

IMPORTANCE OF GOOD ROADS.

To have good roads everywhere throughout these United States will mean more to this nation than any other development since our Declaration of Independence. During all ages it has been of primary importance to provide a people with means of intercommunication. People, like water, must move or stagnate. They must run and play like the brook itself or become sluggish and dull—to themselves as well as to others. Of the seven modes of intercommunication—water, roads, post, rail, road, telegraph, telephone and wireless—only one—roads—is free to all the people of the earth. Roads are the most universally used and are therefore the most beneficial to the greatest number of people. The importance of good roads everywhere is paramount—their benefits are all embracing.—Charles Henry Davis, President National Highways Association.

RACHEL AT REHEARSAL.

A Stage Accident That Inspired the Great Tragedienne.

Let me relate to you a little reminiscence which Marie Laurent gave me of Rachel (Elsa Felix) Rachel, famous French tragedienne. She said that once when she was rehearsing the soubrette in "Les Horaces" Rachel was distressed because she could not put sufficient expression into the curse that Camille pronounced on her brother after he had slaughtered her lover.

While she was laboring in that attempt, "getting dryer every moment," as she herself expressed it, an iron vice that was being turned at rapid pace by a large screw caught a finger of one of the stage mechanics and crushed it till the blood ran down. Every one screamed; Rachel fainted.

On recovering consciousness she said, "Some drops from the mangled finger of a stranger made me faint, yet I could look at a sword covered with the life blood of my dearest and only rant." She then hurled forth the famous imprecation de Camille in a way that brought every hammer on the stage to a standstill and "struck terror to us all."—Princess, Lazarovich-Hreblianovich in Century Magazine.

The Real Acme.
"The acme of happiness," gushed the ardent lover, "is to marry the woman you love."

"There's something in that," responded the old married man, "but the main point is to love the woman you marry."—Louisville Courier-Journal.

Behind the Times.
"John was a good man," said the disconsolate widow, "but he was so old fashioned to the last."
"How so?" asked the sympathetic friend.
"Why, he got killed by a runaway horse."—Albany Argus.

FAME OF CAPE COD.

It Is Many Sided and Fairly Eclipses Poor Cape Ann.

Cape Cod, aside from its shape, has a name to conjure with. What more appropriate? Cod is the palladium of our liberties. We have made unto ourselves a graven image thereof and have hung the same in our statehouse as a memorial forever. Our senior senator and the various congressmen from down Essex way never let the sacred fish go out of their thoughts.

Indeed, Cape Ann is just as anxious over the cod as the other cape is and probably wishes it had a similar chance at the name. The name of Cape Ann doesn't mean anything now, whatever it meant to the flattering colonists who first wished the then monarch's name on it.

Cape Ann doesn't look like a human foot. In fact, it doesn't look like much of anything but Cape Ann. But Cape Cod, with its sands, its bars, its long tongues and spits, is distinctive. People try to swim to it. A certain kind of aristocracy is named for it. Its people get into books and then sue the publishers. The pilgrim fathers landed on it—and then had the supreme good sense to get back to the boats and hunt up Plymouth, where there was at least a rock to set historic feet upon, so that future generations might chip off bits of the same.—Lowell Courier-Citizen.

Demonstrations Compared.
"You mustn't neglect your studies for athletics."

"That's what father says," replied the young man. "But father never gets up and cheers when he hears me quoting Latin the way he does when he sees me playing football."—Washington Star.

DRAGGING THE ROADS.

A Certain Amount of Highway Work Should Be Done by Every Farmer.

The working out of the road tax is a thing of the past in most states. It became a joke, writes W. J. Harsha in the Country Gentleman. Men appeared with all sorts of implements and did every sort of work except good work. It is no more. Still, as a matter of public policy and private profit, a certain amount of road building should be undertaken by every farmer. We have found, in our county, that if the farmers jump in for a few days' work at the opportune moment they save taxes and repairs.

Of course we use the split log drag. This is simple, efficient and cheap. We take care to make the drag so light that one man can lift it, yet heavy enough to do the business.

Dry cedar logs are best for the purpose, though other woods—elm, walnut, box elder or soft maple—are recommended. Oak, hickory and ash are too heavy. We take logs from seven to ten feet long and from eight to ten inches in diameter at the butt end. White spruce does very well if cedars are scarce. Red spruce is too heavy. Dry aspens are too light.

