

BUTTERCUP, POPPY, FORGETMENOT.

Buttercup, poppy, forgetmenot—
These three bloomed in a garden spot.
And once, all merry with song and play,
A little one heard three voices say:

"JUST IN TIME."

The sun was slowly lifting a rosy crown from the head of the tall "King mountain" in eastern Kentucky.
Twilight was slowly creeping up the valley, leaving black throated tunnels yawning beneath the trees that crowded each side of the creek.

all the critters. When they find out a feller's too sweet on 'em it turns 'em sour."
And the great strong man—a weakling at this moment—lifted up his voice and sang the following stanza of despair:

Fare ye well, my luvvie Nellie,
I'll bit you adieu,
I am ruined forever,
By the lovin' of you.

"Oh, don't you be a bit frightened, young man, about that girl. Don't I know human nature? Haven't I read the book of humanity from the 'preface' to the 'end,' until every leaf is greasy and yellow with my thumbs? It's my business, young man. From what you tell me about the girl, and the account of your quarrel with her, she is now in the orchard under a tree, lying flat in the grass 'mubbing' about you. She's rubbing tears from the corners of her eyes right now with her apron. She's drawing deep sighs at this moment, and has a chunk in the throat that she can't either get up or down. She'd give the earth and throw in a few other good sized planets to be all right with you again. Do as I've told you, and if the thing don't work you don't pay me the ten dollars, and I give you leave to kick me clear across the county besides."

The speaker was a traveling peddler and "fortune teller." The gentleman he was addressing, as the reader has guessed, was no other than Tim Holbrook.
"Waal, you better reckon," returned Tim, rubbing his hand hands together in an excess of glee, "of ye can jist make that ar trick work, ye're not only welcome to the ten dollars, but sixteen head of fine fat shoats besides!"

An hour later the "fortune teller" was in front of the Copfield home.
"Hello!" he yelled.
"Hello yerself," glumly spoke a young girl, coming out on the porch.
"I'd like to stop with you and get my dinner," he spoke smilingly.

"There won't be no trouble about that. Come in. We hadn't got nothin much to eat, but about as good as I guess yer use' to while yer gin through this country. Have this cheer. Mam, this man wants his dinner. Lemme have your hat, stranger."
A few moments later the fortune teller was at the table. He sat in front of the young girl, and his penetrating eye told him all that he had suspected. He saw the languid droop of her lids. He saw the paths of tears down her cheeks, so dim that they would not have been detected by an eye less observant.

"Waal, I guess it's time fer me ter be gittin outen this."
The girl glanced up, and with a suggestion of sarcasm in her tones said:
"Im surprised at ye wantin to go so suddin! I thought ye was havin an awful nice time!"

"Now that ain't no use in ye tryin ter take up that ar quarrel agin. I don't feel like it. I got up ter tell ye goodbye."
"Thar's plenty o' time yit ter tell me that. The moon ain't hardly up yit. Ye don't want ter go off in the dark. Ye generally stay nearly all night. What's yer hurry now?" The girl's tones were full of affected pleasantry, and her eyes glowed with soft radiance through the gathering darkness. At the beauty of that upturned face his joints weakened, and down he sat again beside her.

"I love you, Nell, and ye know it."
"O' course I do," returned the girl, laughing.
"I can't he'p lovin ye."
"I know you can't."
"I loved ye the fust time I ever seed ye."
"Ye, you did that?"
"That's jist' why ye treat me like a dog."

"I don't treat ye like a dog, Tim."
"Ye don't?"
"No, suh, I don't."
"Id like ter know why?"
"Because I'm allers good an pleasant to my dog."

