

A Correction. In the program of the McClure School for Thursday and Friday of this week as published last week, the names of the following essayists were unintentionally omitted: Miss Bessie Morrill—"America's Conflict with Spain." Miss Pearlie Ladd—"Music." These young ladies deserve to rank with the best in their class. Forrest Sullivan, Principal.

Wanted to Sell. Wanted to sell a bargain a good flour and good mill, a good location and doing a good business, run by a 40 horse power engine. A glowing outfit, 90 saw gin, feeder and condenser, Ross power press, horse power engine, shafting, pulleys, belts, etc. 200 Acres of land 1.4 miles from Due West on the road to Donora. Good farm and well improved. J. E. Todd, Due West, S. C.

The Kentuckian's Boast. Kentuckians boast their fast horses, fine whiskey and beautiful women, but every housekeeper in this city who uses "Clifton" flour made of native Kentucky wheat, knows that this great state possesses another product of unequalled merit. L. T. & T. M. Miller.

After La Grippe. Let a worse thing befall, rebuild the consumed tissues and renew the supply of red blood corpuscles with the quickest digested and most nutritious flour made—"Clifton." It is the product of native Kentucky wheat. L. T. & T. M. Miller.

A Towel in Addition. There is no one going to the goods store to buy a towel, you can get a good 60 inch towel by buying a 48 lb. sack of "Clifton" flour. When you buy "Clifton" you get the best flour, good farm and well improved. L. T. & T. M. Miller.

Close Up. All lots and premises will be inspected from time to time from now on. A full use of lime is recommended. James Chalmers, City Clerk.

House Burnt. The dwelling house of Mr. Foster Seagriff hit by lightning. The house was burnt last Monday night.

Dr. G. G. Green, of Woodbury, New Jersey. Sole Manufacturer of Green's August Flower and Beechey's German Syrup, whose advertisement appears in our paper, writes that he has just received a two-cent stamp to pay postage, one of his new German Syrup and August Flower Puzzles, made of wood and glass. It is an unusual young and old. Although very difficult, it can be mastered. Mention this paper.

Dr. F. W. Frazier, graduate of the University of Baltimore, Maryland, who has been practicing medicine in Abbeville for about a year, will take his departure today for his native town, St. Louis, Missouri, where he will practice his profession in the future. During the Doctor's stay in Abbeville he has had a good practice, where he has made many friends. Because of his good stand in the community our people are sorry to see him go away. Good-bye to him.

Miss George B. Cromer, L. D., of Newberry College, will deliver an address to the students of Mt. Carmel Graded School on Thursday night, June 1st. Every body is invited to hear him. No charges.

Josh Billings says that a family with nothing but pedigree generally lacks sense. And advise against marrying pedigree, unless it is backed by bank notes.

Rev. J. W. Elkens, of Donalds, will preach at the Methodist Church Sunday morning at 10 o'clock.

Rev. M. McGee will preach at Boulah on the 30th Sunday.

Rev. Mr. Fennel will preach at Hopewell at 11 o'clock, a. m. Also at Mt. Carmel in the evening.

Mr. Hal Taggart is in the city spending a while with his mother.

WANTED—Two or three boarders. Apply to Mrs. E. S. Galloway in Augusta.

Haddon's Local. Silk gloves and silk mitts white and black. All sizes at Haddon's.

White goods, embroideries and lace to trim name at Haddon's.

Velvet ribbons—all widths at Haddon's.

Towels—50 cent towels, the largest and best to be had in the market at Haddon's.

The new Jane patterns in full variety at Haddon's.

A full supply of fashion sheets for June at Haddon's.

Now is the time to subscribe for the June Delator.

Does it Pay to Buy Cheap? A cheap remedy for coughs and colds is all right, but you want something that will relieve and cure the more severe and dangerous results of throat and lung troubles. What shall you do? Go to a warmer and more regular climate? Yes, if possible; if not possible for you, then in either case take the ONLY remedy that has been proved in all civilized countries with success in severe throat and lung troubles, "Boechey's German Syrup." It not only heals and cures the disease, but destroys the germ disease, and also inflames, causes easy expectoration, gives a good night's rest, and cures the patient. Try one bottle. Recommended many years by all druggists in the world. You can get this reliable remedy at Speed's Drug store.

Glenn's Local. Seed Corn—You can find the Golden Duck, White Dent, Snowflake and Stowells, Evergreen at Glenn's.

