

FRIENDS.

We who have lived so many days and have so many uneventful days to live. The pity of it, that we dare not give, out of them all, just one, when I and you might meet as comrades meet with clasp of hand.

A woman's wisdom. LANDOR was at his desk, which was near the open window. The window looked down on the ponderous, overwhelming traffic of South Water street.

Landor did not notice the turmoil. He had become accustomed to it many months ago. He was absorbed—but not in his work. The minute hand had crawled quite around the dial of the big clock in the corner since he had formed a figure on the ledger lying open before him.

A brown hand reached over his shoulder. A couple of letters fell on the open ledger. One—the one in the firm, characteristic feminine hand he had come to know—he tore open with fingers that were clumsy through haste.

The letter had not been intended for him! But it was of him. There was his name—his name in the writing of the woman he loved—to whom he had not dared to speak unless in sweet, wild verses which she never beheld.

"My Dear Friend—When you asked me lately if Landor Aldrich should do me the honor to ask me to be his wife—would I marry him—I gave you no reply. I will tell you now. I fear your opinion should be lightly formed.

There was a muffled cry. The letter was crumpled in fierce fingers. Then he lifted his bowed head, smoothed out the page and read on: "This, my friend, is why. He is not proving himself. He is an idler—a dreamer. With every avenue of success stretching broad and fair before him, he is content to pass hours occupying a purely nominal position in his father's office.

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most musical verses one can imagine. One must admire as well as love the man one marries. How can one admire the individual who saunters through life as though a charity fair? His degrees entitle him to a university professorship.

Aldrich put the letter in his pocket. He groped for his hat and gloves and went out into the fresh spring afternoon. Then he remembered the unfinished poem. He returned—made it with the glove and other little treasures into a packet, which he put in his breast pocket.

"I'm all right, sir. I want a word with you, though. Now will do as well as any time. Whom were you thinking of sending down to establish the branch of our house at Manila?"

Landor smiled with pale lips—but the smile was winning. "You should have more confidence in my father's son," he protested, gently.

But the news that he was to assume control of his father's business in the Philippines had been made public in the newspapers before he saw her again. Then it was to say goodbye. The hand she gave him was cold as ice—but she looked up at him with steady, unflinching hazel eyes.

"You are really good, then? It was no newspaper canard? How will you miss me?" "I hope you will. May I write to you, Katherine?" He had never called her Katherine till now.

There has not been since the opening up of the islands an affair which so interested the business men of Chicago and other cities as did the success of the great branch house of the Aldrichs in Manila.

"Katherine! Come away! How good you were to write—though so seldom!" "Do you know you are almost a hero?" she cried, quizzically. "All the old men are talking about the way you worked—and the results. I am proud I know you!"

He had been ill and lonely, and often depressed! Now the gates of heaven stood open. "You know why I have come back?" he whispered. "To think that if it were not for a letter I chanced to read, I might be mooning over verses in an office still—a letter it was not intended I should read!"

Her white lips lifted. "How do you know it was not intended for you to read?" Then she laughed softly and long. He wondered why.—Buffalo Enquirer.

Proposed Celebration. A national celebration of the 200th anniversary of the starting of a newspaper in America will take place in 1904, owing to the suggestion of Mayor Nichols in an address before the State Editorial Association at Wilkesbarre, Penn. The association appointed a committee to confer with the associations of other States, and if possible bring it about. In the course of his address Mayor Nichols said:

A Scotchman succeeds the gifted Irishman, Sir Charles Russell, as Lord Chief-Justice of England.

The effort to save the redwood forests of the Santa Cruz Mountains, California, is worthy of praise and encouragement.

Two cargoes of Pennsylvania soft coal have been shipped from Philadelphia to Russia within a few weeks. Not long ago any one who would have predicted such a possibility would have been regarded as exceedingly visionary.

Until a few years ago Minnesota accorded the right of suffrage to civilized Indians certified by district courts to be fit for the exercise of the suffrage. In Florida a requirement of suffrage was enrollment in the local militia.

It is related of the late C. P. Huntington that a young man once called on him to sell some much needed rails at \$75 a ton. Mr. Huntington said he had rails to sell himself, amused the caller by a half-hour's chat and got him to sell at \$68 a ton.

As an experiment the University of Missouri this year organized a summer course in agriculture, mainly for the benefit of persons who were ambitious to become instructors at agricultural experiment stations or to take charge of large ranches in the West.

