

**THE SUBURBAN CITIZEN,**  
**WASHINGTON, D. C.**  
*A Journal devoted to the Interests of the Residents of the Suburbs of Washington.*  
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**CONTRIBUTORS ARE BUSINESS MEN, BUSINESS WOMEN, SCIENTISTS, PLAIN PEOPLE, TRAVELERS, POSTS, ETC., ETC.** In other words, people familiar whereof they write, who tell their stories in a way that will interest our suburban friends.

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Next week's special edition of 5000 extra copies will be devoted to legitimate dairying and should commend itself to shrewd advertisers.

Abdul Hamid, Sultan of Turkey, rises at 5 o'clock in the morning, takes a cold bath, has coffee and cigarettes served, and then proceeds to read translation of foreign press comment on him and his administration. Abdul is probably bomb-proof against flattery.

The announcement of a new fuel gas made from petroleum 'while you wait,' and able to drive a steamer across the Atlantic in four days at a very decided economy of cost, comes as a surprise, but there may be some truth in it. If so, modern energy and enterprise will not let the world remain long in ignorance of the facts.

The time must come—and it cannot be long distant—when ten days will be sufficient to land passengers in Asia, or a total of two weeks between New York and Manila. This is only 600 or 700 miles a day, and while that speed could not be maintained except at great expense, the demands of Asia-bound travel will soon warrant the outlay.

American brooms sweep clean. They have swept Havana entirely clear of yellow fever, and the Cubans have learned such lessons in scrubbing and in sanitary precautions of all kinds from the Yankees that this pestilential malady is likely to be extirpated in the West Indies and to exist no longer as a menace to the health and prosperity of the ports in our Southern States. Spain was never sufficiently energetic in her efforts to stamp out disease. A thoroughly cleansed Cuba will be almost an earthly paradise.

Mrs. Stuyvesant Fish's comments upon American society printed in the New York World's Sunday Magazine come with that high authority which attracts instant and wide attention. They are, moreover, distinguished by sturdy common sense and sterling Americanism which make them by far the most interesting as well as the most important of recent utterances upon special topics. With charming frankness Mrs. Fish answers the question: "What is necessary to get into society?" "To get into society? Why, money—nothing else. It certainly isn't brains. People in society are very ordinary—some of them—and some of them even below ordinary. It isn't beauty. You know, family has nothing to do with it. It is simply a question of spending."



**Talking and Making Good Roads.**  
**T**HE Kentucky Good Roads Convention recently held in Louisville resulted in the formation of a permanent State Good Roads Association, which will hold annual conventions hereafter. Most conventions are devoted chiefly to speechmaking, and the Kentucky Good Roads Convention was no exception to this rule. How could 400 Kentuckians in convention assembled restrain themselves from indulging liberally in oratory?

The Kentucky roadmakers did not confine themselves to speechmaking, however. A "Good Roads" train loaded with samples of roadmaking machinery was sent to the meeting place of the convention by the National Good Roads Association. Those in charge of this train graded a mile of dirt road with the most effective machinery now in use for that purpose, and invited the convention to be present and see it done. The delegates to the convention have since scattered themselves to the four corners of Kentucky to teach their neighbors how to make the best possible dirt roads with the smallest outlay of the taxpayers' money. The "Good Roads" train, with its machinery, is traveling from convention to convention, furnishing practical object lessons in good road building.

This practical feature of the Kentucky Good Roads Convention marks a distinct and notable advance in the evolution of country highways. For more than half a century the American people have concerned themselves chiefly with the construction and extension of railways. While doing so they have neglected the local highways, evidently satisfied that any old road would do to drive over to the nearest railway station. They are getting rid of this idea, however, and are recognizing the necessity for better country highways. Good roads conventions serve an excellent educational purpose in this direction, and when those who participate in the public agitation of the subject are permitted to secure practical instruction in modern road building a double purpose is served. The Kentucky Good Roads Convention, with its mile of practical roadmaking, should become an example for all future Good Roads conventions to follow. When the advocates and makers of good roads shall travel hand in hand a marked improvement of the road system of the country will be speedily visible.—New York Herald.

