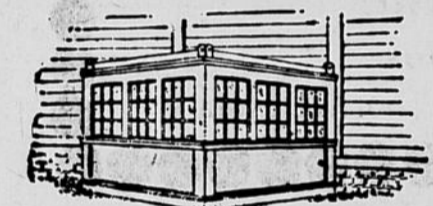
But a large part of such drainage work does not require highly skilled and expensive labor for its performance. The farmer and his regular help can do it when they cannot work in the fields.

In a place where the fall is so slight and the work so difficult as to require such help the improvement that will result will many times pay for its cost. On a great many farms there are many days throughout the season when little profitable work is done and when the time could be spent at such work as tiling to very great advantage.—Prairie Farmer.

AN ADDITION FOR PLANTS.

Artistic Idea That Can Be Carried Out at Small Expense by Lovers of Flowers.

When increased room for house plants is sought by building onto the side of the house, an addition such as shown is the most attractive. A shed roof or short double roof has not the dignity of appearance of a flat-roofed square addition.



A ROOM FOR THE PLANTS.

The roof may have slope enough to carry off the water and still be given an appearance as shown in the cut by a simple balustrade about the top. The windows may be put on three sides or on two sunny sides. The addition may be heated from furnace of boiler in the cellar or by a small oil stove. Curtains on the inside to draw down at night will help to retain the heat.—T. E. Murry, in Farm and Home.

Offered Big Trout for Fee.

"The queerest fee I ever had offered to me was by an old farmer up in Monroe county," said a prominent physician who is also something of a sportsman. "I was up there last year for the trout fishing, and one evening I was summoned from the hotel where I was stopping to attend an old woman in the neighborhood who had suddenly been taken ill. After I had fixed her up her husband said to me: 'Doc, I don't know what your charge is, but I ain't got no ready cash about me. I'll tell you what I'll do, though. See that well over there? There's one of the finest trout you ever see in that there well, an' if you can catch him he's yours.' I had no tackle with me, and as I had to return to the city the next morning I missed the opportunity to collect my fee."—Philadelphia Record.

It Is Thought That Counts.

It matters little whether or not the soil of any section is very rich or only moderately so. The success or failure of farming in that locality will depend largely upon the farmers themselves. Up-to-date men who are wide-awake, well educated and willing to take advantage of every natural and artificial aid will succeed and make money. Do not be discouraged if your farm is not quite as good as your neighbor's. The chances are you will do better than he unless he is equally progressive. Nor will you work any harder. It is brain, and not muscle only, that counts.—Orange Judd Farmer.

Grease for Working Boots.

A grease for boots which is said to prevent sore feet entirely is made of four parts of lard, four parts of olive oil or cottonseed oil and one part of raw rubber (caoutchouc). These ingredients are melted together over a slow fire. Having moistened the sole of the boot with water, the boot is warmed in a stove or before a fire and smeared over with the compound. The boot is said to be become soft, pliable, shining, waterproof and even more durable.—Prairie Farmer.

OUR ZIGZAG RURAL ROADS.

How We Got Them and How We May, to Some Extent, Improve Their Location.

In the building of roads, the first question to be settled is that of location, and it is a question of prime importance. If the road to be built is a new one, the problem of location is not difficult to solve. The principles which should govern the location are simple, and they readily appeal to the common sense of all who are interested. The road should be as short and straight as practicable. If the country is level, all that is necessary is to determine the points through which it is to pass and build it straight from one point to another. But in most cases the country is not level. This introduces a new element, that of grades. Steep grades are to be avoided above all things. The question then is to make the road as short as is compatible with easy grades. Deep cuts and heavy fills are expensive, and should be avoided as far as possible. A winding road seven miles long with light grades is better than one four or five miles long, with heavy grades. Over the former, a team can draw a load of two tons about as quickly as a load of one ton over the latter. The location of such a road is a problem to be worked out with care and judgment. The contour of the country must be studied and surveys and calculations must be made.

But when it comes to improving the roads which are already located, the difficulties are vastly greater. In the first place in most sections of our country the roads have been badly located. In fact, they have not been located at all in the true sense. Many of them were originally nothing but cow paths. Others were made by the early settlers for their immediate convenience, and with no thought of their fitness for highways for highly organized communities. After the country became more fully settled and the land was divided into farms new roads were generally laid out so as to run on boundary lines between farms, almost wholly regardless of the contour of the country. As a result, the roads are not only crooked, but they involve many steep grades which are wholly unnecessary.

