



National Aid.

COLONEL BROWNLOW, of Tennessee, is just now one of the busiest men in Congress. In addition to looking after affairs immediately affecting his district he has to attend to an immense correspondence resulting from the widespread interest in his road bill. In response to a request for an interview he said:

"Well, I am pretty busy, but I never get too busy to say something on the road question. Still, it doesn't appear to be necessary for me to say much regarding my bill, as the people and press of the country all seem to be talking for it. Before introducing the measure I never dreamed that it would meet with such universal favor. It is supported not merely by the rural and agricultural press, but by the great daily papers, whose circulation and support is found almost entirely in the cities. Look at this, for instance, from an editorial in the Atlanta Constitution, the leading Democratic daily of the South and one whose conservatism is well known:

"While national improvement of public highways may seem something of a departure, it is, nevertheless, but a return to one of the early policies of the Federal Government. Before the railroad was thought of the infant republic laid out and improved roads between important commercial centres. Congress voting appropriations and regulating the plan of work. After the railroad came there was no further aid of the kind for wagon roads, but Uncle Sam did not hesitate to help build a transcontinental railroad. It will not be forgotten, in this connection, that the Government expended a million or more in building the Chesapeake and Ohio Canal.

"It is a lamentable fact that road building as conducted by the average local supervisor is about as effective and lasting as water poured in a sieve. The first prolonged rain puts the wayfarer back into the same old slough of despond, hub deep, and in the spring the taxpayer proceeds as before. Macadam and other permanent roads are enormously expensive, though it is true that the average country township, where road working is respectably prosecuted in the course of years pays more for its treacherous dirt roads than it would have paid for a serviceable pike. However, the same argument will apply to the luckless individual who has to pay for a necessity on the installment plan. The rub is in getting together the funds to have done with the whole business at once.

"The Federal Department of Agriculture has already done good work along the line of road improvement, though mainly in an instructive way. It has constructed sample pieces of good roads for the edification of backward communities, and the 'good roads train' sent into the South last year was a valuable start of the educational propaganda. Representative Brownlow now proposes to extend the idea and clothe the department with some real authority in the premises. The Government is not only to instruct, but to foot half of the bills, the State, county or individuals to pay the other half. For purposes of construction the bill carries with it an appropriation of \$20,000,000, of which no State shall receive in and of construction a greater proportion than its population bears to the total population of the United States. The public interests seem to be properly safeguarded and every provision of the measure carefully thought out.

"The Brownlow bill has much to commend it, and it stands for a sound, worthy principle of Government, designed to benefit not a class, but the whole people. The good roads agitation is beginning to show results."

"Of course," resumed Colonel Brownlow, "the South is especially interested in my bill because of its retarded development along the line of highway improvement. Nevertheless, the idea of national aid seems to be equally popular in other sections. Here is an editorial from a leading Republican organ of the Buckeye State, the Cleveland Leader: In Ohio, it should be remembered, great progress has been made in the building of improved roads. The Leader says:

"It is nothing new to have efforts made in Congress to interest the Federal Government in the improvement and construction of roads in various parts of the country. That is naturally an old story, in a land deficient as the United States is in well made highways. But it is worthy of note that the pressure in the direction of national aid in road building is becoming stronger from year to year.

"This change will grow more important with the filling up of the country, especially with the increase in the number of city people who maintain rural or suburban homes. The necessity of calling upon greater resources than those of the strictly agricultural population for the development of an adequate system of good highways is certain to be more clearly perceived as the statistical side of road building receives more careful attention.

"To make good roads such as can fairly be counted on to resist the action of frost, intense heat and all the changes of the American climate, requires greater expenditures than rural taxpayers can properly be asked to make. The cities send an increasing army of pleasure seekers into the country every year, and such roads as are needed for their automobiles, horse vehicles and bicycles cannot be constructed without some use of the wealth ac-

cumulated in great centres of trade industry.

"It is difficult, of course, to arrange a satisfactory division of authority and financial responsibility between the nation, the States, and local governmental bodies in the building and maintenance of roads, but it is easier to solve that problem than it is to discover any way of making the United States what the leading countries of Europe are in the matter of public highways without help from the national treasury."