The art of advertising has a few fixed rules. People read "ads" not for amusement, but to secure information; and the man who has a house, a medicine or any kind of merchandise to sell or services to offer to the public does the most essential thing when he says so simply, directly and persistently.

The industrial rehabilitation of Cuba is strikingly illustrated by the fact that the exhibits made by her people at the Paris Exposition have won no fewer than 147 prizes, states the New York Mail and Express. In view of the chaotic conditions which have prevailed in Cuba since the close of the war and the extreme difficulty of preparing anything like a representative display of the island's products, this record is altogether remarkable.

The London Court Journal: Not for nearly eighty years has there been such a small time force in the United Kingdom as at present. There are now at home only four cavalry regiments—the First Dragoon Guards, Second Dragoon Guards, Seventh Hussars and the Twenty-first Lancers, exclusive of the Household Cavalry and its present strength of about eight hundred men; and eleven battalions of infantry.

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SNAILS' TEETH.

They Run About 30,000 to the Snail. But 4000 or So Are Used at One Time. "It is a fortunate thing for man and the rest of the animal kingdom," said the naturalist, "that no large wild animal has a mouth constructed with the devouring apparatus built on the plan of the insignificant-looking snail's mouth, for that animal could devour anything that lives. The snail itself is such an entirely unpleasant, not to say loathsome, creature to handle that few amateur naturalists care to bother with it, but by neglecting the snail they miss studying one of the most interesting objects that come under their observation."

"Any one who has noticed a snail feeding on a leaf must have wondered how such a soft, flabby, slimy animal can make such a sharp and clean-cut incision in the leaf, leaving an edge as smooth and straight as if it had been cut with a knife. That is due to the peculiar and formidable mouth he has. The snail eats with his tongue and the roof of his mouth. The tongue is a ribbon which the snail keeps in a coil in his mouth. This tongue is in reality a band saw, with the teeth on the surface instead of on the edge. The teeth are so small that as many as 30,000 of them have been found on one snail's tongue. They are exceedingly sharp and only a few of them are used at a time—not exactly only a few of them, but a few of them comparatively, for the snail will probably have 4000 or 5000 of them in use at once. He does this by means of his coiled tongue. He can uncoil as much as he chooses, and the uncoiled part he brings into service. The roof of his mouth is as hard as bone. He grasps the leaf between his tongue and that hard substance, and, rasping away with his tongue, saws through the toughest leaf with ease, always leaving the edge smooth and straight."

"By use the teeth wear off or become dulled. When the snail finds that this tool is becoming blunted he uncoils another section and works that out until he has come to the end of the coil. Then he coils the tongue up again and is ready to start in new, for while he has been using the latter portions of the ribbon the teeth have grown in again in the idle portions—the saw has been filed and reset, so to speak—and while he is using them the teeth in the back part of the coil are renewed. So I think I am right in saying that if any large beast of prey was fitted up with such a devouring apparatus as the snail has it would go hard with the rest of the animal kingdom."—Chicago Tribune.

Dogs on English Highways. Many dog owners seem to be unaware that they are responsible for the proper behavior of their pets in public places. It is of the commonest occurrence for some cur to dash into the roadway, to bark and snap at a passing trumper or cyclist, without any attempt being made by the animal's owner to call it to order. Only in very rare instances, either does it receive punishment, even of the slightest kind when it returns from the foray. The natural result is, of course, that it feels encouraged to repeat its misconduct, and the evil habit becomes so ingrained as to be incurable. It is only charitable to assume that the compliance with which the owners regard these performances is the product of ignorance. In their eyes, the outbreak is nothing worse than a lively demonstration of harmless playfulness. Ladies are especially apt to take that view; they cannot believe that the frolicsomeness of their canine companions may imperil human life. That is the case, nevertheless; only a few days ago a farmer was killed near Bedford through the horse he was driving taking fright at an aggressive dog and upsetting the trap. Even pedestrians are sometimes assailed by objectionable curs; while many a cyclist has come to grief in his endeavor to keep clear of a bounding, snapping dog. It is the owner who is mostly to blame; the propensity can easily be eradicated by swift and sharp chastisement at every repetition of the offense.—London Globe.