When it is proposed to correct these errors of location, the trouble begins. Farmers have built their houses on the road, and they don't want it changed. Besides, they don't want their farms cut up. The local road officials want to keep on good terms with their neighbors, and, therefore, lack the nerve to make radical changes. And so we go on year after year throwing away money on roads that ought never to have been built.

It is likely that the errors of the past can never be entirely corrected. But a great deal can be done in that direction. Many slight changes can be made which will result in great improvement. In this connection it is thought that great advantages will result from the adoption of state and national aid. The first great benefit that will result from the national aid plan will be the arousing of popular interest. The movement for good roads will become general, rather than local. The piecemeal methods of road improvement will give place to larger plans. The people will get broader views. Local kickers who want to sacrifice the interests of the whole community for selfish personal ends will be ignored, and many roads will be partly relocated. State and national aid will also shift the authority from the local officials to the officials of the county, the state and the nation, and these will cooperate in adopting and carrying out general plans for locating and building roads for the best interests of all the people who are to use them.

A USEFUL DITCHING STOOL.

Its Use Will Enable You to Keep Your Feet Dry, Prevent Miring and Save Health.

Take a plank 1 1/2 by 8 inches, 2 1/2 feet long. Nail it to two 2 by 4s of a same length, and you will have a very good stool on which to stand when ditching. It will keep your feet dry, prevent miring and save health. Bore a hole near one end, in which to put a stick two feet long, to move it by.—J. H. Cain, in Farm and Home.

Road Improvement Is Needed.

Why any farmer in the prairie states should oppose better roads is difficult to explain. It probably is due to the fact that ordinarily stone or hard roads are meant when the good road problem is discussed. These are too expensive for localities that have to go long distances for the material. However, there are better means of securing good roads—better drainage, careful grading, harrowing as soon as dry after every rain, and possibly in some places the application of gravel, slack and the like. It would seem advisable for every community to consider this problem carefully. During the past spring heavy rains made many prairie roads impassable for weeks. Road improvement at slight cost would have reduced this difficulty greatly.—Orange Judd Farmer.

Refrain for Road Makers.

After the roads have been well underdrained and graded the application of the following refrain will do much toward giving the average country district the very best of roads:

"Won't take long to fix your road,
Drag, brother, drag;
If you'd pull a bigger load,
Drag, brother, drag;
It means dollars in the end,
Saved on teams and wagons, friends,
So in this your best ear lend—
Drag, brother, drag."

WHAT DO YOU THINK?



"This leap-year proposal business is all rot. I know lots of girls, but they ain't one of 'em proposed to me."

SHIP'S MARVELOUS ESCAPE.

Atlantic "Greyhound" Crashed Into an Iceberg While Going at Full Speed.

The most remarkable case on record of an iceberg collision is that of the Guion liner Arizona, in 1879. She was then, relates a writer in McClure's, the greyhound of the Atlantic, and the largest ship afloat—5,750 tons—except the Great Eastern. Leaving New York in November for Liverpool, with 609 souls aboard, she was coursing across the Banks, with fair weather, but dark, when, near midnight, about 250 miles east of St. John's, she rammed a monster ice-island at full speed—18 knots. Terrific was the impact and indescribable the alarm. The passengers, flung from their berths, made for the deck as they stood, though some were so injured as to be helpless, and the calls of these forward, added to the shrieks of the frenzied mob of half-clad men and women who charged for the boats, made up a pandemonium. Wild cries arose that the ship was sinking, for she had settled by the head, and with piteous appeals and despairing exclamations the passengers urged the boats over, that they might escape the death they thought inevitable. But the crew was well in hand, the officers maintained order, and, a hurried examination being made, the forward bulkhead was seen to be safe. The welcome word was passed along that the ship, though sorely stricken, would still float until she could make a harbor. The vast white terror had laid across her course, stretching so far each way that, when desisted, it was too late to alter the helm. Its giant shape filled the foreground, towering high above the masts, grim and gaunt and ghastly, immovable as the adamantine buttresses of a frowning seaboard, while the liner lurched and staggered like a wounded thing in agony as her engines slowly drew her back from the rampart against which she had flung herself.

She was head for St. John's at slow speed, so as not to strain the bulkhead too much, and arrived there 36 hours later. That little port—the crippled ship's hospital—has seen many a strange sight come in from the sea, but never a more astounding spectacle than that which she presented the Sunday forenoon she entered there. Her deck and forepart were cumbered with great fragments of ice, weighing over 200 tons in all, shattered from the berg when she struck, being so wedged into the fractures and gaps as to make it unwise to start them until she was docked. The whole population of St. John's lined the water front to witness her arrival. Her escape was truly marvelous, and the annals of marine adventure may be searched in vain for its equal.