Bean Seed—Now is the time to plant. You will find all seeds at Glenn's fresh and pure. Valentine Wax, Kentucky, Ky. Wonder, the great pole bean, also pole and dwarf Lima butter beans.

Chicken Millet—Good to eat green for your own. Seed at Glenn's.

Chicken Food—Mixed grain and crushed corn for young chicks. Find it at Glenn's.

Smoking tobacco, cigars and pig tobacco at retail and wholesale by F. B. Speed, the tobacco man.



LOOKING OVER THE GROUND carefully we have come to the conclusion—and our customers have also decided—that our blend of COFFEE is superior to anything sold elsewhere. The berry is carefully selected from choice grades of new crops and roasted by the most approved process. None of the fine aroma is lost. This coffee is strong, pure and delicious.

L. T. & T. M. Miller.

If you expect to paint any spring it will pay you to see before you buy your paint anything from the best at Speed's Drug Store.

Our soda fountain is running in full blast. With two competent soda men at the helm, we can please and cool the most fastidious. Come to please, C. A. Milford, The Druggist.

Look Them Up. There are many things a merchant can offer his customers if he only stops to think. It would be possible to take some article for each issue of the paper and offer it to those who wanted that specialty. These special goods are in every establishment. They are worth the price at which they were marked, but it would be easier to create interest by cutting the profit to make them move.

Goes Down to Jericho. Jerusalem, March 9, 1903. At last on my journey I have reached the Holy City. It is certainly the dirtiest, dustiest, filthiest place I ever saw. Beggars, some lame, some deformed, and many blind, are begging on every corner and especially at the doors of the churches, mosques, and in the Jews' waiting place. The city outside the walls is new, modern and tolerably clean, but when you enter the gate you find all filth and dirt, rags and beggars.

By carriage I visited Bethlehem, where you find the church of the Nativity built over the birthplace of Christ. Three sects have churches on this roof and soldiers are stationed there all the time to keep them from fighting. This little village has several shops and small factories where souvenirs of mother of pearl and olive wood are manufactured to be sold to tourists, and the work is very good considering the looks of the workmen. Caravans of camels and the patient donkey with his heavy load are ever present.

The mosque of Omar, which was built in the 5th century by Constantine, on the site of the temple of Solomon and afterwards the temple of Herod (these temples have all but a few foundation stones been destroyed) were located on the summit of Mount Moriah and in the center under the dome is the rock upon which Abraham prepared to sacrifice Isaac. The rock is still here about 30 feet in diameter, its surface measure. Under these temples and now under the mosque of Omar is Solomon's stables where thousands of arches support the buildings, and the court above these stables is hewn out of the rock and arched up for strength.

On the way to Bethlehem is passed many sights of interest, one of which is Rachel's tomb. The Jews' Waiting Place is of great interest. As I visited on Friday hundreds of Jews were there waiting for the downfall of the Temple and praying for its restoration and the return of the Jews to this city (but I would advise all Jews in America to stay there.) The Mount of Olives, the pools and quarries of Solomon, the Hill of Zion and the Garden of Gethsemane are of interest, but I would advise my friends who have great respect for Bible history and reverence for the holy place to stay at home rather than visit Jerusalem. When one looks at the rocky, barren soil, the poverty and distress, the half clad wanderer and the poor, over-worked camel and donkey, he is bound to say Moses was a poor judge of a country to pick out such a place as this for a promised land.

I am stopping at a French monastery outside the Jaffa gate. It is very clean and they are very kind. The bed is fairly good but the floors are stone, the walls stone, the ceiling stone, no fires anywhere; in fact no one here ever has a fire. There is nothing to burn. You are fed on bread, well cooked, honey and milk and black (wheat) dough, and milk and black (wheat) dough, but when you tramp through the city (no streets are wide enough to admit of a carriage) or ride a donkey around the country you can eat with a good relish what is set before you and ask no questions. I would not advise young people to come here to spend their honeymoon. You would tire of it soon.