**Good and Bad Roads.**  
 The recent automobile race from Paris to Berlin attracted international attention because of the keen interest which is just now taken in the mechanical vehicle. While Europeans were chiefly concerned in the performance of the distinctive types of machines, Americans could not avoid the thought that such a race is virtually impossible in this country under conditions promising any fair test of quality. There are no such roads here as those which in Europe permit intercity automobiling and wheeling. Our highways, save for short distances outside of the larger cities, are disgracefully rough and unkept. Much has been done in the past few years to awaken the people to a sense of this condition, and the movement has been greatly accelerated by the wide popularity which the bicycle and the automobile have gained. It is to be hoped that the race of last week will so stimulate the pride of the American steam and electric machine owners that a dozen years hence it will be possible to organize a thousand-mile race out of any one of a score of scattered cities under ideal road conditions.

It is a noteworthy fact that until very recently nothing has been done in this country to collect and study road statistics. The good roads division of the Department of Agriculture, which has been doing excellent work for several seasons, has lately undertaken to remedy this defect and is now engaged in gathering data as to the character and number of vehicles which use certain roads. It is hoped that in this manner it may be possible to demonstrate by figures the extent to which the highways are used by various classes. This will permit the study of an accurate basis of the wearing qualities of different road materials under varying conditions. The institution of this inquiry leads to the hope that by thus systematically approaching the subject the Government's bureau may eventually arouse the interest of State legislatures to the point of the enactment of uniform highway laws. It is only by concerted action in this manner and by the adoption of even standards of excellence in all the States that roads will be produced which will compare favorably with those of Europe.—Washington Star

**Trolley on Road to Mandalay.**  
 The Burmah Electric Works, with headquarters in Mandalay, is doing its best to take all the romance out of that spot made famous by Kipling's "On the Road to Mandalay." About twenty miles of trolley is to be laid down in this town of 200,000 people, and later this is to be increased to forty.

Bulgaria last year produced 140,000 ounces of oil of roses, worth three dollars an ounce.

Los Angeles has thirteen parks, big and little, the average park area being 3740 acres.

**ABOUT THE WILD ASS.**

**High-Spirited and Untamable, They Fly from Man's Presence.**  
 The wild ass may almost be said to be the antithesis of the domestic species. The one is high-spirited and untamable, the other the meekest and most submissive of quadrupeds; the one is as remarkable for its speed as the other for its slowness; and while the wild specimen ranks among the most graceful animals of creation, its every movement typical of the untrammelled freedom of the desert over which it loves to roam, and of the unfettered breath of heaven, which seems to lend it wings, its subjugated congener is awkward and ungainly. In color the roulan, or wild ass, is a creamy white, shading to fawn on the back, with a handsome darker stripe running from wither to tail, and a corresponding marking on each forearm; the head and muzzle are finely molded, the ears less long and pointed than those in the tame donkey and eyes large and prominent and as bright as those of the gazelle, and the legs resemble in length and lightness those of the deer. Wild asses congregate in herds of from sixty to seventy; and it is said by the natives that there is generally but one male in every herd. It is even rare to find a male among the young ones captured. No pettier sight can be seen than one of these herds carousing over the plain sending up the soft spray like a shower of crystal in their flight. Theirs is the very poetry of motion, but the sight is too transient, their fleetness of foot carrying them out of the range of vision long before the enjoyment that their beauty gives is satiated.—Chambers' Journal.

