

LINCOLN COUNTY LEADER.

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TOLEDO.....OREGON.

The man who proposes to cross the Sahara desert in a balloon has said.

Exceptions prove the rule; that's why the golden rule is so firmly established.

When the president of a bank dies from "insufficient circulation" the outlook is indeed gloomy.

It costs Uncle Sam \$1,250,000 annually to predict that to-morrow will be fair. And then it is likely to rain.

The real backing of the Monroe doctrine is the American people, but a good navy, of course, helps some.

Max Nordau's latest cheerful prediction is universal war. As a prophet, Max is not exactly a howling comedian.

Patti will make another tour of the United States for \$300,000. This, of course, she does purely in the interests of art.

There is every reason to believe that large diamond fields exist north of Pretoria. And yet some people insist that war doesn't pay!

Dr. Lyman Abbott rather likes the newspapers. Evidently, the good doctor hasn't been doing anything that he is afraid to have found out.

The name of a farmer appears on a recent land transfer as B. Wojciechowski. That is not a name to crawl through a barbed wire fence with.

The Navy Department wants 5,000 Western boys for our new ships. After this it will be hard for the able-bodied Western boy to furnish a good excuse for not being a hero.

Uncle Sam now has a gun that will hurl a 16-inch projectile twenty-one miles. It isn't guaranteed, however, to hit anything smaller than the Atlantic Ocean at that distance.

The new charge d'affaires from Germany remarks that the press of that country and the United States is free. This joke will be richly appreciated by those German editors who have been sent to jail or had their papers confiscated for lese majeste.

Prime Minister Witte says Russia has to spend too much on her army to spare enough for education. Of course this is in darkest Russia. But how about England, who has to trade with the church for school buildings while she spends millions sterling for unimproved real estate at the other end of the earth?

Traffic in children has two sides. A young woman doctor having charge of a mission hospital in Soochow was recently visited by two young Chinamen carrying a wee baby girl. They were much embarrassed and very awkward with their charge. They had found it in a straw hut, its mother dying; and taking pity upon the baby, had bought it for ten dollars. Having no women relatives, they had taken entire charge of it themselves, and at last, that it might have a fair start in life, had brought it to the American hospital for treatment. Doing it "unto the least of these," did not the so-called heathen Chinese do it unto Him?

Professor Zimmer, of Berlin, who is a very wise man, has been investigating the causes of insanity among women, and has reached the conclusion that with the coming of women in competition with men must follow a tremendous increase of insanity among women. It sounds reasonable. And it hurts. The man who is a real man feels sorry every time he sees a frail woman patiently doing labor that would tax the strength and endurance of a man. Nature didn't plan it that way. Nature failed to make for her the big bones and strong muscles that are needed. And there is the food question. You see the girl who works hard quietly take a seat in the restaurant and order tea and rolls. She fits her lunch to her purse, not to her needs. She doesn't provide enough fuel for her body, because she cannot; and at 6 o'clock, when the store closes or the factory wheels are still, she goes home with a raging headache and tortured brain, and worries when she should be sleeping. Yes, it is easy to see that more women are going into madhouses, and it is not easy to find a remedy. Business is heartless. It doesn't take much account of sex. It demands more, and always more. It cries for increased efficiency and greater energy—in the schoolroom, office, factory. It is never satisfied. The world respects the business woman, and recognizes her efficiency. It knows she can do most things as well as a man, and many things better. But the thinking part of it remembers the tired faces of the army that is going home from work; searches almost in vain

for smiles, and hopes and prays that the day will come when the need for and the needs of the woman in business will be less keen, and the lot of the mothers of a coming generation be less hard.

The best present a woman can give herself is a good friend. The first step toward that is that she should show herself friendly. No real companionship ever comes to the woman who is cool or reserved. The world has jeered for so long at the friendship possible to women that they are themselves hardly yet inclined to take such friendship seriously. Still, the intimacies of life in women's colleges and the community of interest in women's clubs have undoubtedly done much to open to the solitary sex the enchanted ground of friendship. The briefest experience proves that friendship takes time. No real communication is established between two women while one sits on the edge of a chair, furred, bonneted and gloved, and the other counts the minutes by the clock before she may be released to go back to her afternoon task. The hour of unhurried leisure before the open fire or the long walk over country roads may not produce as glib talk as the formal call, but they foster acquaintance as that ceremony never can. Out of real friendship there will never come irritation with work, discontent with household conditions, or cheapened ties in any relation of life. The good friend becomes by the fact of being a good friend a better sister, daughter, wife, mother. If she does not bring forth this fruit of friendship it may be suspected that she is cherishing only a make-believe, and not the genuine article. When the real seed springs up, it produces the flower of life. Emerson somewhere says that it makes no difference in looking back five years how we have been fed or dressed or lodged. These things are quickly forgotten, and leave little or no trace. But it counts much whether during that time we have been companioned, and how.