Steamers to Run on the Dead Sea. "The Dead Sea, which for thousands of years has been a forsaken solitude in the midst of a desert, on whose waves no rudder has been seen for centuries," says United States Consul Winter, at Annaberg, in a letter to the State Department, "is to have a line of motor boats in the future. Owing to the continued increase in traffic and the influx of tourists, a shorter route is to be found between Jerusalem and Kerak, the ancient capital of the Land of Moab. The first steamer, built at one of the Hamburg docks, is about 100 feet long, and already has begun the voyage to Palestine. An order has been given for the building of a second steamer. The one already built and on the way is named the Prodomos (that is, forerunner), and will carry thirty-four persons, together with freight of all kinds. The promoters of this new enterprise are the inmates of a Greek cloister in Jerusalem. The management of the line is entirely in German hands. The trade of Kerak with the desert is to-day of considerable importance. It is the main town of any commercial standing east of the Jordan and the Dead Sea. Its population consists of about 1800 Christians and 6000 Moslems. The merchants of Hebron are among the chief frequenters of the markets of Kerak."

The Vainest People. A French explorer has discovered on the west coast of Africa what he regards as the vainest people on earth. They are the Pahomins, a warlike tribe, whose main employment is the adornment of their persons, chiefly by means of tattooing. Great ingenuity is also exhibited in dressing their hair.

Irrigation in Central Asia. It is announced that the Russian Government has decided upon irrigating an area of about 150,000 acres in the Syr-Darja district, along the River Syr, and along the Turkestan Railway. The amount of three million rubles has already been appropriated for this purpose. Up to the present time this district is but thinly populated, but it is hoped that with the land being made fit for agriculture, Russian peasants will settle down there more readily than has hitherto been the case. Russia is exerting herself to the utmost to keep on good terms with the Emir of Bokhara; and it was only a few months ago that he was presented with a fine parlor car. Last year the Russian Government also built him a new palace.

Rice Throwing. The custom of throwing rice at weddings originated in China.

Good Roads Notes.

Roads in Florida. R. M. O. ELDRIDGE, acting director of the office of public road inquiries of the Agricultural Department, went South to attend and address a good-road convention recently held at Orlando, Fla., and to examine the tropical conditions under which good roads are now being built in various parts of that State.

In an interview with a Washington Star reporter Mr. Eldridge says: "In spite of the great freeze of 1895, which almost paralyzed the orange industry of Florida, the people of that State have built, under these trying conditions, hundreds of miles of good roads. These highways are as durable and perfect as the stone and gravel roads of some of the Northern States, and on account of the luxuriant tropical growth which borders them on every hand they are as beautiful as any highways I have ever seen, not excepting the masterpieces of the road builder's art which traverse the rocky slopes of the Alps. The most remarkable thing about these roads is the cost, which is only about one-sixth as much as the stone and gravel roads of the Northern States."

Roads fifteen feet wide are being constructed in Orange County in the vicinity of Orlando and Winter Park for \$500 per mile, and where convict labor can be had (which fortunately is very scarce in Florida) good roads have been built for \$250 per mile. This remarkably low cost is due to the fact that these roads were built by simply mixing the sand, of which the original roads were composed, with clay, which has been discovered at various points in the State. A large deposit of this clay was discovered near Bartow, and many of the streets and roads in Orange County have been built by mixing Bartow clay with sand, which when placed upon the prepared sand foundation and rolled so consolidates and cements together as to form a compact and smooth surface. After these roads are once built they are not worn and cut to pieces like the highways of the North, due to the fact that no deep freezes occur to disrupt their surfaces and foundations in winter, and that the water flows rapidly to the sides of the road during continued rains and sinks into the sandy soil alongside. Another reason why these roads do not wear rapidly is that many of the vehicles in Florida, even the buggies and light spring wagons, have been provided with wide tires, and have thus become roadmakers. As a result of wide tires and good drainage some of the streets of Orlando, Fla., which were built over ten years ago of sand and clay, are as good, if not better to-day than they were when they were built."

Some of the Advantages. In speaking about the advantages of good roads a prominent official of the League of American Wheelmen says: "If there is a method of accomplishing twice as much as heretofore with a given amount of effort, it is to the farmer's interest to discover and adopt it. Economy of labor means additional acres which he can find time to make productive. The only way to compute the value of labor is to inquire what it would cost if it had to be purchased. It has been found that if the farmers of the United States had to pay someone else for marketing their crops it would cost them on an average twenty-five cents every time a ton was hauled a mile nearer to market. In other words, it costs twenty-five cents a ton a mile. I say on an average, for its costs considerably less in many localities. Yet it costs sufficiently more in many others to make it average as large as stated. Taking an average of the number of miles traveled it costs on an average \$3.02 a ton from the farm to the railroad station. It costs only \$1.87 in the Northern and Eastern States, but in the Pacific coast and mountain States it runs up as high as \$5.12. This, of course, is for the value of the farmer's time and that of his team and wagon, or what he would have to pay someone else, at a fair price, to do his hauling for him. How was all this found out? It is the result of careful inquiries made by the United States Department of Agriculture and of estimates received from farmers throughout the United States in reply to 10,000 requests for such information. These inquiries were made for the simple purpose of getting at the facts so that farmers might know what could be saved by the building of good roads, and might better be able to determine how much they could afford to spend for building them."