Here the girl laughed aloud; but Tim, exasperated beyond any further endurance, leaped up, made a rush for his mule, mounted it and dashed furiously away.
As the echoes of the mule's hoof died out in the night remorse sprang up in the heart of this little mountain coquette.
"Oh, goodness!" she cried, "wonder what got inter her ter treat me that a-way? Jis' jumped up an run off an never seed nothin. He's mad about somethin—I know he is. What could it be? I never seed such a fellow in my life; jis' flies all ter pieces, an a body never kin tell what it's erbout. Well, I reckon it'd be all for the best if he stays mad—if he is mad. Anybody that acks the foot that a-way why they'd be no livin with 'em arter they're married to 'em. I never will speak to him agin. Lordy goodness, I know I never done nothin. Wonder if he was certain mad and won't never try to make up with me no more?" And the poor, injured little maiden smashed two big tears on her pretty, plump cheeks, crossed the fence, entered the house and went to bed.

As Tim's mule trotted along toward his home his thoughts ran something like this:
"O, Lordy Gord! what an I gwine ter do? Life fer me now is a busted gourd layin by the side o' the spring o' happiness. I'll pine an perish in front o' the sweet warters, but can't never drink 'em no more. My big feather bed will now be full o' rocks when I lay down on it at night. I'll git up in the mornin feelin sorry I didn't peg out durin sleep. I'll go ter my new ground ter plow, but won't have life enough in me ter cuss when a root hits my shin. The house logs I'd got out ter build a little home fer me an Nell will now rot in the woods. The good milk cow I lately traded fer will go dry. The hogs I bought ter make us meat will wander away an go wild. I ain't got no heart never ter do nothin more. I've got no more confidence in nobody. I thought Nell loved me, an I believe she once did, but she is jist' like

FARM AND GARDEN

POULTRY CONVENIENCES.

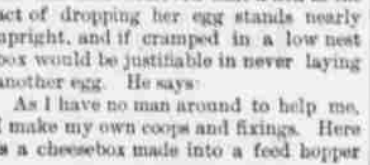
A Warm, Comfortable House—Coops and Other Chicken Fixings.
The house shown in the accompanying cut combines a double utility with cheapness and warmth. It is ten feet wide and twenty-four feet long, giving room for three flocks. The first floor is three feet from the ground, and the space is left open to the south and to the west as a shed for the fowls to wallow and dust themselves under. It is especially valuable in winter. The food and drink are usually placed here. The building is set in a bank so that the first four feet of space, including this shed, is protected by a cemented wall. This also protects from drafts the floor of the laying and roosting apartments.



ONE ROOF COVERS ALL.

Small doors lead from this floor onto inclines, so the birds can go in and out. The ventilators reach to the roof, but do not go through it in the second story. Here the space is occupied by hay, corn fodder or agricultural implements. The building is commonly connected to a barn, so that the storage is convenient. The second floor is easily reached at the north side, as the ground is but four feet from it on the bank. It is probably, says a poultry keeper in the Philadelphia Farm Journal, that the same amount of lumber and roofing cannot be made to furnish larger and more convenient accommodations when built in any other form. Such apartments will be ample for 75 to 100 fowls.

Another poultry grower tells in the same journal that he believes egg and feather eating is caused by the want of grass in summer and hay in winter, and for lack of animal food and clean earth. He has also observed that a hen in the act of dropping her egg stands nearly upright, and if cramped in a low nest box would be justifiable in never laying another egg. He says:
As I have no man around to help me, I make my own coops and fixings. Here is a cheesebox made into a feed hopper



CHICKEN FIXINGS.

by cutting holes in it big enough for the fowls to get their heads in. The next is a storebox transformed into a brood coop by removing one end and putting in an old window sash. To make it rainproof barrel staves are nailed over the top and covered with old oilcloth. The other illustration shows a feeding coop constructed of barrel staves and slats. Each side and the top is a separate section. The sides are held together by tying them at the corners. These and many other articles I make are not things of great beauty, but are cheap and serviceable. Such conveniences can be manufactured at odd times in winter. Headless barrels are generally plentiful about the farmer's premises, and boxes can be bought for a very little at the stores.

