

# AGRICULTURAL HINTS

## A FARMER'S ARGUMENT.

### He Takes a Really Sensible Stand on the Road Question.

If we study social and financial questions we find that, to a great extent, we fall over the stones we ourselves have laid in the way. There is no end of fault-finding—and justly so—over the money sharks, the combines, the greediness of public officials and politicians. There is no doubt that these, collectively in many instances, get fully one-half of the people's earnings. Of the remaining half one-half of that is lost to the farmer by weeds and vermin, by bad financial management, and by bad roads. These are the stones he lays in his own way, or allows to lie there to stumble over.

The farmers themselves are principally to blame for the poor and miserable condition of our country roads. The way of maintaining these roads is about the same that was customary in our colonial times, when any road was good enough, if rocks, stumps or holes did not make them entirely impassable for vehicles. It is very likely that more attention would have been paid to our country roads were it not for the introduction of railroads. What the railroads are for traffic on a large scale, so are our country roads for traffic on a small scale—alike beneficial to all people. It is a fact that railroads haul cheaper, and is it not a fact that railroads cost more? Is it not, likewise, a fact that railroads earn enormous riches out of the people by hauling for the people?

Now, if the farmer could haul his produce at half the present cost, how much would that save him? I do not know, some one may answer. Well, if I did not see the railroads I would not either. But the fact is, if we had good wagon roads all the year round, the hauling would not cost half what it costs now, besides the quicker trip and bigger load, and man, team, harness and wagon would last longer. The price for the load hauled would be better in winter and early spring than in mid-summer, when team and man are nearly suffocated by dust, and when they ought to be at home cultivating corn and potatoes; cleaning up around the hog house and yard, and making numerous other improvements.

The country road question is generally misconceived; therefore, insufficiently discussed, and will not be solved satisfactorily by old ways and means. Instead of treating it as a question of national economy, it is regarded as a local matter, for which there is a great lack of comprehension, or of means to solve or carry it out. In the far west, where the settlers build their homes far apart, nobody thought of arranging or maintaining regular roads. All road making was confined to poorly passable approaches to the railroads; very often, however, they found what a great damage an impassable road is. A great deal has been written about how to make farmers comprehend that it is in their own interest to maintain good roads. But it would seem to be all in vain.

Farmers are averse to the cost of constructing durable roads and not far-sighted enough to see the benefits they would derive from it. That the cost of constructing such a road is considerable, may be comprehended by everybody; but that it is as high as generally supposed is a mistake, and this seems to be the main reason that so little has been accomplished in this direction. Of course, the roads are repaired every year according to the nature and condition of the soil. Gravel will produce the best and cheapest roads; but is squandered in many places. We often see gravel put in places where the road is not sufficiently graded. There is mixed with the water in holes to a mush and entirely disappears in a few years. In many places gravel and stones are not to be had. In such cases the largest holes in the road are annually filled with dirt, by plow and scraper, and then left alone till the next year, and so ad infinitum. Here wide wagon wheels would be better than narrow ones: it is not to be wondered that the roads grow from bad to worse in some places.

The manner in which roads in Wisconsin have been maintained for many years is not a correct one, nor is the system of roadmasters. It should have been abolished long ago. These roadmasters are elected by acclamation, whether the man is competent to earn his salary or not; influence conquers, and often the beer-glass decides the election. To some it is great fun to elect somebody who does not want, and does not care for the office. In some places it is the rule, when hauling gravel in payment of road taxes, to load on as little as possible. If the roadmasters would see that every team hauled at least one cubic yard, considerably more would be accomplished. In some districts where capitalists live who do not work their road taxes themselves the cash is collected by roadmasters who promised to have the taxes worked, but most of it remains in his pocket, or is used to fumigate or irrigate the throat. A roadmaster who really and earnestly sees to it that every tax payer does his duty is seldom reelected.

If we want good roads we must elect men to the legislature who are interested in exacting more suitable laws.

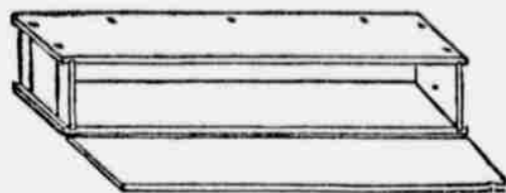
Things would be much different if, when a piece of road is to be made, the job was entrusted to expert and competent hands. Every roadmaster should be required to have a knowledge of bridge construction, with tools and the proper handling of the same. In nearly every state suitable material for the construction of good roads may be found, and if, in consequence of the great amount of labor, wages should rise, it would be far from a misfortune; the money would remain in the country, and every tax payer would have an opportunity to earn his money back again. It would not be long before the money invested in the construction of the roads, after going through numerous channels of trade, would find its way back to the pockets of those from whom it had been taken for a good purpose.