Is the sword to go out of modern warfare? Colonel Arthur L. Wagner, who was chief umpire at the recent Fort Riley maneuvers, thinks the sword has no practical value. Among other things he is reported as saying: "In many cases the first indication of the opposing force was given by the flashing of a bright scabbard in the sunlight. In the hands of military men, under the existing conditions of warfare, a sword is simply an antiquated nuisance retained only because of the conservatism that might as well retain the cuirass, the merlon or the spontoon." While we are more accustomed to the pen than the sword and may be accused of being partial, we are, says the Chicago Journal, inclined to believe that Colonel Wagner is right. We do not recall any heroic sword play in the war with Spain, although we have vivid recollections of the deadly work of the mauser bullets. Before the day of repeating rifles, self-cocking revolvers, and rapid-firing guns of all sorts, the sword was doubtless a good weapon. Certainly it has a large place in poetry and romance and a reputation for drinking blood. We have heard so much of "the trusty sword," "the flashing blade," and "the avenging sword," that it is hard to believe that the time has come to put this famous weapon on the antiquarian's shelf. The trouble with a sword is that it requires a brave man to carry it into thrusting distance. Before any foolhardy man could do that, the bullet would get in its work. Even in the case of a sudden attack and a fight at close quarters a revolver is much to be preferred to the older weapon. For reasons of sentiment and poetry the war departments may find it advisable to continue the sword a few years longer before turning it over exclusively to the stage, the secret societies, and the German universities. Take the sword out of war and you lose much of the sentiment and poetry of the game—Influences needed to get men to go to war. As to the practical value of the sword military men, we believe, will privately admit that it has none. The time is not far distant for the realization of the old prophecy: "They shall beat their swords into ploughshares."

For the Benefit of the Blind.

One of the interesting features of the Library of Congress is the department for the blind, where books and special accommodations are furnished. At frequent intervals readings, recitations and music are given by prominent society folk for the benefit of the blind who visit the library. Prominent men and women take pleasure in setting aside a portion of their time to read to the afflicted or to entertain them, and it is considered quite an honor to receive an invitation from the librarian.

Convalescent Homes.

It is proposed to erect state convalescent homes in Austria for anemic children and those whose weakened condition renders them liable to consumption.

What has become of the old-fashioned man who was always wanting to bet a can of oysters?

The Rural Mail Carrier

A NEW BRANCH OF THE POSTAL SERVICE THAT IS A GREAT BOON TO THE FARMER



The Postoffice Department has decided to furnish every farmer with-

out expense an official letter box, which, being the property of the government, will be protected against theft by the lawful authority of the Federal law. Thus, in future, on the rural free delivery routes, mail matter will be as safe from robbers as when deposited in receptacles on urban street corners. Another new departure is likely to be the employment of women more extensively as carriers on rural routes. Already a few mail carriers of the gentler sex are in the service at the customary \$50 a month, and they have been found very satisfactory. The work they are obliged to do is not severe or arduous, except occasionally in stormy weather, and the official uniform of light gray cloth, cut to fit the figure neatly, is noticeably becoming. Thus attired the postwoman, with her pack of letters and newspapers, is a most cheerful and attractive object. It was not intended at the outset that women should be employed as rural mail carriers, but a number were em-

ployed, the situation is wholly changed. The agriculturist, far from the throng of towns, is in touch with all the world.

Extending the Privilege.

Six million farm people already enjoy this comprehensive privilege, which has so marvelously enlarged the horizon of their lives. The same privilege is to be extended to 15,000,000 additional rural residents within the next three years, bringing more than 700,000 square miles within the scope of the system. There are now 11,650 rural routes in actual operation, covering 300,000 square miles. The system three years hence will cover more than one-fourth of the total area of the United States, exclusive of Alaska, and will require the services of 40,000 employees, with an annual appropriation of \$24,000,000.

Incidentally, the new contact with the outside world brings to the farmer more knowledge. He acquires fresh ideas, which enables him to raise larger and better crops. To facilitate the carrier's trips, he is inspired to improve the roads; and, when there is a snow blockade, he is eager to turn out, with his neighbors, and open a track for traffic—a work of enterprise that does good two ways, inasmuch as it enables the towns to get their regular supplies of fresh country produce, which would otherwise be cut off.

As for the farmer's wife, she benefits



UNCLE SAM'S MAIL WAGON IN THE COUNTRY.

ployed without their sex being known to the government, and as they performed their duties just as well as the men they have been retained.

A Desirable Position.

The rural delivery boxes are so arranged—being neatly painted and fastened to posts at a height of five feet above the ground—that it is not necessary for the carrier to dismount from his horse, or from the little wagon which he more commonly employs in his business. He is obliged to furnish both horse and wagon at his own expense, but he is permitted to transport passengers, as well as to carry unmailable packages and other odds and ends, so that he earns a good deal of extra money. Incidentally, he is news agent and newspaper distributor, and thus, with multiplied activities, he derives an income from quite a variety of sources.

The rural carrier is likely to be just about the most popular person in the neighborhood. All the world loves the postman, of course, but in the country districts it is out of the question for anybody to get the job of transporting the mails unless he is liked by the neighbors. That is the first requirement made by the Postoffice Department. In addition, the applicant for such a place must be sober, able-bodied, and able to read and write. His age may be anywhere between 17 and 55.

