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**Aphorisms of Lady Grant.**  
It is such a relief to "let go," as my aunt said when she gave up keeping a waif! Women find a man dull and uninteresting when he proposes to another woman. — "The Cheque Board," by Lady Grant.

Water in bluing is adulteration. Glass and water make liquid blue costly. Hot Red Cross Ball Blue, makes clothes whiter than snow.

**Opposition.**  
A Blair county barrister recently handed a brief up to the court in which he thus described his two brethren on the other side: "They are like two ghouls in a country graveyard seeking a carcass to devour." — Philadelphia Record.

## "Come on Along"

Join the merry thousands who enjoy good health as a result of taking care of the Stomach, Liver and Bowels. It is therefore unnecessary for you to suffer from Indigestion, Fermentation, Heartburn, Sick Headache, Biliousness, Costiveness, Colds or Grippe. Just get a bottle of

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FOR COUGHS AND COLDS

## LAND OF ORANGE BLOSSOMS

South of France Relied on for Marriage Emblems Worn When English Brides Go to Altar.

In many ways the modern marriage differs from the weddings of yesterday, but with all the changes the ceremony is not really complete without orange blossoms. A huge quantity of the pure white fragrant flowers are used every year at fashionable ceremonies, and yet not many people seem to know where they all come from.

As a matter of fact, nearly all the orange blossoms which come to London are grown in the south of France, a few miles inland from the coast line of the Riviera, says the Daily News of that city. Here, where the sheltered valleys of the Alps sometimes lie basking in the sun, are found the orange orchards whence comes the supply of blossoms for British weddings.

Of course, a large proportion of the orange flowers is used in the manufacture of that perfume for which Grasse has become so famous, but many growers make a special feature of supplying sprigs for the marriage ceremony. None of these trees are permitted to bear fruit and the greatest possible care is taken over the cultivation, so as to insure an abundance of blossoms. When in full flower the trees present a most attractive appearance, the dark evergreen foliage showing up in fine contrast to the gleaming white petals. It is one of the peculiar habits of the orange tree that it will remain in flower for a considerable part of the year; thus the owner of a well managed orchard can at almost all times find a few blossoming shoots.

During the spring and early summer the orange trees are most full of blossoms and it is then that the largest quantities are dispatched. All day long the pickers are at work in the orchards. Curious stepladders are used so that the gatherer may be able to reach all parts of the trees. The orange flowers are going a long journey and on this account it is needful to pick them before they are fully expanded. Happily, they keep well for a long time, and the blossoms will be nice and fresh when they are unpacked thirty-six hours later in the florist's shop. After being kept in the dark, cool place, with their stems in warm water for a few hours, the petals will expand beautifully and be ready for use.

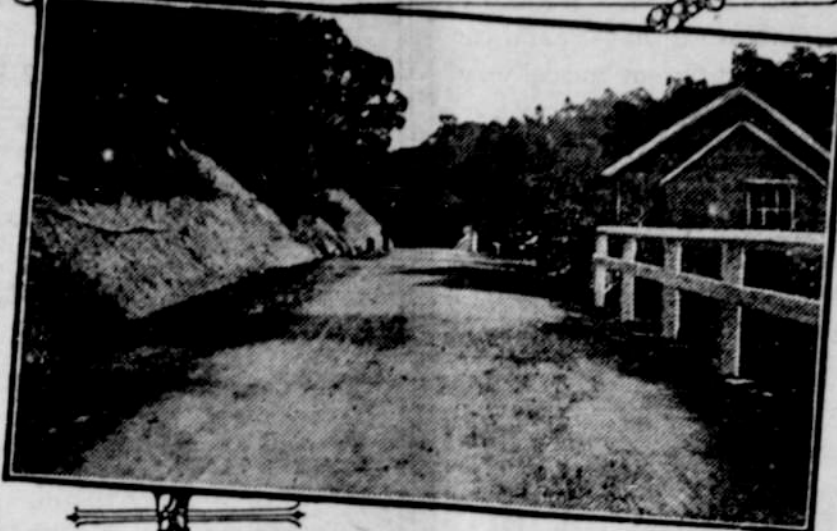
Orange flower growing is possibly one of the most flourishing industries in the world, in that the demand always exceeds the supply. Any superfluous blossoms which a grower may have are always greedily swallowed up by the scent makers, whose wants can never be fully met. Most of the orchards are owned by small holders, and in many cases these have been retained in the family for a large number of years. Thus it is not an easy thing for a newcomer to be able to secure an orchard save on the rare occasions when these are offered for sale. The starting of an orange orchard is a very slow business, as the trees are not quick growers and it is some time before anything in the way of crops can be expected.

**Iono-Magnetic Rotation.**  
A new phenomenon has been observed by Professor Right to which he gives the name of iono-magnetic rotation. If a spark from a condenser of considerable capacity is sent horizontally through a gas and two small vertical vanes of mica in the form of a cross are suspended in the middle of the discharge by a fine fiber attached to the center of the cross, the spark produces no rotation of the cross. If, however, a vertical magnetic field is established in the gas, the cross rotates through a considerable angle if the gas is air, and over a small angle in other gases. Professor Right ascribes this rotation to the bending of the paths of the ions or electrons and to the additional protection which the vanes afford each other against impacts from one side rather than from the other in these circumstances. The observed rotations indicate that the effects of the positive ions are in general greater than those of the negative.

**Ancient Builders Eclipsed.**  
The pyramids of Egypt would not be the type of permanence they were if they were exposed to the vicissitudes of the American climate. At the annual meeting of the Modern Historic Records association it was stated that the ancients are eclipsed by the moderns in storing records: "We have better methods; with cement and granite and steel we can build to last indefinitely. We are more careful than the architects of the mediaeval cathedrals in planting our foundations, and more skillful than the Roman in constructing our vaults and roofs. There is no reason why a building erected with proper care should not endure forever, acts of Providence aside, and shelter indefinitely whatever may be stored in it."

