



Instructions to Subscribers.

POSTAGE—The postage to all parts of the United States and Canada is paid by the publishers.
MISPLACEMENTS OF SMALL SUMS may be made with comparative safety in ordinary letters.

AMONG THE DAIRIES.

Items of Interest to All Legitimate Dealers.

Complaint reaches us that certain cattle dealers are supplying neighboring customers with milk at a reduced price, and thus injuring the regular trade.

A BUSINESS POINTER.

Several Washington merchants are afraid to invite the trade of suburban people for fear it might offend some of their city customers who don't consider it "the proper thing" to be seen in a store with country people.

Wanted.

The City Mission of Washington, D. C., is in need of cast off clothing and other articles helpful to the poor and suffering.

THE CITY MISSIONARY, 118 Florida Ave., N. W. Agricultural Item.



Corn on the ear.—Judge.

Conscientious Mindreader.

Charlie Saphedde—"I went to a mind reader the other day." Wigwag—"What did he tell you?" Charlie Saphedde—"He said he could tell me nothing, and gave me back my money. Those fellows are not what they are cracked up to be, bah Jove." Philadelphia Record.

To Start the Conversation.

"Dear! Dear!" exclaims the perplexed hostess. "I've got a whole roomful of guests who don't seem inclined to notice each other. Can't you suggest something to start a general conversation?" "Yes," responded the cynical friend, "get somebody to sing." Philadelphia Record.

Why She Missed Him.

He found her weeping bitterly. "Oh, Harold!" she cried. "I have missed you so much!" Hitherto, understand, she had thrown tea-cups at his head, for the most part. Perhaps it was small wonder, after all, that she missed him.

Washington City should include all the territory and people within the lines of the District of Columbia.

A SONG FOR THE OLD YEAR.

Yes, sing a song for him, my friends, The year is nearly gone! The frost and rime of winter-time, Lie thick on beard and brow.

Oh, shall we sing how blithe he seemed The night when first he came, When bells were rung, and songs were sung, To usher in his name?

Oh, when the bearded grain grew ripe And harvest songs went round, He swung his blade in sun and shade Till all the wheat was bound.

What though he left some folded page No eye may e'er divine? Or in the heart, some barbed dart Of which we make no sign?

Oh, when the year was in his flight, And took from form or face Some touch of color or of light, Some trick of air or grace,—

And in their stead, perchance, he dropped A wrinkle here and there, Or traced upon the once smooth brow Some lines of grief or care.

And it was not sent to soften wrinkles either. She wore as many of these ornaments as it is legitimate to wear at forty-eight and no more.

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deeply hurt. There seemed to be no reason, no excuse, for such neglect. To think that this, their first separation in so many years, should be un-abridged by a word!

It was the way of men, and he, it seems, was no better than the rest of them. Once out of her sight he forgot—forgot all the love and daily devotion of forty-two years.

By Saturday morning Mrs. Allestree was ill—ill enough to go to bed. Jimmy had to fetch both posts, and after delivering in person the first one, which consisted of papers only, he vowed to Molly that he would not approach Mrs. Allestree again while Mr. Allestree was away.

But by Monday morning she was suffering torments once more. She felt that if Jimmy returned without either Joseph or a letter she would surely die, and indeed she nearly died as it was.

When the wheels sounded again upon the gravel Mrs. Allestree sat up in bed. She was whiter than her hair. No voices were heard below. She clutched her heart and gasped. But presently a door opened and a step came up the stairs. It was the step of Joseph. As he entered the room she fell back among the pillows.

"My dear Henrietta, what's all this?" He looked around almost accusingly upon the two frightened women, as if he had caught them in the act of assassinating their mistress. "Joseph, you might have sent me one little line!"

"Henrietta, I wrote to you every day, and sometimes twice a day." They stared at each other. "But I never got a solitary letter, she said, presently. 'I sent to every delivery—went myself until I became ill. Mr. Framwell said there was nothing from you. It nearly killed me, Joseph.'"

"However," he muttered, "they couldn't have all miscarried. I—Henrietta! I have it! Wait—I'll be back in twenty minutes," and the gentleman fairly ran out of the room. He laughed all the way downstairs, and she heard his bah-hahs between his sobs for Jimmy to bring back the trap. In a few minutes they rattled out of the grounds, and within the time he mentioned they rattled back again.