Just think, if you please, that up to within the last four or five years every farmer in the United States was obliged, whenever he wanted to mail a letter or expected to receive one, to go from two to twelve miles to the nearest postoffice. Usually he had to perform this task once or twice a week, and, if he was a subscriber to a newspaper or a magazine, he had no other means of obtaining the literature in question. But now, thanks to the introduction of the rural free de-

livery system, the situation is wholly changed. The agriculturist, far from the throng of towns, is in touch with all the world. Six million farm people already enjoy this comprehensive privilege, which has so marvelously enlarged the horizon of their lives. The same privilege is to be extended to 15,000,000 additional rural residents within the next three years, bringing more than 700,000 square miles within the scope of the system. There are now 11,650 rural routes in actual operation, covering 300,000 square miles. The system three years hence will cover more than one-fourth of the total area of the United States, exclusive of Alaska, and will require the services of 40,000 employees, with an annual appropriation of \$24,000,000.

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The carrier leaves the town postoffice after the arrival of the morning mail, and returns in time for the evening mail. Not only does he drop letters, etc., into the farm boxes, and collect from them, but he carries stamps for sale, and affixes the necessary postage when money for the purpose has been put into the box. He registers

and delivers registered letters, and gives receipts for money orders. In short, he is himself a veritable traveling postoffice, performing all of the functions of such an institution, even to cancelling the stamps on the matter he collects.

In 1894 Congress made its first appropriation, \$10,000, for rural free delivery, but the experiment—for such it was regarded—was not actually tried until 1896, when \$40,000 was placed for the purpose at the disposal of the Postmaster General. The appropriation for the present fiscal year is \$7,529,500. In 1897 there were forty-four routes in operation; to-day 11,650 routes are covered by carriers every day, and the system has been extended even to the mining districts of the West, which are held to be technically rural, because non-urban.

How to Get It.

New routes are being started as fast as they can be laid out, and 100,000 petitions for additional ones are now under consideration by the Postoffice Department. A route must be from twenty to twenty-five miles in length, must "feed" at least 100 dwellings, and must be so planned that the carrier shall go out by one road and come back by another. To obtain rural delivery, the farmers of a neighborhood must forward to Washington, through their Congressman, a petition, with a diagram of the proposed route. Then a special agent will be sent to look into the matter, and, if his report is favorable, the route will be established.

The rural free delivery system for some years to come will considerably augment the annual deficit of the Postoffice Department; but in the long run it will be a source of profit to the government, through the increased use of the mails which it will bring about. Already it has done away with large numbers of fourth-class postoffices, and with numerous "star routes" in out-of-the-way parts of the country. Its value to the people, however, is beyond estimate in money, and the farm folks, into whose lives it has brought so much that helps to make them worth living, have every reason to bless this new and benevolent enterprise of Uncle Sam's.—Detroit Free Press.

ACCIDENTS WILL BE FEW.

Double-Tracking Railways Is Reducing the Dangers of Travel.

In order that he might see the improvements made of late years in the railway service of the country the first train dispatcher who sent orders by telegraph when employed on a Vermont line recently made a trip on one of the leading Southern railroads and was asked to tell what he thought was the greatest advance in American railroading—the modern locomotives, the heavier rails, the signal systems, the improved cars, the new roadbeds, the automatic brakes or the new methods of switching. Allowing all the importance of all these, he declared the chief improvement in the safety, celerity and profit in American railroading to be the present system of double tracking which is being steadily extended to all main lines of the country.

At the beginning of 1901 there were 102,000 miles of main or single track on the railroads of the United States and 12,000 miles of second track. Ten years before that there were 156,000 miles of main or single and 8,000 miles of double track.

In the ten years intervening the amount of double track increased 50 per cent, while the amount of single track increased less than 25. At the present ratio of growth in a few years the chief railroad system will have their main lines all double tracked, all the branch, subsidiary and feeding lines, which constitute a very large part of every railroad system, do not require double-track service.

On a single-track line having a large business the running of trains on schedule time is practically impossible and the danger of accidents by collision or derailment is much greater. A single breakdown paralyzes the whole line and the maintenance of sidings is a continual item of cost requiring great care in operation.

For all three reasons double tracking has come to be considered an essential to up-to-date railroad service. There were even, at the last computation, 1,200 miles of third track on American railroads and 900 miles of fourth track. The remainder of the mileage is made up of sidings and yard track.

True Story for Boys.

A stage coach full of passengers was held up by robbers in the Indian territory. Every one was required to leave the vehicle and stand with their hands above their heads. A boy among the number laughingly said to the man who was relieving the others of their valu-

ables: "This is a mighty high-handed plect of business. I'm getting tired."

The robber laughed and did not investigate the little man's garments where there was \$5,000 hidden away.—The Little Chronicle.

It seems to be very easy for a good husband to go too far, but a drunken husband who abuses his family never seems to reach the limit.