I left the ship at Joppa, or Jaffa, as it is now called. The city is older than Noah's flood and the country around raises the finest oranges, lemons, dates and olives I ever saw, but after you cross the mountains of Judea and get up here it is cold and but little more than a desert. In company with Dr. Cotter, of California, I spent one day visiting the leper quarters and hospital. At the German Leper Hospital there are 51 patients, many with their hands and feet gone, some blind, some minus ears and noses, and some confined to their beds. I took photographs of most of them and have a nice collection of pictures of this ancient and dreaded disease. This hospital can only be entered by order of the German consul. This was obtained through Mr. Clark, the American vice-consul who furnished me with a guide and carriage. After we got through there we took donkeys and visited the leper settlement outside the city walls. Here we saw over 30 of the worst wretches on earth living in mud and stone houses with dirt floors, no windows, in dirt and filth, almost starving. They could go to the hospital but their religious (Mohammedan) teachers told them that if Allah desired to suffer they must do it and not complain.

On Saturday at noon I took carriage for Jericho, the Jordan and Dead Sea. Jericho has about 350 population living mostly in mud huts and tents. The Sheik or head man, took us to his lodge where we saw the sorrow dance as the cholera killed 50 of their number recently. In fact the quarantine was only raised three days before we were there. We went down by the road traveled by the Good Samaritan when we found the traveler bleeding and robbed by the wayside. An inn now stands on the same spot where the inn of old stood. I stopped there and got a cup of black coffee.

We passed the brook where Elijah was fed by the ravens, not birds but a tribe of Arabs that dwelt there at that time. So the miracle goes to pieces. After spending the night at an inn in Jericho called the Gilgal, we visited the mountain where Christ was tempted and by Satan was shown all the kingdoms and was offered if he would fall down and worship him. The mountain overlooks the valley of the Jordan from the Dead Sea about 20 miles north and the desert beyond the river. The whole thing would be high at 30 cents for it is only a barren waste. I then drove to the Dead Sea and afterward to the sacred spot by the Jordan where the waters parted and let Israel's feet cross. The crossing is a bridge in a couple of days as it isn't over 40 feet wide and not deep, a small, muddy stream. At this spot is where the Saviour was baptized.

Many other historic spots were visited on the return. This was a drive of 60 miles through rain and mud, over mountains and through swamps.

The flowers of Palestine are beautiful. The lily of the field is the nicest wild flower that grows; but not a bird, rabbit, mouse, snake or any living creature is seen (nothing but fleas). After my return to the Holy City I spent one-half day in the church of the Holy Sepulchre. This covers the ground where Christ was crucified and buried, also the grave of Adam, the center of the earth, and many other holy places. The church is large, many stories high, has several domes, and caves under it. Four sects own it and soldiers are stationed here also to keep them from fighting. Only last year three men were killed here in a free for all to settle the question as to who had a right to sweep it out. The sepulchre of the Virgin Mary, the tomb of Absalom, the pools of Siloah and Jove and many other places were visited, but I have neither time nor space to describe them.

VALUE OF GOOD ROADS. Effect of Highway Improvement in New Jersey. The importance of good roads and their value to each district having them have long been advocated, but not until recent years has the public been awakened to their full significance. After all, it was not by argument that the public was convinced, but from necessity in the beginning and then by example. The state of New Jersey is wedged in between New York and Pennsylvania, with one of the great cities of the country on its eastern borders and the second largest city on its western borders. Its farmers are mainly engaged in raising truck for the millions of people living in those two cities. To do this thousands of them drive to each city daily with a load of truck, starting in the morning anywhere from 12 to 4 o'clock to get to the markets early enough for the hucksters.

"Jersey mud," a clay loam, is proverbial for its stickiness and disagreeable nature to travel through when wet, says the Putnam (Conn.) Patriot. The Jersey farmer knows the value of a dollar and is opposed to taxes, but he could reckon the difference between what he lost daily by reason of bad roads and the tax he would have to pay for building a smooth rock road. That having been worked out, one good road was built, and those near it got to market regularly and easily, rain or shine, saving enough each trip to pay the road tax. "Seeing is believing," and farmers in other parts became convinced of their economy, and the example was followed, slowly at first, but gradually going on more rapidly.

Last year 100 miles of new roads were built in that state at a cost of about \$500,000. This year the demand for them is so great that the state will, in the coming year, venture to put \$1,000,000 into 200 miles of macadam. The state commissioner of public roads declares that this movement has increased the taxable property of the state by \$27,000,000. Just think of that!