There should be permanently employed a few men with pick and shovel to make necessary repairs, drain the roads after heavy rains, etc. This would save considerable money to every town, and our roads would be in good condition. Now, as mentioned before, a great deal could be done to improve our roads; but such statements as we often hear—that "the roads are in worse condition than they were 50 years ago," is surely overdrawn. This is comparatively a new country and cannot compare with European countries. During the past 45 years, in our own town, we have cleared the land from heavy timber, stones and stumps, drained mud holes and swamps, built substantial barns and houses, raised blooded stock of all kinds, and kept the roads in as good condition as we know how. But laws that were all right in colonial times should be abolished, that we may keep up with the progress of the times.—A. Selle, in Rural World.

## MILK CAN TROUGH.

### A Convenience in Handling the Daily Dairy Product.

Where no better plan can be put to use, a good method of keeping milk is to build a milk can trough, as portrayed herewith. The trough is shown on its side with the lid open and down. It is of two-inch hemlock plank, eight feet long, two feet deep and 18 inches wide.



MILK CAN TROUGH.

This affords room for eight cans 22 inches in diameter and 16 inches deep. The trough is sunk in the ground in front of the pump curb, in such a position that all waste water is discharged into it and out through an opposite end, which aids in keeping the water cool during the day. The trough is emptied and refilled night and morning. A neatly-fitting lid of the same material fits to the top and on extra hot days several pieces of old carpet are thrown over the lid. To make it water tight two rods are fastened through each end and the nuts drawn up moderately tight. Before joining the edges together they should be daubed with white lead to more closely close up all the crevices.—Farm and Home.

## Flax is an Exhaustive Crop.

Some western farm journals are wondering why flax is not more grown than it is. The reason is that it is a very exhaustive crop and can only be grown profitably where fertility is little regarded or where there is good market for both fiber and seed. It is a good sign for western farmers that flax growing as it was practiced a few years ago is going out of their farm rotation. The stalk and fibre were always thrown away. Only the seed was marketed, and this sold so low that the raw seed, or, better still, flaxseed meal, was one of the cheapest fertilizers that can be used. Not until we have mills for making linen cloth and conveniences for separating the fiber from the stalk will flax growing be profitable in this country. When both seed and fiber can be sold the crop will pay for the heavy manuring it requires to keep the land fertile.—American Cultivator.

## Creameries and Good Roads.

The Mankato (Minn.) Free Press says that the establishment of creameries is becoming a potent argument for good roads. The daily trip to them with the milk must be made regardless of mud and wet or if the mud be ankle-deep—for milk is a perishable product. Then, even when the road is dry, the milk, of course, is injured by the churning received on the journey over the rough roads. The farmer is, therefore, beginning to perceive the direct money value of road improvement. The Free Press adds that the creamery is becoming the focus at which better roads center.

## New Brunswick Codfish.

The people of St. John's, New Brunswick, are lamenting the fall in price of their great staple, codfish, which now brings less money than for many years before. The fish caught by the French has become a successful rival of the New Brunswick cod and is driving the latter from the foreign markets. Whereas 139,535 quintals were exported, for instance, to Spain in 1887, last year only 25,546 quintals were sent to that country.—Chicago Inter Ocean.

## A HARVEST OF HUMAN HAIR.

### Millions of Pounds Every Year Get Tangled Up in Commerce.

Perhaps there is no staple article about which less is known by the average person than human hair as an article of commerce. It will doubtless surprise many when it is stated that the dealers in human hair goods do not depend on chance clippings here and there, but that there is a regular hair harvest that can always be relied upon. It is estimated that over 12,000,000 pounds of human hair are used annually in the civilized world for adorning the heads of women. In New York city alone over four tons of this class of goods are imported yearly.

"Not a little of the hair used in this country," said a New York dealer to the writer, "comes from the heads of American women and is fully as fine in shade and texture as the imported article. We had a big harvest during the craze that the fair sex had not long ago for having their hair cut short. Many thousands of women who then had their locks sheared have since bitterly regretted it, as in many instances their hair has grown so slowly that they have been compelled to wear a wig or a switch since the fashion changed. After the majority of women reach the age of 30 the hair seems to particularly lose its vigor, and if cut it will not grow long again.

"Two-thirds of the ladies nowadays use false hair more or less. The decree of fashion, or the desire to conceal a defect or heighten a charm, is the reason, of course. One woman, for instance, has a high forehead and wishes to reduce it in appearance. Another has worn off the front hair by continued frizzing, and would like to conceal the fact. Both make use of a front or top piece, with a choice of many styles.