**HATCHING ALLIGATORS.**

**Ten Inches Long When They Emerge from the Eggs.**  
 The casual observer would be very much surprised if you were to ask him if he saw any resemblance between a bird and alligator. Paleontological evidence, however, demonstrates that our every-day barnyard fowl and the scaly denizen of the Florida swamps are descendants of identically the same progenitor. But let the casual observer be handed the egg of a common fowl and that of an alligator, and he will be much puzzled to tell you which will hatch a tasty chick and which a lusty "nigger guzzler." Possibly he did not know that alligators laid eggs, and if so, perhaps he will be interested in hearing what a professor of the Johns Hopkins university has been doing. He secured some fresh alligator eggs and kept them in an incubator for a couple of weeks; at the end of that time he noticed a curious squeaking sound coming from the inside of the eggs—the sound which tells the mother that her babies are about ready to appear and should be helped out of the mess of earth and leaves which constitute their nest and in which they are buried. During the act of hatching the professor tells us the little creatures were quite savage and would snap at his fingers. The newly born alligator is about ten inches long, and it is marvelous how he can be stowed away in so small egg.

**Birds as Model Diplomats.**

The pope is a great admirer and friend of birds. In his library and in the alcoves of his reception-room a number of them are kept, and their chatter always interests the pontiff. "You see," he once said to a foreign minister who had called to pay his respects, "these birds are my diplomats. Whenever I receive anyone here he can only make a report as to my amiability, and can seldom understand my words, because the chatter of these songsters drowns all that I say. The visitor often cannot tell whether I have even spoken."

**WEALTH OF THE CONGO.**

**Ivory and Rubber the Chief Sources of Its Prosperity.**  
 Ivory and rubber are the sources of wealth of the Congo Free State, in Africa, the connection of which to Belgium is now engaging the attention of the legislators of that kingdom. At present the Congo Free State is the private possession of King Leopold II. Of the 700 tons of ivory annually produced in the world 600 are derived from Africa. Half a century ago all the African ivory came from Egypt and Zanzibar, but to-day the Congo Free State holds the first rank among ivory producing countries. In 1899 no less than 370 tons were exported to Europe, this being more than half the total African output. The Antwerp ivory market, which was started on July 31, 1888, with a sale of 15 tons, surpassed the Liverpool market in 1890 and the London market in 1895. The Antwerp ivory market is to-day by far the most important in the world.  
 Herds of wild elephants are still extremely numerous in the immense virgin forests of central Congo. The natives hunt these animals more on account of their flesh, which the negroes greatly appreciate, than for their tusks. But only a small proportion of the ivory annually exported from the Congo is taken directly from newly-killed animals. Thus, during 1899, of the 29,985 tusks sold on the Antwerp market, 8,539 alone came from freshly-killed animals, the remaining 21,446 tusks being what the natives term "dead ivory." For centuries the aborigines have been collecting elephant tusks, which they considered as having little intrinsic value, but useful as articles of exchange.

**Biota for Flora and Fauna.**

In an article in a recent number of the American Naturalist on Scharff's History of the European Fauna, the author, Leonard Stejneger, in a foot note says: That like many other writers on similar subjects he has felt the need of a comprehensive term to include both fauna and flora which will not only designate the total of animal and plant life of a given region or period, but also any treatise upon the animals and plants of any geographical area or geographical period. As such a term he suggests "Biota," and remarks that he does so not only because its original significance covers the above definition, but also because of its brevity and obvious relationship to the term "Biology" as embracing zoology and botany. Biotic, he says, would then signify "pertaining to or treating of Biota" as—a biotic publication, a biotic region.

**A Peculiar Bridge.**

A very peculiar bridge is being constructed over the Mary river at Maryborough, Queensland, in that it is being designed so that its surface will be submerged several times during the year at the seasons of high floods, says a London newspaper. The idea in building the bridge in this way is to save the material that would be required to build it sufficiently high to escape submersion at high water. The country on the banks of the Mary river lies so low that the approaches would have to be extraordinarily long to be entirely out of the water during the comparatively short time that the water would cover the bridge. The bridge will clear by 12 feet and 4 inches at ordinary high water. The highest flood level is 33 feet, so that at times the bridge will be submerged more than 20 feet.

Black and white is perhaps the most favored combination of the season, and some lovely effects are to be seen in simple materials.  
 Gainsborough and Duchesse of Devonshire hats appear among the high-priced millinery.

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