A FOOL PROOF CONTROLLER.

To Prevent Damage to the Trolley Car Equipment.

The tendency in modern design is to make all apparatus and methods of operation as nearly "fool proof" as possible. So much has either been damaged or destroyed, owing to the incompetency of operators, that it has been found expedient to surround apparatus, especially electrical appliances, with all possible safeguards.

Almost everything about an electric car is now fool proof, excepting, perhaps, the controller movement; but there has been recently introduced a device which renders this immune from injury by preventing motion from abusing and reducing the efficiency of the equipment of an electric railway. This device, which is known as the automotoneer, is mechanical in its action, and is placed in each controller for limiting to a predetermined time-limit the rate at which the controller can be advanced from one point to another. In principle, the automotoneer, says the American Electrician, is very simple. The movement of the control handle to consecutive points on the controller raises a piston which drives air out of an air dash-pot. The raised position of the dash-pot locks the controller handle against further advance, until sufficient time has elapsed for the piston to resume its normal position by the flow of air into the dash-pot. The rate at which this air flows can, of course, by the adjustment of the size of the inlet, and this adjustment determines the time that must be taken between points on the controller.

WORDS OF WISDOM.

He that can have patience, can have what he will.—Franklin.

Contentment gives a crown where fortune hath denied it.—Ford.

All cruelty springs from hard-heartedness and weakness.—Seneca.

The great man is he who does not lose his child's heart.—Mencius.

Good manners and good morals are sworn friends and fast allies.—Baird.

Sin has many tools, but a lie is the handle that fits them all.—Oliver W. Holmes.

We carry happiness into our condition, but cannot hope to find it there.—Holmes.

Prosperity is no just scale; adversity is the only balance to weigh friends.—Plutarch.

The more one speaks of himself the less he likes to hear another talk of.—Lavater.

He who will not take advice gets knowledge when trouble overtakes them.—Kaffir.

There is no tyrant like custom, and no freedom where its edicts are not resisted.—Bovee.

Ennui is one of our greatest enemies; remunerative labor our most lasting friend.—Mosser.

The chief constituents of what we call manhood are moral rather intellectual.—J. S. Kieffer.

The more we do, the more we can do; the more busy we are, the more leisure we have.—Hazlitt.

A Chocolate Drop Famine.

"Several weeks ago I had a letter from a lively young girl who is abroad," said a business man of great social talents, "and she bemoaned the fact she could not find chocolate drops on the other side. You can imagine how such an unhappy state of affairs, on the part of that American young woman, would appeal to the heart of any chivalrous man; so I made immediate preparations to relieve the chocolate famine across the water.

"Of course I could send her boxes of all kinds of chocolate creams, but I wanted to make the arrival of these longed-for confections a somewhat insidious surprise; so I took a brand new, great big trashy novel, well bound, which a designing clerk had foisted on me at the bookstore—'Frazzled Edges' was the name of it, I believe—and I had all the reading matter cut neatly out, leaving a broad, firm margin, which formed a nice box. This I packed full of fine chocolate drops, closed the covers of the book over them, and tied it with silver ribbons. I wish I could see that girl's face when she opens the express package. In a few days I am going to send her a larger consignment—to follow up the pleasant impression made by those packed in the book. When an American girl abroad wants American chocolate drops she ought to have them."—Detroit Free Press.

Old-Time Journalism.

Herbert Asquith paid a pretty compliment to the press at the London Newspaper Society's dinner in regard to its rapid collection of news. Nowadays the editorial task is winnowing rather than gathering. It was otherwise in the eighteenth century, when the Leicester Journal, for instance, had to send all its copy by coach to London for printing, so that its news was at least a week late when it appeared. It was sometimes later. For in one dry season the editor was reduced to printing the Bible as a serial and had reached the tenth chapter of Exodus before any news more recent than the Pentateuch had reached the office.

BILL ARP.

