

FALLEN INTO ELD.

I sit before my window
And watch the sun rain;
The hand of age is on me,
And weakness grows to pain.

But O the lonely morning!
And O the dreary night!
Ah, life itself should follow
When love and hope take flight.

No happy days await me,
No joy that all must crave;
The only path before me
Ends in an open grave.
—Ninette M. Lovater, in New York Sun.

A DOG OF RUDDY COVE.

By Norman Duncan.

ME was a Newfoundland dog,
born of reputable parents at
Back Arm and decently bred
in Ruddy Cove, which is on
the northeast coast. He had black
hair, short, straight and wavy—the
curly-haired breed has fallen on the
island—and broad, ample shoulders,
which his forebears had transmitted to
him from generations of hauling
wood.

perceived, for the sea was choppy and
the bluffs sheltered the inshore waters.
"Will fetch the harbor on the next
tack," Billy muttered to the Skipper,
who was whitening in the bow.

He was heavy, awkward and ugly,
resembling somewhat a great draft-
horse. But he pulled with a will,
fended for himself, and within the
knowledge of men had never stolen
a fish; so he had a high place in the
hearts of all the people of the Cove,
and a safe one in their estimation.

"Skipper! Skipper! Here, by!"
The ringing call, in the voice of a
young Billy Topsis, his master, a
fisherman's son, never failed to bring
the dog from the kitchen with an
eager rush, when the snow lay deep
on the rocks and all the paths of the
wilderness were ready for the sled.

At the peep of many a day, too, he
went out in the punt to the fishing
grounds with Billy Topsis, and there
kept the lad good company all the
day long. It was because he sat on
the little cuddy in the bow, as if
keeping a lookout ahead, that he was
called the Skipper.

He looked about for the punt. She
had been heavily weighted with bal-
last and he feared for her. What was
he to do if she had been too heavily
weighted? Even as he looked she
sank. She had righted under water;
the tip of the mast was the last he
saw of her.

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The dog was now upon him—pawing his
back. Billy could not sustain the
weight. To escape, that he might
take up the fight in another way, he
dived again.

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He turned on his side and set off at
top speed. There was no better swim-
mer among the lads of the harbor. Was
he a match for a powerful Newfound-
land dog? It was soon evident that
he was not.

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He came to the surface prepared to
diverge again. But the Skipper had dis-
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giving was yet on the boy's lips, when
the dog's black head rose and moved
swiftly toward him. Billy had a start
of ten yards—or something more.

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Why Railroads Help.

VERY few months reports are
published concerning exhibi-
tions of road building ma-
chinery or mass meetings to
discuss road construction, held under
the supervision of railway companies.
It is of no small interest to examine
into the reasons which have led one
railroad to appoint a permanent good
roads agent, another to transport over
its lines a trainload of machinery
with which object lessons in economi-
cal road building are given at various
towns, and many companies to offer
special rates for transportation of
plant for highway improvement. Presumably
these corporations are not doing this
solely for philanthropic motives, but
because they recognize that the high
cost of transportation over poor roads
diminishes the farmer's ability to
market all but the most valuable part
of his produce and his power of pur-
chasing return freight; or, in other
words, good roads are a necessity to
wealthy farmers, and not only wealthy
farmers, and many of them, the railway
revenues on local business are small.

The census returns for the State of
New York show that the decrease in
population in the last decade was 2201
in Wyoming, Livingston and Allegheny
counties. The special train which
took the New York members of the
American Society of Civil Engineers to
the recent convention at Niagara Falls
passed through parts of these counties,
and some of the members remarked
on the fact that in spite of manifest
advantages of soil and climate farming
is gradually decreasing, and lands
formerly under cultivation are now
going back to brush and weeds. The
reason for this may be complex, but
one of the most influential is surely
the defective roads, which not only put
an additional burden on the cost of
transporting, but also isolate each farm
and increase the difficulty of social
intercourse. This latter influence is
much greater than is usually recog-
nized, for men, women and children
are gregarious animals, and the hermit
and recluse are rare.