"Ladies' wigs cost from \$20 to \$200. Half wigs, top pieces and switches, from \$10 to \$50, according to quality.

"The largest supply of hair comes from Switzerland, Germany and the French provinces. There is a human hair market in Merlans, in the department of the lower Pyrenees, held every Friday. Hundreds of hair traders walk up and down the one street of the village, their shears dangling from their belts, and inspect the braids which the peasant girls, standing on the steps of the houses, let down for inspection. If a bargain is struck the hair is cut, and the money paid on the spot, the price varying from 60 cents to \$5 in our money.

"A woman's hair may grow to the length of six feet. And I know a lady who has been offered and refused \$500 for her crown of glory, which is over six feet long. A single female hair will bear up a weight of four ounces without breaking, but the hair thus heavily weighted must be dark brown, for blond hair breaks under a strain of 2½ ounces. There are some 2,000 importers, manufacturers and dealers in human hair in the United States.—Washington Star.

## The World's Best Interests.

The trained ear can detect sounds inaudible to the untrained; the trained eye can see into beauties invisible to ordinary mortals; the trained hand accomplishes things impossible to gross manipulation. The heart trained to interests outside itself looks upon a new world. Without interest in others, a narrow life remains narrow; with it even a sick room may become the center of world-wide influence. The shepherd tending his wandering sheep, the miner working amid dangers, the farmer wrestling with difficulties, the wife at her unpaid labors—all can live transformed lives if they feel their share in the world's best interests.—Detroit Free Press.

## THE GENERAL MARKET.

KANSAS CITY, Mo., Sept. 21.	
CATTLE—Best heavy	4 25 55 15
Stockers	3 45 55 45
Native cows	1 75 55 25
HOGS—Choice to heavy	3 40 55 15
SHEEP	2 85 55 30
WHEAT—No. 2 red	90 55 91 1/4
No. 2 hard	83 55 85
CORN—No. 2 mixed	24 55 25
OATS—No. 2 mixed	18 55 18 1/2
RYE—No. 2	44 55 44 1/2
FLOUR—Patent, per barrel	4 90 55 50
Fancy	4 80 55 40
HAY—Choice timothy	7 00 55 7 75
Fancy prairie	5 25 55 5 75
BRAN (sacked)	43 55 43 1/2
BUTTER—Choice creamery	16 55 18
CHEESE—Full cream	8 55 8 1/2
EGGS—choice	19 1/2 55 19
POTATOES	60 55 75
ST. LOUIS.	
CATTLE—Native and shipping	3 85 55 20
Texas	3 25 55 4 10
HOGS—Heavy	3 80 55 4 30
SHEEP—Fair to choice	2 25 55 3 85
FLOUR—Choice	4 45 55 4 75
WHEAT—No. 2 red	94 55 95
CORN—No. 2 mixed	27 1/2 55 28
OATS—No. 2 mixed	19 1/2 55 20 1/2
RYE—No. 2	47 1/2 55 48
BUTTER—Creamery	14 55 19
LARD—Western mess	4 25 55 4 50
PORK	8 50 55 8 75
CHICAGO.	
CATTLE—Common to prime	3 85 55 25
HOGS—Packing and shipping	3 75 55 4 40
SHEEP—Fair to choice	3 50 55 4 85
FLOUR—Winter wheat	4 70 55 4 90
WHEAT—No. 2 red	91 55 92 1/2
CORN—No. 2	28 1/2 55 28 1/2
OATS—No. 2	19 1/2 55 20
RYE	47 1/2 55 48 1/2
BUTTER—Creamery	13 55 18
LARD	4 60 55 4 6 1/2
PORK	8 20 55 8 25
NEW YORK.	
CATTLE—Native steers	3 80 55 15
HOGS—Good to choice	4 20 55 4 60
WHEAT—No. 2 red	118 1/2 55 120 1/2
CORN—No. 2	21 55 24
OATS—No. 2	13 55 25
BUTTER—Creamery	13 55 18 1/2
PORK—Mess	9 75 55 10 50

## THE PRIESTS OF PALLAS.

### Grand and Imposing Parade, Tuesday, October 5th.

### The Most Beautiful Pageant Ever Presented—"Hans Andersen's Fairy Tales" Most Brilliantly Illustrated.

The Priests of Pallas will celebrate their eleventh anniversary Tuesday, October 5th, in a most elaborate and pleasing manner. Illustrating in an elegant and glittering series of (20) beautiful tableaux, "Hans Andersen's Fairy Tales."