Kind friends, please forbear. I know that the time for compositions and debates and essays is near at hand, but I am sick and cannot help you this spring. I am weak and don't want to strain my mind. I haven't been out of the house but twice in three months. My wife and the doctor watch me and won't let me go. A few weeks ago I slipped off to my daughter's one pleasant evening and had to be hauled back in a buggy, for it is up hill to my house, and I was weaker than I thought. You see I had a sunstroke last June and have never recovered from it. Every night, if the weather is bad, I have to get up about midnight and sit by the fire and cough for an hour or two. But I can answer letters and have from a dozen to a score every day. It pleases me to answer the letters of the young folks, for many of them need help. I know that I did when I was away off at school. My father was an old school teacher and knew how to help me. He wrote nearly all of my junior orator's speech and I got credit for it, though I only crossed the 't's and dotted the 'i's and put my name to the end of it. But there are hundreds of boys and girls who have no help and I am sorry for them and so for many years past I have tried to help them. Some of them just want help a little, a few ideas, but others want the whole thing. In fact, one boy asked me to write him two so that he could take choice. Many of them forget to enclose a stamp and my postage account got to be such a burden that, as Rip Van Winkle said, "I swart off" and quit answering such letters. It is bad manners to write to a man on business that does not concern him and expect him to pay the return postage. I receive many long manuscripts with requests to read and criticize and return and tell where to have published and what the writer will probably get paid for them. I have two on hand, just received—no stamps enclosed—one is a grammatical curiosity. Hardly a line that does not contain bad grammar or a misspelled word. It takes nearly half a line for the word "speculates" and it has fourteen letters in it. The word angel is spelled angle, and yet the writer expects to get paid for the story.

The other manuscript is an inquiry into the race problem—no stamps—and it contains seventeen questions for me to answer. Another long letter on foot's cap writes of the good old times and says in conclusion that if I will answer it he will write me again and put his name to the next letter. There is no name to this. He is an Irishman, I reckon. One other request I wish to make about letters. Please place your postoffice address plainly at the top and your name plainly at the bottom. Many a time I have passed a letter all round the family trying to decipher the signature. Sometimes I have cut the signature off and pasted it on the back of the reply, thinking that probably the postmaster at the writer's home would recognize it. If the postoffice address is omitted and the postmark on the envelope is blurred, as it frequently is, it is impossible to know where a reply should be sent, and if I guess at it and guess wrong it goes to the dead letter office. Now, you young people must not forget these little things, for they are important, especially the stamps. Sometimes we literary men are greatly perplexed to know what to do with some letters. One more request. Do not write to me at Atlanta. I do not live there. My home is in Cartersville, and I thought that everybody knew it by this time. I have been living here over twenty years.

And now let me ask the good charitable ladies who seek to do something for some good cause to send no more endless chain letters to me. They are a nuisance and have annoyed me greatly. I thought that when common cheat and swindler, Joel Smith, of Monticello, Fla., was broken up and arrested the endless chain business had stopped, but of late it has revived and I received three last week. One of them started in Canada for a so-called missionary work and got all the way down to Louisiana and from there to me, waiting me to copy two letters and send ten cents in Christ's name, and under no circumstances to break the chain. Well, I broke it and shall break every one that comes to me, and shall burn the letters for they never contain any return postage. Some years ago the good ladies of Fredericksburg, Va., wrote to me, saying they wanted about \$300, or \$400 to place head stones to the graves of 260 Georgia soldiers who were buried there. I made an earnest appeal to our people and asked for a dollar from each good man or woman, and I raised \$300 in three weeks. Adjutant General Phil Byrd sent me \$2 all the way from New Brunswick. I bought the marble all lettered nicely, from the northern men who own the works at Marietta—bought them at one dollar each, which was less than the cost, for the company said they helped to put our boys there and they ought to help mark their graves. The railroads shipped them free. There was no endless chain in that business. Three thousand neglected Confederate graves, at Marietta! Our boys, our dead buried on our soil, died in defense of their homes, their state, their people. On the other side of the railroad are about as many who were trespassers on our soil—vandals who came as invaders with arms and torches, and their graves are marked with costly marble and adorned with gravel walks and flowers and evergreens, and there is a grand entrance to their city of the dead, all done by the national government, and a keeper employed. And yet it is now settled we were right and they were wrong. Oh, liberty and union! what crimes have been committed in thy name.