Moreover, the lack of good roads is
depriving these counties of a very
considerable revenue from tourists and
pleasure seekers. Their scenery is
beautiful, their climate attractive, but
their highways keep out the visitor.
Switzerland learned this lesson long
ago, and has built up an enormous
income from tourists by good roads
and good hotels. Western New York
has, of course, no Chamouix, Zermatt
or Interlaken, but it has more pictur-
esque scenery than that to be found
along the Oberalp and Albulas passes
from Andermatt to San Moritz. Hosts
of tourists take the latter tedious two
day journey who would never think of it if a magnificent high-
way did not make the long diligence
ride as comfortable as the smoothest
roadway and the easiest of stages per-
mit. Throughout this entire distance,
moreover, there is rarely a farm in
sight, the hamlets are very small and
there are only a few villages. It is
self-evident that without the high road
and its well-kept branches the country
would be deserted. If a similar road
extended through the three retrograd-
ing New York counties, with less ex-
pensive but nevertheless good branches
to the neighboring villages, it is safe
to say that the income from travel-
ers and summer visitors alone would
soon pay the cost of maintenance
and reconstruction, to say nothing of
the increased wealth of the farmers
through cheaper transportation.—Engineering Record.

Macadam Machines.

The construction of macadam roads
on a large scale has naturally im-
posed a great impetus to the develop-
ment of rock crushing apparatus. The
first steel rock crusher was built two
years ago and a gradual improvement
has since gone hand in hand with an
increase of capacity. The most mod-
ern plants not only crush the stone
but elevate it and separate it into sizes.
The stone crushers weigh from two
to eight tons each, require for their
operation engines of from twelve to
twenty-five horse power and give a
product of from eight to thirty tons
of crushed stone per hour. For separ-
ating the crushed stone into differ-
ent sizes rock makers usually use a
portable storage bin which weighs
2500 pounds and has three compart-
ments, each of which will hold four
tons of stone, and which are provided
with discharging chutes on either side
so that wagons can load from both
sides if necessary. For separating the
crushed material into various sizes
screens of different types are avail-
able. One of the most interesting
forms of this apparatus is the revolving
screen, which revolves on either a
shaft or on rollers and into which the
stone passes. Some of these screens
are fifty-six inches in diameter, and
inasmuch as each screen is punched
with holes of two different sizes, three
different sizes of product are obtained,
one size passing through the one-inch
holes, a second size passing through
the two-inch holes, and the largest size
passing out at the end of the screen.

Steam Road Rollers.

A class of machine in which great
improvement is noticeable is the steam
road rollers. The principles on which
the newest machines are constructed
is to make the wheels, which are ab-
solutely necessary to carry the ma-
chine, act as the rollers proper. Road
rollers range in weight from five to
nineteen tons, and on the larger sizes
the driving wheels are about seventy-
six inches in diameter and have a
facial measurement of from twenty
to twenty-six inches. Rapid road
building is still further facilitated by
the use of spreading wagons, dump
wagons, road plows and other im-
proved forms of apparatus which are
largely automatic in their operation
and which contribute to an economy
of time and money.

COMMERCIAL REVIEW.

General Trade Conditions.

R. G. Dun & Co.'s Review of Trade
says: Despite some drawbacks, the
business situation continues satisfactory,
with especially good news from man-
ufacturing centers. Special lines were
stimulated by seasonable weather, but
the same influence affected other ad-
versely. Although manufacturers of steel
have stubbornly resisted inflation of prices,
the urgency of consumers has attracted
more importations. Distant deliveries
are undertaken by domestic producers,
but, where immediate shipment is re-
quired, it is often impossible to prevent
foreign markets securing the business.
Textile mills are well occupied and the
lack of accumulation in first hands
gives a strong tone to the market,
though there is much evidence of con-
servatism among buyers. While the size
of the cotton crop remains uncertain it
must exert a quieting influence on
goods. "Bradstreet's" says: Wheat,
including flour, exports for the week
aggregate 3,702,368 bushels, as against
3,639,679 bushels last week and 3,770,000
bushels in this week last year. Wheat
exports July 1, 1901, to date (31 weeks)
aggregate 165,345,320 bushels, as against
114,778,372 bushels last year. Corn
exports aggregate 427,477 bushels, as
against 319,344 bushels last week and
4,477,432 bushels last year. July 1, 1901,
to date, corn exports are 21,862,355
bushels, against 11,447,3 bushels last
year.