We split the logs as near the center as possible. We use the heavier slab in front and shoe it with a strip of iron along the lower face. We run the drag at an angle of about forty-five degrees.

We aim to drag the main portions of our roads soon after each heavy rain. With us this comes during our busy season, since our heaviest rains occur in haying and harvest time.

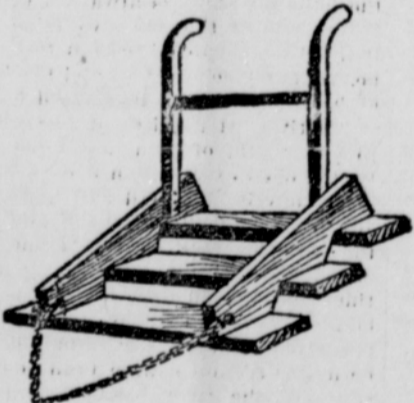
But we try to jump to the work, since neglect will make double work later on. We have our sluggards, but public sentiment is so strong that the majority of our farmers come to time.

A hundred days' work, distributed through the year, will keep a road in better shape than a hundred days of continuous labor.

When the soil is moist and not too sticky the drag does its best work. Plowed wet, the soil of a road will pack just as the soil of a field will. If, however, the roadway is full of ruts and holes it is often best to run the drag when the soil is slushy, taking risk of baked and uneven stretches. During our January thaw we sometimes drag over our roads. The subsequent freezing gives them a comparatively smooth surface.

"A farmer is correctly judged by his fences," is an old saying. The new public spirit demands an addition to this: A farmer is quite as accurately judged by the roads in front of and within his bordering fences.

Homemade Drag Good For Roads.
This drag is designed for fining and packing soil for the better preservation of moisture. It is three and one-half feet wide, made of 2 by 8 inch lumber and put together with four inch spikes. The bundles, which may be



taken from a castaway implement, are two and one-half feet long. The chains are attached through larger holes. In making the notched cuts to give the required pitch for the drag boards take out three inches. The boards are two and one-half feet long.—Southern Agriculturist.

Bonding Highways.
The voters of Kings county, Cal., have voted in favor of the project to issue bonds to the amount of \$672,500 for the construction of 108 miles of permanent highways connecting all cities and community centers with the county seat and joining the Hanford-Visalia lateral of the state highway at several points.

Breed Ewes Late.
Considering that prices for market lambs are good now at all seasons of the year, it is really better under ordinary farming conditions to breed ewes rather late in the fall, so that the lambs will arrive during the mild weeks of spring, when the ewes are out in the open and on green pasture. Less grain feed will be required for the ewes to furnish a full flow of milk; hence the cost of growing the lambs to market size will be less.

OLDEST DEPARTMENT STORE.

It Has Been Doing Business in Tokyo Since the Year 1673.

It is somewhat of an anomaly that, while the department store is distinctly a product of the west and has reached its highest development in the United States, the oldest store of this character is to be found in the far east.

Nearly three and a half centuries ago, or, to be entirely accurate, in the year 1673, there was opened in Tokyo, the Japanese capital, a retail dry goods business, which went under the firm name of Yechigoya. In the course of time the store came to be known as the Mitsui Dry Goods Store, which name was retained until 1904, when, with some changes in organization, it became the Mitsukoshi Company, Ltd. Throughout its long career the proprietorship of this store has been in the famous Mitsui family, where it still remains.

The Mitsukoshi Company, Ltd., is not only the oldest, but is the largest department store in Japan today. It was the first of the Japanese establishments to introduce western methods of doing business and to adopt up to date appliances. In the beginning the store dealt exclusively in cotton and silk goods, but gradually increased its assortment of stock until today it carries every description of merchandise to meet the wants of all classes of people.

VANISHING GOLD.

What Has Become of All That Precious Metal That Has Been Mined?

What becomes of gold?
Where is all of that yellow metal that has been mined?

It is one of the oldest metals in human use. There are gold beads dating back to the stone age. It is an object of almost universal desire. It is proof against almost all the influences which destroy other metals, and it has been mined in enormous quantities. Yet today more than two-thirds of the gold in use has been dug since 1849.