How Caviar is Made. The making of caviar is a simple process. It can be prepared in any household convenient to a sturgeon fishery. In fact, under these conditions only is it had in absolute perfection, for the longer it is kept either sealed in glass or tin the more rapid its deterioration. It is for this reason that the caviar eaten in Russia, where it is served from the original packages, is so far superior to that procurable elsewhere. In the caviar of commerce the roe as soon as it is taken from the fish is placed in tanks, when it is carefully washed. Then it is rubbed through screens until the eggs are separated. The last process, or rather next to the last is the packing in salt in kegs, and the keeping of it cool in ice or cold storage until it reaches the canners, who seal it in tins or in bottles for export. This is all the manipulation that it undergoes. When prepared for household use the leaching, separation of the eggs and packing in fine salt are all that is necessary. There is but one way of serving it and that is on toast or brown bread and butter or as canapés with lemon juice and a little olive oil. It is the only aliment that admits of but a single method of culinary treatment.

The Fagot Party. A popular summer house amusement is called a fagot party. Every guest is required to contribute to the evening's entertainment. A song, a recitation, an anecdote or a story may be the part chosen, and at the close a vote is taken on the best and a prize awarded.

CONDUCTOR HAD NO SENTIMENT.

Never Saw Incidents of Human Interest on His Car. "P-r-r-r-ump," went the car, as, slipping foot by foot, it came to a grudging stop. The young man waited until the stop was absolute. Then, with delicate, feeling footsteps, he had put himself upon the rear platform of the Broadway cable car, it started with a jerk of sulky defiance.

Up his sleeve a pencil was held like a dagger of intelligence. In the palm of his other hand a bit of paper folded to an inch surface deftly hid itself. The hour was late and few passengers saw it. Solemnly and long he looked at the conductor. Then, while pencil itched palm, he spoke: "Conductor?" "Well."

"I suppose you see a great many interesting things on your car?" "Hadn't noticed it." The pencil, which had slipped furtively to the palm, jumped back repulsed. Its owner went on: "In the early morning hour don't some pathetic scenes occur?" "None."

"Aren't there interesting characters that take your car at a certain corner every night?" "None." "I suppose there are some strange character contrasts on board the early morning cars, rich and poor?" "Eh?" "I mean a rich man sits opposite a poor man? The good with the bad?" "Ain't seen it."

"C-r-r-r-ik" came from up the young man's sleeve. The heart of the pencil was broken. "Then there's really nothing interesting ever takes place on a Broadway car?" "None." The dusty breeze following in the wake of the car swept the unresisting bit of paper into its vortex. The questioner stepped off into the street, half way across which the car, with a chuckle of grip, wheels, and brake, flung him. A fat passenger spoke: "One of those blame human interest fiends."

"Yep," said the conductor. "P-r-r-r-ump-r-r-r-um" went the car.—New York Times.

WORDS OF WISDOM.

When you have faults do not fear to abandon them. It is a beautiful necessity of our nature to love something. Benevolence is to love all men—knowledge is to know all men. Learning without thought is labor lost; thought without learning is perilous. If a man take no thought about what is distant he will find sorrow in store. He who speaks without modesty will find it difficult to make his words good. Remember this—that there is a proper dignity and proportion to be observed in the performance of every act of life. Practice complete relaxation of brain, nerves and body. Use one-half the will force in this as in other things and you will succeed. The moral courage that will face obloquy in a good cause is much a rarer gift than the bodily valor that will confront death in a bad one. Education does not mean teaching people to know what they do not know. It means teaching them to behave as they do not behave. It is painful, continual and difficult work, to be done by kindness, by watching, by warning, by precept, and by praise, but above all, by example. Where vindictiveness is shown we may be sure that there is a lack of moral sense. It is somewhat curious to observe also that the vindictive have seldom any real wrong to revenge. They very often imagine the injury they seek to return in kind or distort the circumstances which gave rise to the injury, real or supposed.

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