But Secretary Root seems to be a good man and is going to help us make up the roster, the muster roll of our living and our dead. Maybe he will get a little closer to us and help the Marietta people to make their Confederate graveyard just as elegant and ornamental as the one on the other side. Why not try him? Dead soldiers are not enemies to each other and if theirs could speak maybe they would say, "Give us your hand, brother." Is it not about time for our women to make an appeal to the government for aid in this patriotic work? Not only for Marietta, but wherever our soldiers are buried. Marietta has many northern visitors who spend their winters there and it seems to me if they brought along a heart and a soul with them, they would go to these ladies and say, "Here are ten dollars. Please mark ten of those graves for me." But I reckon most of them just bring their bodies and leave their hearts at home.

Why not do us our Mr. Granger did? Just as soon as our ladies started a move to build a monument to General Young and our Bartow heroes, he was the first to ask the privilege of subscribing \$25 to the cause. He has gotten it all back already in our good will and gratitude. He brought his heart with him when he moved down here and his wife brought her whole soul. She is always doing something for somebody.—Bill Arp in Atlanta Constitution.

Washington, Special.—Three men, in an automobile, attempted to ride up the steps at the east front of the capitol Wednesday. They reached the second landing, sixteen steps from the street, when the chain of the vehicle broke and it ran back but without accident. The man who acted as chauffeur gave the name of J. D. Hurlburn and said he was from Detroit, Mich. His companions did not give their names, but one of them said he was a police commissioner of Hartford, Conn. The chauffeur was arrested but later released on \$10 collateral.

Prank of Three Fools.

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Had Nine Wives.

Erin, Tenn., Special.—Archbishop Jones was convicted of bigamy in the Circuit Court and sentenced to three years in the prison. The evidence against the accused charged him with marrying nine women in as many different States. One of the wives from Kentucky and one from Tennessee were witnesses against Jones in the trial.

Two sanitary officers who were searching for plague cases in Mexico were murdered.

LABOR WORLD.

There are 142 union barber shops in Indianapolis, Ind.

Difficulty is experienced in procuring laborers at Iloilo, P. I.

There are 7130 members of organized labor in New Haven, Conn.

Retail grocery clerks at Cincinnati, O., have decided to organize.

Iowa records show 720 local unions in the State, with a membership of 45,900.

City carters at Toronto, Canada, will demand a substantial advance in wages.

Brockton (Mass.) electrical workers have procured a twenty per cent. increase in wages.

Efforts are being made at Toledo, O., to form a union of the trunk and traveling bag makers.

Shortsville (N. Y.) drill makers have received voluntary increases from ten to twenty per cent.

Eight hundred shipbuilders in the Humber (England) district have submitted to a reduction in wages.

The National Railway Clerks' Association, which was recently formed, has already a membership of 2000.

Union members in the boot and shoe trades were recently unemployed to the extent of 6.2 per cent. in England.

At the London (England) docks and wharves the average of employees for the past five years has been 16,254.

Efforts are being made to settle by arbitration the strike of the journeymen horse-shoers in New York City.

The street car men's union at San Francisco, Cal., has adopted a new wage schedule, to become effective May 1.

During 1902 33,695 men were employed in the mines of New South Wales, Australia, as compared with 36,615 in 1901.

Many of the unions that have been organized during the year at Providence, R. I., will make a demand for an eight-hour day.

NEWSY CLEANINGS.

Cuba will appropriate \$100,000 for the St. Louis Exposition.

French imports for January and February increased \$13,235,800; exports, \$8,553,200.

Officers of the Austrian Army have been ordered not to join the anti-dueling league.

The plan to purchase the friar lands in the Philippines may fail because of excessive prices.

The Old Home-Week Association, of Massachusetts, has chosen Governor Bates as its President.

The Famine Relief Committee for Finland had received \$258,000, of which \$85,000 was from America.

The Legislature of Illinois has been asked to appropriate \$100,000 for new uniforms for the National Guard.

Signal Corps men are arranging a wireless telegraph system between the forts along the Potomac River.

A college diploma is now prerequisite to entrance in the school of law, of divinity or of medicine at Harvard.

Mail steamers between Germany and Denmark are in touch with the land throughout the trip by wireless telegraph.