MADE VALUABLE BY INSECTS.

Swampy Meadow in Lincolnshire, England, Furnishes Curious Source of Revenue.

It would come as a shock to many an astute city property speculator, who knows the value of town lots to a fraction, to learn that there are scattered about this country, states London Tit-Bits, certain heaths, fields and plantations that are, so far as the mere land goes, worth but a trifle, but that are rendered the source of considerable riches solely through insects. All entomologists through the length and breadth of the land recognize the fact that some particular and very rare butterfly or moth will recur again and again in due season in one small plantation of a very few acres, and yet will not be found in any other spot for 100 miles round, though a vast fortune were offered for a single specimen. To such a favored spot ardent entomologists will flock from all parts of the kingdom, and will pay a fee to be allowed to hunt for the insect itself or for its caterpillar or chrysalis. In one case a Lincolnshire farmer has realized a small fortune from a dismal swampy meadow surrounded by dikes and small willow trees, for in this field specimens of the gorgeous "Camberwell Beauty" butterfly have been found when they have been almost wholly non-existent elsewhere.

Only lately some acres of sedge were burnt in the district known as Wickham Fen, and every entomologist in the land is mourning the fact, for in this local insect specimens have been found that were thought to have died out in England. Were it not inadvisable to give the name of the place exactly, the writer could point out one small plantation at the edge of a considerable forest that, solely through the insects found there, brings in to the owner an average of £400 a year. The actual value of the land is only a very few pounds.

Some Mistake.

"Is Mrs. Gigg a truthful woman?" "Painfully so. She knew Senator Primrose when he was a young man and does not claim that he wanted to marry her."—Springfield Journal.

REMARKABLY BRAVE JAPS.

Matchless Courage Displayed by the Little Soldiers in the Battle of Kinchow.

Devoid of all rhetoric, thoroughly characteristic of the man and his achievements, is the official report of Gen. Oku, commander of the second Japanese army in the battle of Kinchow, which included the storming of Nanshan hill, but the bare facts chronicle one of the most remarkable feats of arms in history, the magnitude of the undertaking, the matchless display of courage on the part of the Japanese troops, becoming more and more impressive as one reads between the lines, says the Detroit Free Press. In the face of a prospect that to less determined men would have meant certain defeat, the Japanese infantry at nine o'clock in the morning began charging up the face of Nanshan hill, 2,000 feet in height, upon the peak of which the Russians had erected permanent fortifications, equipped with rapid fire guns and 70 heavy cannon, and defended by more than 12,000 men. The carnage that followed was indescribable, entire companies falling in their tracks, while those behind, exposed to the pitiless hail of lead from the heights above, infuriated rather than daunted by the frightful spectacle, swept forward like avenging fiends, blind to danger, bent only on attaining the desired ends regardless of cost. Detachment after detachment stormed up the hill, their ranks thinned by the storm of shot and shell, but never wavering. The thought of failure was unknown to them. Late in the afternoon part of the Japanese forces managed to penetrate the first Russian line of defense on the hill, and by an irresistible rush of the rest the Russians were put to flight. Beside an achievement such as this the heroism of the patriots at Bunker Hill, the charge of the Light Brigade at Balaklava, our own Lookout Mountain and Gettysburg and other bloody engagements lose a portion of their luster. To attempt to detract from their glory would be treasonable. But modern warfare knows no such record as that made by the Japs at Nanshan hill. Had anyone suggested 20 years ago that the orient would bring forth such fighters he would have encountered the ridicule of American and European military men. Yet when put to the test they developed a degree of courage, of stability, of absolute indifference to danger and devotion to duty that caused the entire world to express its admiration. History recounts few such exhibitions as that furnished by the Japanese, against whom the boasted defensive resources of civilization appear pitifully inadequate, and the utter extermination of whom appears to be the only salvation of their opponents. With the memory of Nanshan hill still fresh in mind, it is little wonder the world stands in breathless expectancy, wondering where it will all end.

SECRECY IN RUSSIAN ARMY.

Considered Bad for the Service to Allow Individual Acts of Heroism to Be Exploited.