The Parades of the Priests of Pallas have attained for Kansas City world-wide celebrity. In no other city have the festivities that grace this season of the year been organized on a scale of such thorough completeness and gorgeous magnificence.

It has been reserved for the Priests of Pallas to mold the festivities of the season into a grand and comprehensive system, and to present to the enjoyment of visitors, without fee or reward, public spectacles and pageants as brilliant and beautiful as the genius and skill of man and the lavish expenditure of money can produce.

Those who have not actually witnessed the parade of the Priests of Pallas cannot imagine its magnitude and beauty. All that grace of form, brilliance of coloring, dazzling splendor of lights, and the force of quantity and numbers, combined with rarest art, can produce in the way of scenic display is attained.

The management announce that beyond a doubt this parade will far excel and outshine any previous display.

All railroads have made very low rates for this occasion, good October 3d to 10th inclusive, and Kansas City extends a hearty welcome to all.

### After the Palling.

"If any of my friends call," said the candidate for congress, wearily, as he came down from his private parlor and walked up to the clerk's desk, "tell them I've gone out for a walk."

"Going to stretch your legs a bit?" asked the affable clerk.

"Just the other one," said the candidate sadly.—Detroit Free Press.

### Shake Into Your Shoes.

Allen's Foot-Ease, a powder for the feet. It cures painful, swollen, smarting feet and instantly takes the sting out of corns and bunions. It's the greatest comfort discovery of the age. Allen's Foot-Ease makes tight or new shoes feel easy. It is a certain cure for sweating, callous, hot, tired, aching feet. Try it to-day. Sold by all druggists and shoe stores, 25c. Trial package, FREE. Write to Allen S. Olmsted, LeRoy, N. Y.

### A Pretty Pair.

Cholly—Why do you wear bloomers?  
Carry—Well, I have a perfect right.  
"How's your left?"—N. Y. Journal.

### An Invitation.

Harry—A kiss is a drink of rarest nectar.  
Carry—Have one on me.—N. Y. Journal.

Marriage induced by bumps on the head is much better than divorce rising from the same cause.—Chicago Record.

**That Terrible Scourge.**  
Malarial disease is invariably supplemented by disturbance of the liver, the bowels, the stomach and the nerves. To the removal of both the cause and the effects Hostetter's Stomach Bitters is fully adequate. It "fills the bill" as no other remedy does, performing its work thoroughly. Its ingredients are pure and wholesome, and it admirably serves to build up a system broken by ill health and shorn of strength. Constipation, liver and kidney complaint and nervousness are conquered by it.

### Beginning Early.

Teacher—Now, children, can any of you define the word sarcasm? No? Well, it means saying one thing and meaning the reverse of it. Can anybody give me an example of that?

Little Willie—Yeth, I kin.  
"Well, Willie, you give me an example of sarcasm, then, showing you mean just the opposite of what you say."  
"Dod bless teacher."—N. Y. World.

### Largest in the World.

The Star tobacco factory at St. Louis is the largest in the world. The buildings are in two rows: 2400 feet on Park and 2400 feet on Folsom avenues, with a total width of 271 feet. You will discover the reason for this marvelous growth if you give Star plug tobacco a trial.

### All Women Are.

"Mrs. Jones is a very observing woman," said a Harlem woman, referring to her husband.  
"I guess you are right about it. I noticed last Sunday in church that she was a close observer," responded her husband, cynically.—Tammany Times.

### A Bright Idea.

Algy—I'd like awfully to know whether she'd marry me or not.

Reggie—Why don't you ask her, dear boy?  
Algy—By Jove, that's a good idea, I will. What a head you have, old man.—Yellow Book.

Fits stopped free and permanently cured. No fits after first day's use of Dr. Kline's Great Nerve Restorer. Free \$2 trial bottle & treatise. Dr. Kline, 933 Arch St., Phila., Pa.

Some people even think it is something to be proud of if they are in debt heavily to some prominent man.—Washington Democrat.

### To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets. All druggists refund money if it fails to cure. 25c.

No matter how well a man likes whisky, he likes to surprise people by telling them he has quit.—Washington Democrat.

After physicians had given me up, I was saved by Pisco's Cure.—Ralph Eriq, Williamsport, Pa., Nov. 22, 1893.

We know of nothing that is as hard to find as a matchbox in the dark.—Washington Democrat.

**Hall's Catarrh Cure**  
Is a Constitutional Cure. Price 75c.

A cablegram from Constantinople says that "the sultan wants time." He ought to have eternity.—Chicago Times-Herald.

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