**Where Casey Belonged.**  
John E. Casey, for "time out of mind," chief of the Muncie fire department, who is a Republican while most of his relatives are Democrats, tells this of his mother, who was interviewed by a poll taker. "How many voters have you in the house?" asked the man with the query. "Four," replied Mrs. Casey. "What are their politics?" she was asked. "Three of them belong to the Democratic party," she said, "and the other belongs to the fire department."

## GOOD ROADS IN STATE OF PENNSYLVANIA.



The Views Given Above Show a Road in Beaver County, Pennsylvania, Before Improvements Were Begun and the Road After Completion.

## GOOD ROADS



### DISCUSS A DULUTH HIGHWAY

Through Thoroughfares to Be Advocated by Commercial Bodies of Three Big Cities.

Three enthusiastic good roads boomers from Duluth met the other day with the St. Paul Association of Commerce to enlist the help of that organization in a systematic campaign for obtaining a modern highway from the twin cities to Duluth. Minneapolis is expected to help also, and in a short time the Civic Commerce association and the Minneapolis Automobile club will be called into the movement.

The conference was informal and no action was taken, beyond an assurance by the St. Paul men that they would join hands with the state, the counties and the local communities in the plans of the Duluth men.

The latter realize that while the twin cities and Duluth will derive the greatest benefit from the proposed highway, the bulk of the cost will fall on the counties lying between, Washington, Chicago, and Pine, and they purpose first to carry on a systematic campaign of education, through a series of county meetings and conferences at which an effort will be made to prove to these counties that the road will be worth more to them than it will cost them under the Elwell act.

Residents of Sanstone are reported to be enthusiastic over the through highway idea because they are satisfied that such a road, aside from furnishing a good road for local transportation, will attract a heavy automobile traffic both ways from which every city and village will profit.

### CONDUCTIVE TO SOCIAL LIFE

When Roads Are in Good Condition Easy Matter to Drive to Neighbors or Elsewhere.

(By W. C. PALMER, Agricultural Editor, North Dakota Agricultural College.)

One of the needs of country life is a better social life. It has been found that good roads are conducive to social life on the farms. When the road is good it is an easy matter to hitch up and drive over to the neighbors, to church, to the picnic, to the entertainment at the school house. The good road is also followed by a better school and better home. The better road also makes the community more attractive and the better class of people will want to live there. The good road also makes it possible to market the farm produce more easily and cheaply, and at all times of the year. These things result in the good road making the land worth more. The good road is to the farm what the railroad is to the city.

### Seed Corn.

Prof. M. L. Mosher, of the Iowa Experiment station, says the newly selected seed corn should be hung up immediately in a dry, well-ventilated place, such as a dry cellar, a dry attic, or spare room, a dry shed or in any other dry, well-ventilated building. Do not hang it in a stable over or near live stock, over oats or corn, in any damp or close place, in a damp cellar, in a closed attic, over a kitchen, or out in the sunshine.

### ROADS BADLY WASHED

Damage More Extensive on Grades Than Level Stretches.

In Sandy Sections Wash May Be Effectively Stopped by Use of Two-Inch Planks—Clay Road Requires Different Treatment.

After hard or prolonged rains, roads which have been constructed with a flat surface are often gullied in the center, or, if the road was well crowned, the gutters or ditches are usually badly washed.

As a rule, the damage is more extensive on grades than on level stretches. This is because the damage in general depends on the velocity of water, and this, of course, is controlled by the steepness of the slope, says the Fruit Grower and Farmer. If the water cuts ditches very deep, it might be advisable to reduce the grade of the road, if possible, either by cutting down the summit or filling at the foot of the hill, or both. It must be remembered this is likely to be economical in the end even if the first cost seems high, since it will not only save on future maintenance, but will decrease the tractive force required to pull a load at this point. There are, however, many grades that cannot be changed, because of local conditions.

In sandy sections, the wash may be effectively stopped by two-inch planks from six to twelve inches wide, and cut into three-foot sections. These short planks are sharpened on one end, and then enough of them to cover three feet in width of the gutter or ditch are driven in edge to edge for a depth of more than three feet, at right angles to the grade of the road. If they are driven in a little more than flush with the gutter, there is no danger of the road machine or drag striking them.

In a clay section, it is practically impossible to drive a plank three feet without splintering it. The method of construction is entirely different from that described for sandy sections. Old logs or railroad ties, if they can be secured, are better under these conditions. They should first be cut into four-foot lengths. Trenches then are sunk in the gutters at right angles to the road, and the tie or log is placed in the trench. Where the wash is severe, several logs are placed directly over each other, like the flash-board in a dam. The top log or tie is placed at least four inches below the gutter in order to prevent it from coming in contact with a road drag or road machine in operation. The ties or logs are placed from 20 to 60 feet apart, according to the grade of the hill, and it is an easy matter to insert one whenever required.

The chief advantage gained by this use of logs or planks is that deep and dangerous ditches which are not only a menace to travel, but also make the road narrow, are removed. When the planks or logs are used, the entire width of the road can be used by the public, and the road is always safe.

Many sand beds that are bad at all seasons can be improved by mixing clay with sand by means of a plow and harrow and then using the road drag systematically. On the other hand, many clay sections that are bad in wet weather can be improved by first plowing and then mixing in sand by means of the harrow, and finally using the road drag.

### The King Drag.

The truth of the matter is that with a King drag and a plow a skillful man can do anything that can be done with a big four-horse road grader, and for all around work it is much better as well as many times cheaper.



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