BAY STATE ROADS. Some Facts About the Highways of Massachusetts. It costs on an average \$9,000 per mile to build a state road in Massachusetts, says the Boston Globe, but the actual cost depends on locality and conditions, hardly two cases being alike. One-fourth of the cost of a state road is borne by the county in which it is situated, the balance being contributed by the state. The work of the highway commission has developed a number of high class professional roadbuilders. Many of the younger and more ambitious have entered the employ of the national government in Cuba, Porto Rico and the Philippines in the same line of work. Most of the state roads are of broken stone, but a few are of gravel. The type of road built is determined by the engineer, who makes careful examination of soils, drainage, gravel, stone, grades and traffic.

The thickness of stone on state roads varies from four to sixteen inches, the latter being placed over good gravel or sand, the greater over heavy clay. The broken stone used on state roads passes through half inch, inch and a half and two and a half inch screens. The largest size is placed on the bottom, the second size on top of this and the crown is made with half inch material. All are rolled separately and thoroughly. The cost of trap rock for roadbuilding varies from \$1.10 per ton to \$1.60 per ton. The state owns seventeen steam rollers, which are employed in state roadbuilding. The standard width of stone roadways in Massachusetts built by the commission is fifteen feet. There are some only ten and twelve feet wide, but they are not deemed economical to maintain. When a state road is constructed, it remains under the control of the state highway commission. The local authorities are taxed an amount not to exceed \$50 per mile for maintenance.

FOR BETTER ROADS. Men of Wealth Interested in Highway Improvement. Men of wealth are evincing a practical interest in road improvement for the benefit of their fellow men. George Gould has offered to bear one-third of the entire cost of the improvement of the public highways in the vicinity of Lakewood, N. J., and Colonel J. J. Astor has spent large sums on the roads near Poughkeepsie, N. Y. Recently Harley T. Proctor, a summer resident of Williamstown, Mass., offered to give the town \$10,000 for the improvement of the roads, providing the latter raises \$50,000 for the same purpose. Mr. Proctor makes the gift because he believes that better roads would increase the popularity of Williamstown as a summer resort. He recently had the stone hill road put in excellent condition at a cost of \$500. The town furnished the drainage pipes and permitted Mr. Proctor to use the road scraper.

The Secret of a Good Road. A hard surface, well rounded so that the water will run off quickly, is the secret of a good road. Attention after a road is once permanently built is imperative so that the washed out places and depressions where water stands may be repaired. A little timely work will keep a road in good shape.

Civilization and Good Roads. There is perhaps no better test of the life of a civilization than that to be found in the extent and character of its public highways. The degree of perfection of country roads corresponds closely to the degree of civilization where the roads are situated.

Remember always that you must give some thought, and a considerable amount of it, too, to the care of your health if you expect to be of any use in the world or comfort to anybody. What you are to try to acquire above all else is repose, and the calm power frequently lacking in the sons and daughters of the nineteenth century.

BURDEN OF BAD ROADS. Vast Expense They Annually Place on the Farmer. In a country as large as that in which we live, with the greater part of its producing regions widely separated from the markets which they serve, the matter of transportation is one of vast importance, writes Hon. Martin Dodge in Forum. This applies particularly to our agricultural products; for, while a great portion both of our manufactured output and of our farm growth must be moved long distances by rail or water before reaching a market, practically all of the latter must also be transported for greater or less distances over the public highways. The question of marketing these agricultural products, amounting in the United States to \$1,000,000,000 annually, on terms that the dealer can afford to pay and the grower to accept, often reduces itself to a question of cheap and quick delivery; in other words, to a question of economical transportation.

As far as the railways and steamship lines are concerned, this problem has been dealt with very intelligently and satisfactorily. Skill and money have been applied without stint to the provision of enlarged means of conveyance, improved ways and increased power. These influences, under the stress of strong competition, have reduced long distance freight rates to a reasonable level.

There is one phase of this transportation problem, however, which has approached no satisfactory solution. That is the matter of wagon road haul. As has already been said, while the greater part of our farm products travels by steamship, canal or railway for a portion of the journey to market, virtually all of them are conveyed for some distance over the public highways. It is unfortunate that this is often the most expensive part of their journey. It has been shown by mathematical demonstration that it costs more to move a bushel of wheat or a ton of hay ten miles over the average country roads of the United States than to transport the same burden 500 miles by railway or 2,000 miles by steamship. It has happened many times in different parts of the country that farmers have left crops to go to waste because the cost of hauling them to the nearest market or railway shipping point over wretched and ill kept roads amounted to more than could be realized for them afterward; whereas, if good roads on which heavy loads could be hauled had been at hand, the same crops could have been marketed at a small profit to the producer, while the economic gain resulting from their application to useful purposes would have been very considerable.