Secrecy is the keynote of the administration of both the army and the navy of Russia. Even cases of individual heroism are similarly concealed, except in time of war. The theory of the service is that every man is equal in all respects to his comrade of the same rank. He is as brave, as efficient and as loyal. It is considered bad for the service to allow the limelight to fall upon particular men, however heroically they may have acted, says the Louisville Courier-Journal. And it is considered to be bad for the men, too—in which belief the Russian administration shows a pretty good knowledge of human nature. A sailor may jump overboard and rescue his captain from death in shark-infested waters or a stoker may dare appalling danger to save the life of a comrade in an engine room accident. In due course, he will be rewarded and promoted, and throughout his career his superiors will remember the deed in his favor, but it will never become public. Rewards, promotions and distinctions are announced only in wartime.

Blundering Visitor.

By Jove! He-he's wonderfully human-looking, isn't he?

9.00 Skirt going at.....
8.00 Skirts going at.....
7.00 Skirts going at.....
6.50 Skirts going at.....

The above mentioned value FREE to WOMEN

A Large Trial Box and book of instructions absolutely Free and Post-paid, enough to prove the value of Paxtine Toilet Antiseptic

Paxtine is in powder form to dissolve in water. Non-poisonous and superior to liquid antiseptics. Contains alcohol which irritates inflamed surfaces, and has no staining properties. The contents of every box make more than one application—lasts longer—good further—has more use in the family and does more good than any antiseptic preparation you can buy.

The formula of a noted Boston physician, and used with great success as a Vaginal Wash, for Leucorrhoea, Pelvic Catarrh, Nasal Catarrh, Sore Throat, Sore Eyes, Cuts, and all soreness of mucus membrane.

In local treatment of female ills Paxtine is invaluable. Used as a Vaginal Wash we challenge the world to produce its equal for thoroughness. It is a revelation in cleansing and healing power; it kills all germs which cause inflammation and discharges.

All leading druggists keep Paxtine; price, 50c. a box; if yours does not, send us for it. Don't take a substitute—there is nothing like Paxtine. Write for the Free Box of Paxtine to-day. R. PAXTON CO., 4 Pope Bldg., Boston, Mass.

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The World's Famous Catarrh Remedy Should Be in Every Home.

Pe-ru-na Contains No Narcotics. One reason why Peruna has found permanent use in so many homes is that it contains no narcotics of any kind. Peruna is perfectly harmless. It can be used any length of time without acquiring the drug habit.

TWO PAT ILLUSTRATIONS.

In Which the True Source of Physical Strength Was Well Set Forth.

Speaking of toads, with incidental reference to other salutary animal life, a short story, Mr. Justice, you must admit that vegetarianism means strength and agility, when you remember that the rabbit, which feeds wholly on vegetables, can make such great leaps through the air from hiding place to hiding place. "True, madam," answered the jurist, gravely, "but we must also remember that the minute creature for which naturalists claim the ability to jump more times its own length than any other animal, belongs to the class of pure carnivores."

Delightful Summer Tours to the East are made more delightful by taking advantage of the many inducements offered by the Nickel Plate Road. Recognized as the Low Rate Short Line between the West and East, tourists are assured of a quick and comfortable trip to the many beautiful Summer Resorts located along or within a short distance of the Nickel Plate Road. Close connections are made at Buffalo for all Eastern Points, Mountain Resorts and famous watering places. The train service of the Nickel Plate Road is up-to-date in every respect and passengers are shown the best of treatment by the efficient corps of attendants to be found on all Nickel Plate trains. Ladies traveling alone or accompanied by children are given special attention. It is in the splendid Dining Cars where the liberality of management is particularly apparent. No stated amount is required for a meal in these Dining Cars, but under the system of Individual Club Meals, carefully prepared menus are compiled into booklets containing suggestions for a breakfast, luncheon or supper that will not cost more than 35 cents, and on up to one dollar. Meals are also served in the cars. All trains of the Nickel Plate arrive at and depart from the Great La Salle Street Station, Chicago. When purchasing tickets say "Via the Nickel Plate Route."

Love your neighbor, but don't tear down the fence.—Chicago Journal.

Some people seem to think that politeness consists of eternally begging your pardon.—Chicago Tribune.

All Aboard for Boston G. A. R. National Encampment, August 15-20, 1904.

Very low rates via the Nickel Plate Road. A splendid opportunity to visit Boston and its many historical points of interest. Elegant Dining and Sleeping Cars affording every accommodation. Meals served on the Individual Club Plan, also "a la carte" service. Coffee and sandwiches served to passengers in their seats without extra expense. Stop off at Chautauque Lake and Niagara Falls will be allowed on return trip.

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Way to the Top. Mr. Slap—What is the secret of Gildiboy's success? Miss Bang—Why, he knew a girl who spends a thousand a year on dresses.

"Ah, I see," he married her? "Oh, no; he married her dressmaker."—Comic Cuts.

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