What becomes of the rest? Where is the gold that, set Jason wandering into the Black sea, that filled the treasury of Croesus, that paid the terrific tribute which Persian kings assessed against the Punjab? What has happened to the yellow dust and "electrum"—an alloy of gold and silver—which negro traders brought down the Nile to Egypt for 4,000 or 5,000 years? Ancient gold, like that of modern times, was used for money and for ornaments, but both have disappeared. Where?

The most enduring of metals and yet the most evanescent, perpetually sought and yet constantly escaping the hands of even the successful seeker—that is gold. What is the reason for its curious elusiveness?—Chicago Journal.

Posthumous Influence.
The relations between man and man cease not with life. The dead leave behind them their memory, their example and the effects of their actions. Their influence still abides with us; their names and character dwell in our thoughts and hearts; we live and commune with them in their writings; we enjoy the benefits of their labors; our institutions have been founded by them; we are surrounded by the works of the dead; our knowledge and our arts are the fruits of their toil; our minds have been formed by their instructions; we are most intimately connected with them by a thousand dependencies. Those whom we have loved in life are still objects of our deepest and holiest affections. Their power over us remains.—Andrews Norton.

How to Free the Place of Rats.
"When I was a boy our farm was alive with rats," a contributor tells in Farm and Fireside.

"We noticed the rats were eating the grain and drinking the water of a sitting hen in a corner of the barn. So when the hen hatched and was moved we put strychnine in the water and the first night killed twenty-three rats and the second nineteen.

"Besides this a good many more went away to die. The best way get rid of rats is to make them accustomed to drink at one place and then poison the water."

She'd Notice It.
"Look here," said the husband, "You mustn't complain that way. Remember, at least, that I have to foot all the bills."

"Yes, you foot them," retorted the wife. "You kick at every single one of them."—Stray Stories.

Appropriate.
Little Johnny—Dad, there's a girl at our school whom we call Postscript Dad—Postscript? What do you call her, Postscript for? Little Johnny—Cos her name is Adeline Moore.—Exchange.

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Saady' = = Ore.

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Hot and Cold Baths our Watchword
Cleanliness our Motto
I. E. Dawson, Prop.

THE IRON MAIDEN.

Her Dread Embrace Meant Cruel and Certain Death.

In an ancient tower at Nuremberg a strange figure is shown to visitors. It is called the Eiserné Jungfrau (Iron Maiden) because it looks like a woman dressed in rusty iron. At about the waist are two handles by means of which the front of the figure is opened on hinges, like two doors, from the chin down, leaving the face unseparated.

The heavy and massive doors bristle inside with spikes as sharp as daggers, about twenty of which point inward toward the chest and two of which, longer than the others, are fixed inside the face behind the eyes.

The Eiserné Jungfrau was an instrument of execution reserved for shameless women. When one of these was condemned to death she was placed inside the figure, and the doors were closed. This forced the spikes into her vital organs and through her eyes into her brain. Death was quick or slow, according to the speed with which the doors were closed.

The base of the figure is a trapdoor. When the doors were opened and the victim freed from the spikes the trapdoor was sprung and her body dropped through a deep hole into a torrent that still flows under the castle. A tip of a few pfennigs will have the hole lighted with electric lamps, and the visitor can look down and see the dark water, thus completing the tragedy in his imagination.—New York World.

Silage Unsafe For Bulls.
Heavy feeding of silage to a bull at service is not desirable and may render him impotent, says Hoard's Dairyman. Some breeders will not feed silage under any conditions, but probably the majority will feed it in limited quantities together with all the alfalfa or clover hay the bull will consume. To supplement this roughage sufficient grain is fed to keep the bull in good service condition, but not fat. Restricted and careful feeding and plenty of exercise are the fundamental requirements in keeping a bull in good service condition.

Standard Weight of Milk.
Most state standards prescribe that a quart liquid measure shall contain 57.75 cubic inches and a gallon 231 cubic inches. There is no legal standard for the weight of a gallon of milk, but in order to compare the weight and measure of milk 8.6 pounds have been taken by dairy authorities as the weight of a gallon of average testing milk. This would make one quart weigh 2.15 pounds.

Indoor Occupation.
"You must take an interest in outdoor sports," said the physician.
"I do," replied the indolent citizen.
"They provide my main reading every day."—Washington Star.



NO matter how powerful or steady your engine may be, your auto is worthless if it has poor tires. A car is no stronger than any one of its tires. In supplying tires and inner tubes we deal in only the standard, well tested makes, which wear well and are guaranteed.

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