HIGHWAYS OF EUROPE. France Leads in System of Building and Maintenance. Two hundred years ago England had the worst roads in the world because the peasantry living on the roads alone were required to work them, says the American Asphalt Journal. In speaking of them Macaulay says "that a route connecting two great towns which have a large and flourishing trade with each other should be maintained at the cost of the rural population scattered between them is manifestly unjust. It was not until many toll bars had been violently pulled down, until the troops had in many instances been forced to act against the people and until much blood had been shed that a good system was introduced."

Every class now contributes to the maintenance of the road system in England. The French have probably the most efficient laws and regulations in the world for the building and repairing of highways. The minister of public works has the general superintendence of all roads and ways by land and by water. There are four classes of road recognized by law—namely, (1) national, (2) departmental, (3) military, (4) crossroads. National roads are built and kept up by the national treasury. Departmental roads are a charge upon the departments through which they pass, and part of the military roads are kept up by the government and part by the departments through which the roads pass. The crossroads are kept up by the communes, though sometimes in thinly populated regions these communes receive assistance from the government, especially when these roads become of importance.

The national roads are paved like a street, having an average width of 52 1/2 feet. The departmental roads are 50 feet wide, and the military and crossroads are of variable width. Piles of broken stone are placed at convenient distances, and a man is constantly employed in repairing each section.

Concerning Side Ditches. When the road is in an excavation, great care should be taken that a side ditch is provided on each side to carry away the water so that it shall not run down the middle of the road, as is frequently the case. Every road should have side ditches, even one that runs straight down the side of a hill. The steepest road needs the side ditch most, but often has none. Frequently the water runs down the middle of the road on a side hill and wears it into gullies, which are a discomfort and perhaps dangerous in both wet weather and dry. The water must not be suffered to run in the road, but must be made to run off the road.

Cities and Roads. One of the speakers at the good roads congress at Buffalo maintained that if the tide of migration to our cities is to be turned it will have to be done by means of roads that make easy communication with the surrounding country. In that light the good roads question takes on a new aspect.

L. W. White's Locals. Our trade in embroideries has been phenomenal. We had the largest stock of them we ever had to begin with, and yet we received two large additional shipments last week. Our prices are known for their lowness. Come and see them.

L. W. White's immense stock of white goods is still holding out. He still offers the choicest things to be had in white madras, India linens, waist linens, organdies, batistes, plaques, nainsooks, cambrics, etc., etc. Black velvet continues to be the leading fabric of the season. Since L. W. White first received his spring stock he has sent forward five different orders for black velvet. He has a stock two different grades, one at 50 cents a yard and another at \$1.00 a yard. If you want cheap goods you will surely find them at L. W. White's. Those white goods more than a yard wide at 60 cents a yard could not be matched anywhere. We have sold already more than fifteen hundred yards of them.

L. W. White always carries an immense stock of cotton goods. His prices are as cheap now as they were when cotton was five and six cents a pound. His stock of unbleached sheetings, bleached long cloths, full width sheetings, bed tickings, gingham, prints and percales was never larger than at present. Hamilton Brown Company shoes are only sold in the city of Abbeville by L. W. White. He has a good stock of them now. Shows for ladies and gentlemen, misses, boys and children. This make of shoes is not excelled in point of style, comfort and durability. L. W. White's roasted coffee at 10 cents a pound. It is a bargain.

State of South Carolina. COUNTY OF ABBEVILLE. By the County Board of Education. To S. H. Tolbert, J. Blyth Allison and L. J. Britt, Trustees of School District No. 14: IT APPEARING TO THE SATISFACTION of the County Board of Education that the laws whereby an election may be held for the purpose of repealing a special tax of two mills in District No. 14, had been complied with, it is therefore ordered that you hold an election at the usual voting place on the 18th day of June, 1903, for the purpose of determining whether the said tax shall be repealed or not. That you give the notice required by law before holding said election. FRANK C. CHAPMAN, Chairman. R. F. GILLIAM, Secretary. COUNTY BOARD OF EDUCATION. May 26, 1903.

YOUR REQUIREMENTS cannot be greater than our ability to fill them. We make many varieties of BREAD daily besides many sorts of delicious Cakes, Pies and Pastry. All our efforts are directed toward producing things of superior quality. That is the point in which we work to excel. Those who know say our bread is best. J. W. Breihahn, Proprietor.