"Joseph," she said, "it's very funny, very, but it was almost the death of me. How did you come to do it?" "Why, Henrietta, love, when I once got out of your dear, familiar presence the old days came back completely. You were little Betta Shower, and—"

Book Publishing and Book Selling. The old comfortable idea about a \$1.50 book was that it was made for about seventy-five cents, sold to a jobber for about \$1, passed on by him to a retailer for about \$1.12, and then, neatly wrapped by itself, with a pleasant remark about the weather thrown in, sold to a waiting customer for \$1.50.

In speaking about good roads the other day Colonel Albert A. Pope said: "It is estimated that in New York City there are twelve thousand trucks, carrying on an average a load of a ton and a half for three miles on each of the business days of the year, and with an average daily cost of \$4 for each truck. This means sixty-five million tons transported one mile in every year for \$14,000,000, or about twenty-two cents a ton a mile.

Not counting the floating population of miners and fishermen and lumbermen, which stays in Alaska only from spring till early fall, or the various tribes of Indians, which are estimated to aggregate between 40,000 and 50,000, the actual white residents probably do not exceed ten thousand

White Men in Alaska. One of the greatest curiosities noted by travelers in Alaska is the wonderful haven of driftwood on the coast between Yakutat and Kyak Islands, some 1200 or 1500 miles northwest from Seattle. The constant deposit of logs and driftwood in this particular spot, which has been going on for hundreds, nay, perhaps thousands of years, is due to the phenomena of the tides, the Pacific Gulf Stream, the mysterious ocean currents and the peculiar formation of the shore lines at that point.

What Might Be Saved. The office of road inquiry in the Department of Agriculture has estimated that over \$600,000,000 might be saved annually in the United States by the construction of good roads. The statistics of the Department of Agriculture show the total amount of all kinds of grain raised in the United States. The amount consumed on the farms was estimated as being offset by a large amount of other articles hauled by farmers on the public roads.

His Grievance. It is no wonder the humorist feels bitterly toward the cooking schools, when these have all but eliminated the woman who thinks sponge cake is made of sponges. —Detroit Journal.

GOOD ROADS NOTES.

New York's Road Material. The State of New York enjoys one decided advantage in the work of constructing improved roads in the fact that it contains, within its own limits and pretty well distributed throughout its area, an ample supply of first rate raw material.

There are few counties in the State in which quarries of good road stone are not now in operation, and there are still fewer in which such quarries might not profitably be opened. On Long Island there is, we believe, no quarry, strictly speaking, but there are numerous deposits of gravel and bowlders, which may be utilized for roadmaking with admirable results.

The Hudson River region is thickly dotted with quarries of limestone, granite and trap. In the Catskill and Shawangunk mountains and along the Delaware and Susquehanna rivers and their tributaries bluestone is plentiful, with a liberal admixture of sandstone and limestone.

The value of these different stones for roadmaking varies, of course, but they are all good. Trap and granite are, no doubt, the best, the former because of its unrivaled binding or self-cementing qualities, and the latter because of its hardness and durability.

The Losses We Suffer. "It must be plain to any one who gives the matter thought that we suffer enormous losses each year as the result of bad roads," says Otis Dörner, chairman of the League of American Wheelmen Highway Improvement Committee. "But what do these losses really amount to, and how much would be saved, if we had uniformly good roads? We may say that it doesn't cost the farmer anything to market his crops, because he does all the hauling himself.

Our highways have been so constructed that draught animals can haul the maximum load at the minimum price, when the lowest freight rate and greatest freight convenience have been combined, or, in short, when we have secured a free interchange of commodities throughout the civilized world, we shall have insured peace and good will among the nations."

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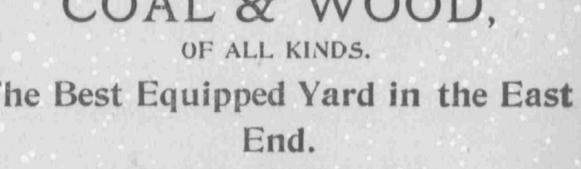
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