Soja Bean as a Fodder Crop.
"Will the soja bean come into general use?" was a question asked of the directors of some of the experiment stations and variously answered in The Rural New Yorker. W. W. Cooke, of the Vermont station, replied that Vermont is too far north for it. From the New York station Professor J. P. Roberts wrote that the soja bean was not of much use in New York. Not much chance in Connecticut was the tenor of C. A. Wood's letter from the Connecticut station. Charles A. Flagg, of the Rhode Island station, has a good opinion of the soja bean as a soiling crop and thinks it of sufficient value to urge farmers to experiment with it as a soiling crop and where clover won't "catch." Professor Goessmann thinks the soja bean good for a Massachusetts silo and is much pleased with the results gained at the station in growing it for a fodder crop. A valuable plant for North Carolina is the word from the North Carolina station, where the soja bean is recommended as a valuable addition to profitable quick growing crops. Professor Geogerson, of the Kansas Agricultural college, writes, "I see many reasons why it can be made a profitable crop throughout this state and throughout the west, but especially in the region where the corn crop and tame grasses are uncertain."

Winter Rations for Bees.
The amount of honey used will depend in part on the strength of the colony—that is, on the number of bees composing it. Some apiculturists claim that from Nov. 1 till Feb. 1 bees will not consume more than one pound of honey per month per hive if the conditions are as they should be. If the temperature of the hive be right the bees will be in a semidormant state, rousing themselves once in every four or five days to eat food. They complete their feast and then settle down for another long sleep of four or five days' duration. In February the bees awake partially and begin breeding, though very weakly at first. In March they begin to breed in earnest, and being more active much more food is required.

INDIANA'S ROAD CONGRESS.

The General Assembly Will Be Asked to Repeal the Present Road Laws.

The recent Indiana road congress was a credit to the state and as a first step toward a much needed reform was entirely successful. The attendance was large and representative, the papers were for the most part able and practical, and the discussions were interesting and profitable. If the latter were at times somewhat discursive and scattering this was to be expected in the opening up of a new subject, and it was noticeable that the congress soon got back to the business in hand.

It had a fitting conclusion in the formation of an organization to be known as the Indiana Highway Improvement association, and the election of officers who will take care that the movement so auspiciously begun is not allowed to die through neglect or inaction, for it must be understood that the work of highway improvement is but just begun, and the organization has many years of work before it in bringing public sentiment throughout the state up to the intelligent and progressive standard of that which permeated the convention. It can be done, however, and the public welfare demands that it shall be.

The report of the legislative committee, which was finally adopted by the convention, and which the general assembly will be asked to enact, is a radical departure from the present system. In fact it proposes to repeal the present road laws in toto and to substitute an entirely new system. It abolishes the office of district supervisor, and also the functions now exercised by township trustees in connection with roads.

In place of these the commissioners of each county are to appoint a county superintendent of highways and one supervisor for each township. The supervisors are to have charge of the construction of roads in their respective townships, subject to the control of the county superintendent, and the superintendent and supervisors in each county, in connection with the civil engineer of any city in the county, are to constitute a county board of supervisors of highways, which shall meet once a year to discuss road improvements and fix the rate of taxation for road purposes.

Road taxes are to be paid like other taxes and not worked out, and are to be fairly apportioned between cities and the country. These are the main features of the system adopted by the congress and which the legislature will be asked to enact. Whether it shall meet the approval of the legislature or not, The Journal thinks it was wise for the congress to agree on some definite plan. The organization can now go before the legislature with a request for definite action, and if that body does not approve of the plan proposed it can modify it or adopt some other.

The main thing is to have it impressed on the public and the legislature that the present system is radically defective and that a change is imperatively demanded. Perhaps the worst feature of the present law is that which allows road taxes to be worked out, though the district supervisor system is almost equally bad in that it places the construction of roads in the charge of persons who, as a rule, are utterly incompetent. No road law can be made effective that does not provide for the payment of the road tax in money and for placing the control of roadbuilding in competent hands.

One of the best results of the congress was the distinct and emphatic recognition of this idea. On the whole, the people of Indiana are to be congratulated on the successful inauguration of a movement which under proper management may and probably will become an important factor in the progress and development of the state.—Indianapolis Journal.

Plans of the National League.