SHERIFF'S SALE. P. D. Kugh against G. W. Sylan, Executor of G. W. Sylan, Sr.—Execution. BY VIRTUE OF AN EXECUTION TO ME directed, in the above stated case, I will sell to the highest bidder, at Public Auction, with the legal hours of sale, at Abbeville C. H., S. C., on MONDAY, the 1st day of June, A. D. 1903, all the right, title and interest of G. W. Sylan, Sr., in the following described property to-wit: All that tract of land, containing One Hundred and Thirty and One Quarter (130 1/4) Acres, more or less, and bounded by lands of Dr. J. W. Marshall, G. A. Visanska, Nelson Evans and Estate of Samuel McGowan. Levied on and to be sold as the property of G. W. Sylan, Sr., to satisfy the aforesaid Execution and costs. TERMS—Cash. C. J. LYON, Sheriff Abbeville County. May 11th, 1903.

SHERIFF'S SALE. J. H. Wrenn against J. Altheus Johnson—Execution. BY VIRTUE OF AN EXECUTION TO ME directed, in the above stated case, I will sell to the highest bidder, at Public Auction, with the legal hours of sale, at Abbeville C. H., S. C., on MONDAY, the 1st day of June, A. D. 1903, all the right, title and interest of J. Altheus Johnson, in the following described property, to-wit: Eighteen and Two-Thirds (18 2/3) Acres, more or less, in the town of Due West, bounded by lands of William Hood, A. D. Kennedy, H. P. McGee, Robt. S. Galloway, Barbara B. Grier and others. Also, One Hundred and Thirty-Five (135) Acres, more or less, located in Calhoun Mill Township, and bounded by lands of J. W. Morrish, Joseph Britt and others. Levied on and to be sold as the property of J. Altheus Johnson to satisfy the aforesaid Execution and costs. TERMS—Cash. C. J. LYON, Sheriff Abbeville County. May 11th, 1903.

P. B. Speed has anything you want in the line of drugs, stationery, perfumery toilet articles and notions. His prices will suit the size of your pocket book. The best evidence of the merit of the Clinco Cigar is that everybody smokes it and everybody wants to smoke it. We sell from three to five thousand every month. P. B. Speed you can always get fresh candy from P. B. Speed. Just received the finest lot of pk. l. ever seen in Abbeville, at Milford's Drug Store. If you want tobacco by the box at wholesale prices go to P. B. Speed—The tobacco store.

Well That was a fine article your husband wrote about "The Smoke Nuisance." Mr. Greene says it is the best thing that has appeared on the subject. Mrs. Gray—Yes? I suppose it ought to be. My husband while writing it—Boston Transcript. We can furnish the ladies with mullin umbrellas, parasols, sun hats, etc., etc., and make them. But we do not ask them to take our word for it, as the goods and prices do for themselves. Our sample neckwear and hosiery are the greatest bargains you ever saw, and it will give you great pleasure to show and give them. Toilet sets, manicure sets, vases, leather goods, and the cologne, at Milford's Drug Store. Fish candy every week at Milford's Drug Store. Call on L. T. & T. M. Miller for your new rain, rains and citron. Old mountain Buck made just arrived. We also have the self raising buck wheat. L. T. & T. M. Miller.

DOES A BABY PAY? A Father's View of the Entries Made on the Family Ledger. Does a 2-year-old baby pay for itself up to the time it reaches that interesting age? Sometimes I think not. I thought so yesterday when my own baby slipped into my study and "scrubbed" the carpet and his best white dress with my bottle of ink. He was playing in the coal hod ten minutes after a clean dress was put on him, and later in the day he pasted 50 cents' worth of postage stamps on the wall and poured a dollar's worth of the choicest white rose perfume out of the window "to see it waft." Then he dug out the center of a nicely baked loaf of cake and was found in the middle of the dining room table with the sugar bowl between his legs and most of the contents in his stomach. He has already cost \$100 in doctor's bills, and I feel that I am right in attributing my few gray hairs to the misery I endured walking the floor with him at night during the first year of his life. What has he ever done to pay m. for that? Ah! I hear his little feet pattering along out in the hall. I hear his little ripple of laughter because he has escaped from his mother and has found his way but the door is closed. The worthless little vagabond can't go out. I won't open it for him. I won't. I can't be disturbed when I'm writing. He can just cry if he wants to. I won't be bothered nor—"Rat, tat, tat," go his dimpled knuckles on the door. I sit in silence. "Rat, tat, tat." I sit perfectly still. "Papa." No reply. "Peeze, papa." Grim silence. "Baby tum in-peeze, papa." He shall not come in. "My papa." I write on. "Papa," says the little voice; "I lub my papa. Peeze let baby in." I am not quite a brute, and I throw open the door. In it comes with outstretched little arms, with shining eyes, with laughing face. I catch him up into my arms, and his warm, soft, little arms go around my neck, the not very clean little cheek is laid close to mine, the baby voice says sweetly: "I lub my papa."