The other day a woman in Geneva lost a pocketbook containing \$40,000. It was found and returned by a lamp-lighter.

The chemical analysis of food products in North Carolina is said to have proved that thirty-five per cent. is adulterated.

Governor McBride, of Washington, has vetoed the bill providing a bounty of one cent per pound on all best sugar produced in the State.

By the rectification of the India and Tibet frontier, which has now been completed, 350 square miles have been added to British territory.



Miss Gannon, Sec'y Detroit Amateur Art Association, tells young women what to do to avoid pain and suffering caused by female troubles.

"DEAR MRS. PINKHAM:—I can conscientiously recommend Lydia E. Pinkham's Vegetable Compound to those of my sisters suffering with female weakness and the troubles which so often befall women. I suffered for months with general weakness, and felt so weary that I had hard work to keep up. I had shooting pains, and was utterly miserable. In my distress I was advised to use Lydia E. Pinkham's Vegetable Compound, and it was a red letter day to me when I took the first dose, for at that time my restoration began. In six weeks I was a changed woman, perfectly well in every respect. I felt so elated and happy that I want all women who suffer to get well as I did."—Miss GUILA GANNON, 359 Jones St., Detroit, Mich., Secretary Amateur Art Association.

It is clearly shown in this young lady's letter that Lydia E. Pinkham's Vegetable Compound will certainly cure the sufferings of women; and when one considers that Miss Gannon's letter is only one of the countless hundreds which we are continually publishing in the newspapers of this country, the great virtue of Mrs. Pinkham's medicine must be admitted by all; and for the absolute cure of all kinds of female ills no substitute can possibly take its place. Women should bear this important fact in mind when they go into a drug store, and be sure not to accept anything that is claimed to be "just as good" as Lydia E. Pinkham's Vegetable Compound, for no other medicine for female ills has made so many actual cures.

How Another Young Sufferer Was Cured.

"DEAR MRS. PINKHAM:—I must write and tell you what your Vegetable Compound has done for me. I suffered terribly every month at time of menstruation, and was not able to work. Your medicine has cured me of my trouble. I felt relieved after taking one bottle. I know of no medicine as good as yours for female troubles."—Miss EDITH CROSS, 169 Water Street, Haverhill, Mass.

Remember, Mrs. Pinkham's advice is free, and all sick women are foolish if they do not ask for it. No other person has such vast experience, and has helped so many women. Write to-day.

\$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness. Lydia E. Pinkham Medicine Co., Lynn, Mass.

Advertisement for Libby's Peerless Cottage Corned Beef. The ad features a woman in a hat holding a can of corned beef. Text includes: "Libby's PEERLESS COMPRESSED COOKED Natural Flavor Cottage Corned Beef". It also contains a testimonial: "We take our choice corned beef, cook it and season it—all done by experts—better than is possible at home. When just right we put it in cans to keep it right until you want it." and "Keep it in the house for emergencies—for suppers, for sandwiches—for any time when you want something good and want it quick. Simply turn a key and the can is open. An appetizing lunch is ready in an instant." The ad is signed "Libby, McNeill & Libby, Chicago." and includes the slogan "The man who is everybody's friend is his own worst enemy."

Advertisement for U.M.C. (Union Metallic Cartridge Co.) ammunition. The ad features the U.M.C. logo and text: "cartridges and shot shells are made in the largest and best equipped ammunition factory in the world. AMMUNITION of U. M. C. make is now accepted by shooters as 'the worlds standard' for it shoots well in any gun. Your dealer sells it. The Union Metallic Cartridge Co. Bridgeport, Conn." Below this is an advertisement for Weatherwise Slickers, featuring a fisherman and text: "WEATHERWISE IS THE MAN WHO WEARS TOWER'S FISH BRAND SLICKERS. A reputation extending over sixty-six years and our guarantee are back of every garment bearing the SIGN OF THE FISH. There are many imitations. Be sure of the name TOWER on the buttons. ON SALE EVERYWHERE. A. J. TOWER CO. BOSTON, MASS., U. S. A. TOWER CANADIAN CO. Limited, TORONTO, CAN."