The officers of the National League for Good Roads desire to give the widest publicity to the following summary of the present plans of the league:

- 1. To combine, as far as practicable, the efforts of all persons now engaged in the work for road reform.
2. To awaken interest in the subject among the people at large.
3. To receive, publish and discuss any well considered plans for local, state or national action or legislation.
4. To urge the passage by the house of representatives of the senate's bill for a national highway.
5. To aid in providing for a proper road exhibit and for free instruction in roadmaking at the World's Fair in Chicago.
6. To establish the league upon the broadest possible basis throughout the country, so that its influence may be of weight in any direction in which it may ultimately be thrown.

The temporary management does not feel authorized to adopt any line of policy nor commit the league to any special scheme which might antagonize the partisans of others, and thus defeat its immediate purpose to unite and solidify the movement.

The immediate formation of county leagues is recommended as a step toward the spread of the organization into township and school districts. County secretaries will be appointed by the state boards upon the recommendation of prominent citizens.

Until the state boards are fully organized all correspondence will be conducted through the general headquarters, 45 Broadway, New York.

All state, county and local leagues are at liberty to act independently in local matters of road improvement, and will be supported by the national organization as far as is practicable and proper.

The Ideal Roadway.

The ideal surface for the wheel is that which is obtained in a continuous steel bar of a well constructed railway. The aim in the common road is as nearly as possible to approach the conditions which are afforded by such a track. Every irregularity of the surface on which the wheel bears, whether it be on the axle or the tire, is an element of cost, and is invariably found in the bill of repairs, whether it come on town or private account. A pebble in the road over which the wagon has to be lifted requires an expenditure of power in traction to win the height, and when the wheel falls it strikes the roadway like a trip hammer, damaging road and wagon alike. In the present or any probable state of our roadmaking art it appears to be impossible to give wagons the conditions of a metal tramway. This ideal has to be approached in the best manner possible by making the tracks of some strong material found near the line of the road.—St. Louis Post-Dispatch.

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FERRY'S SEED ANNUAL
For 1903 is invaluable to every Planter. It is a compendium of the latest farming information, covering the whole of the year.

1893. HARPER'S BAZAR, ILLUSTRATED.
HARPER'S BAZAR is a journal for the home. It gives the latest and latest information about Fashioning, and its numerous illustrations, Paris designs, and pattern sheet supplements are indispensable alike to the house dress maker and the professional modiste. No expense is spared to make attractive illustrations of the highest order. Its bright stories, amusing comedies, and thoughtful essays satisfy all tastes, and its last page is famous as a border of wit and by its weekly issues everything is included which is of interest to women.

HARPER'S PERIODICALS.
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Postage Free in all subscribers in the United States, Canada, and Mexico.

1893. Harper's Magazine, ILLUSTRATED.
HARPER'S MAGAZINE for 1903 will continue to maintain the standard of excellence which has characterized it from the beginning. Among the notable features of the year there will be new novels by A. Conan Doyle, Richard Harding Davis, and others. Short stories will be contributed by the most popular writers of the day, including Mary E. Wilkins, Elvyn Harding Davis, Margaret Island, Brander Matthews, and many others. The illustrated descriptive papers will embrace articles by Julian Ralph on new Southern and Western subjects; by Theodore Child on "Hugs" by Pauline Hopkins; on "Roses and Jewels" by Richard Harding Davis; on "London" by Colonel Y. A. Lodge on Eastern Hobbies; Edwin A. Abbey illustrations of Shakespeare's Comedies will be continued. Literary articles will be contributed by Charles De Kay, Norman M. James, T. Field, William Dean Howells, Brander Matthews, and others.

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NOTICE OF PROPOSAL TO IMPROVE STREET.

Notice is hereby given, that the Oregon City propose to improve of Main street lying between the Main street where the line shall be between the said street and the line of the street, and the East Side Hill. By a notice that each of the Main street on said street to the shaft of the present mill across the north line of Main street to the grade, and by laying same full width with a vitrified brick pavement.

Notice of Public Land Office at Oregon City. Notice is hereby given that the named settler has filed notice of his claim for land in support of his application for said land, and that he desires to make proof in support of his claim before the register and Receiver of the U. S. Land Office at Oregon City, Oregon, on March 2, 1893.

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