Does he pay? Well, I guess he does! He has cost me many anxious days and nights. He has cost me time and money and care and self sacrifice. He may cost me pain and sorrow. He has cost much. But he has paid for it all again and again in whispering those three little words into my ears, "I lub my papa."

Our children pay when their very first feeble cries fill our hearts with the thought of love and the father love that ought never to fall among all earthly passions. Do our children pay?—J. H. D. in Detroit Free Press.

THE SPEED OF BIRDS. It is Not Nearer So Great as Has Been Generally Assumed. If you consult the usually accepted authorities on the speed of birds in their flight, you are likely to be misled by an exaggeration of from 100 to 300 per cent. This is because figures have been given on hearsay, appearance and very superficial observation. But recently American, English and French observers have been comparing notes and are practically agreed, after most careful calculation, on the speed of the best known birds. They started with the carrier pigeon and he has heretofore been credited with 110 miles an hour, but it is now agreed that he is entitled to 50. A quite recent long distance, carefully conducted test of 592 miles, from the Shetland Islands to London, showed that the most rapid pigeons made 37 miles an hour. On shorter distances none made more than 50 miles.

Because frigate birds have been seen far from land and have been supposed not to fly by night or to rest on the water they have been credited with a speed of from 150 to 200 miles an hour. If they did fly at that speed, they would have to overcome an atmospheric pressure of from 13 to 15 feet of flying surface. There is no certainty that they fly more rapidly than a passenger pigeon or that they do not fly at night or do not sleep on the water. The swallow, that is indeed a rapid flier, has been credited with 180 miles an hour, but he must be cut down to 65 miles, and he harten is five miles behind him, though authorities have placed him ten miles ahead.

The duck is brought down from 140 to 60 miles an hour. The mallard is five miles slower and flies the same as the canvasback, while both of these are five miles an hour ahead of the wild goose and elder duck. The pheasant makes 33 miles an hour, which is three miles ahead of the quail, chicken and quail, though the latter appears to fly much faster on account of its temporary burst of speed that seldom exceeds 200 feet. The crow flies 25 miles an hour.

Small birds appear to fly more rapidly than the large ones and have deceived many observers. The humming bird does not fly as fast as many awkward appearing, very much larger, slow sopping birds.—Chicago Times-Herald.

A Proud Father. A member of the New York Yacht Club was proudly boasting to an old friend he had not seen in 15 years of the merits of his children. "Henry, as you may possibly have heard, is at Harvard. As yet he has done nothing for the family. Archbold is at the Leland Stanford university. I wanted to bring up my sons as far apart as possible, under hopelessly different and varying circumstances. Of course Archbold is not as yet done anything for the family, Harriet is married to young —, and well, I really can't say that she has done anything for the family. The youngest child is Virginia, who is just becoming useful."

"Indeed? And what does Miss Virginia do?" "She has just reached the age and stature when she can wear her mother's old clothes. Captain, will you accompany me to our grillroom?"—New York Press. Well That was a fine article your husband wrote about "The Smoke Nuisance." Mr. Greene says it is the best thing that has appeared on the subject. Mrs. Gray—Yes? I suppose it ought to be. My husband while writing it—Boston Transcript. We can furnish the ladies with mullin umbrellas, parasols, sun hats, etc., etc., and make them. But we do not ask them to take our word for it, as the goods and prices do for themselves. Our sample neckwear and hosiery are the greatest bargains you ever saw, and it will give you great pleasure to show and give them. Toilet sets, manicure sets, vases, leather goods, and the cologne, at Milford's Drug Store. Fish candy every week at Milford's Drug Store. Call on L. T. & T. M. Miller for your new rain, rains and citron. Old mountain Buck made just arrived. We also have the self raising buck wheat. L. T. & T. M. Miller.