Business failures in the United States
for the week number 303, as against 292
last week, 238 in this week last year,
171 in 1900, 207 in 1899 and 295 in 1898.

LATEST QUOTATIONS.

Flour—Best Patent, \$4.90; High Grade
Extra, \$4.40; Minnesota Bakers, \$3.25-
3.45. Wheat—New York No. 2, 87 1/2¢; Philadel-
phia No. 2, 85 1/2¢; Baltimore No. 2, 85 1/2¢. Corn—New York No. 2, 68 1/2¢; Philadel-
phia No. 2, 65 1/2¢; Baltimore No. 2, 65 1/2¢. Oats—New York No. 2, 48¢; Philadel-
phia No. 2, 51¢; Baltimore No. 2, 50 1/2¢. Hay—No. 1 timothy, large bales, \$16-
20; No. 2 timothy, \$14.50-15.00; No. 3
timothy, \$13.00-13.50. Fruits and Vegetables—Apples—West-
ern Maryland and Pennsylvania, packed,
per brl., \$3.00-3.50; do, New York, as-
sorted per brl., \$3.50-4.50. Cabbages—New
York State, per ton, domestic, \$11-
12.00; do, Danish, per ton, \$13.00-
14.00. Carrots—Native, per bushel box,
10¢; do, per bunch, 1 1/2¢-2¢. Celery
—Native, per bunch, 33 1/2¢. Cranber-
ries—Cape Cod, per brl., \$7.00-7.50; do,
Jerseys, per brl., \$5.00-5.50; do, Cape
and Jerseys, per box, \$1.75-2.00. Potatoes—White Maryland and Penn-
sylvania, per bushel, No. 1, 75¢-80¢; do,
seconds, 65¢-70¢; do, New York, best,
80¢-85¢; do, seconds, 65¢-70¢; do,
Western, prime, 80¢-85¢. Sweet Potatoes—Eastern
Shore, Virginia, kiln-dried, per brl.,
\$2.50-3.00; do, per four brl., \$2.50-3.00;
do, Maryland, per brl., fancy, \$2.50-
3.00.

Provisions and Hog Products—Bulk
lard, 7 1/2¢; sides, 9 1/2¢; bulk clear sides,
9 1/2¢; lard, shoulders, 9 1/2¢; bulk clear
sides, 9 1/2¢; bulk fat backs, 14 lbs and
under, 9 1/2¢; bulk bellies, 10 1/2¢; bulk
man butts, 9 1/2¢; bacon, shoulders, 10¢;
sugar-cured breasts, small, 11¢; sugar-
cured breasts, 12 lbs and over, 10 1/2¢;
sugar-cured shoulders, blade ends, 9 1/2¢;
sugar-cured shoulders, narrow, 9 1/2¢;
sugar-cured shoulders, extra broad,
10 1/2¢; sugar-cured California hams,
1 1/2¢; hams, canvased or uncanvased,
12 lbs and over, 12¢; hams, canvased or
uncanvased, 10 lbs and over, 12 1/2¢; hams,
uncanvased or uncanvased, 15 lbs and over,
12¢; hams, skinned, 12¢. Dressed Poultry—Turkeys—Hens,
good to choice, 15¢-16¢; do, hens and
young toms, mixed, good to choice, 14¢
11¢; do, young toms, good to choice, 10¢
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