

Jacklin on Dogs

By Opie Read

A bird hunter, having become enraged at his dog, seized him by the collar, snatched up a stick and administered to him an unmerciful beating. On the fence not far away sat old Jim Jacklin, and he called to the hunter: "By the way, there, when you get through with that dog, if you ain't in too big a hurry to go some where else, I'd like to say something to you. I have an idea that it may do you good."

"I don't know that I've got any too much time for you, old man," the hunter replied.

"Well, I didn't ask for too much time. I won't take me long to tell you what I think."

The hunter came slowly forward, and at the same time two of his companions, having overheard what had been said, came out of the corn field and, speaking pleasantly to the old man, waited for him to proceed with their friend. The dog, true to the instincts of his generous master, came to renew his promises of eternal fidelity.

"What is it you want with me?" the hunter inquired. "As I said before, I haven't much time."

"Ah, ha," replied the old man, "but you've got the time to quit your business wherever it may be and to come over here and to hunt 'em my land without ever havin' asked for the permission."

"I beg your pardon, sir. I didn't know this was your land."

"Yes, that's the trouble with such fellows as you are—you never know. However, I don't mind your huntin' on my land, but as long as I pay taxes on it you shan't beat your dog on it. Don't be impatient, now, and listen a minute to what I've got to say. I don't set myself up as a lecturer, you understand, but once in a while I drop into a talk, if that's all right, it up, and the occasion happens to do so just at present. Why did you beat the dog?"

"Flushed a bird when he had no business to."

"It came out of his eagerness, and his cabinmate I reckon. And you say he was a workin' for you, too. Sometimes you get so excited that you shoot too quick, don't you? Ah, ha, I'll bet you do. But you lay it to the kindness of your blood and don't look on it as a crime. But you think that your dog ought to have a fair trial, and a reader exercises a reasonable amount of reason. And as a general thing, I bet he has."

"Here's putting it on you, Jim," said one of the companions. "Go ahead, old man, we'll make him take it."

"Oh, there ain't much to take—just a little talk that may do him some harm. Every man knows that he ought

I've Been Thinking

By Charles Battell Loomis

Nothing is more confusing to a person's sense of propriety than to take quickly from the advertising section to the body of the magazine and back again as if he were reading the editorial picture of the weather for the sake of showing that a bath tub can be ornamental as well as useful, and referred to the headline New England says, and we Anglo-Saxons are shocked. There is no other name for it. It is very demoralizing, and it hurts rapidly, back and forth. One would read the stories first and take comfort in the thought that no decent editor will allow an article in pictures any kind of violation that would not go at Ashby Park. Then let him read the headline and turn the leaves, and get lost to the tragic ladies. It is still Anglo-Saxon, but it is advertising, and the conditions are different in that regard.

A friend of mine who has been reading the magazine's feelings actually cut out a number of the advertisements in the form of a magazine that has led up to a higher civilization for 20 years or more and when I saw he had done it I explained him. I said: "Good, old man, they let out of the the-scientific chap with flannel-lined trousers and a red flannel lady and each one of the bath tub drawing scenes devised by the staff artists of that magazine and I finished for good half hour. We Americans will stand for sensibility in the wrong place. It is all very well at the opera or at a ball or a swager dinner, but in the body of a reputable magazine the day's work should come when it will be considered respectable. And the advertisers themselves will be the first to agree with me.

Back to your editorial tub, oh lady of the bath. We who are reading the serials will not look upon you."

(Copyright by James Pott & Co.)

After-Effects of the Grip. Dr. Clouston of Edinburgh said it seemed as if his disease of whose effects there was any doubt, would have such far-reaching evil effects as this one, and among its sequelae he enumerated nervous energy, melancholy, neurasthenic conditions, premature senility, various forms of paralysis, neuritis, and general incapacity for work.

Silence and Speech. Silence is deep as Eternity, speech is shallow as Time.—Carlyle.

Miss Smarto—You don't seem to think very much of Mr. Jorkins, yet you are with him 'till dead.

Mr. Swells—Oh, I know he's an awful idiot; but what can one do? His political views are the same as mine.

Among Fishermen.
This great dispute
Two men were writing;
Is a picker a picker,
Or is a picker a picker?
—Detroit Free Press.

Net a Chip of the Old Block.
"You was Job, do you, young man?" said the manager of the department store.
"Yes, sir."
"Are you willing to begin at the foot of the ladder?"
"No, sir," answered the applicant.
"That's the way my father began, 25 years ago, and he's still carrying a load. I want something a little higher up than that."

"No, mister, you had'n't put him in the packing department, on the top floor.—Chicago Tribune.

She Was Skeptical.
They were alone in the parlor scene—he was holding down an easy chair and she had the sofa all to herself.
"I thought," she said, "you were something of a mind reader."
"So I am," he replied.
"Well," she said, as her eyes rested on the unoccupied end of the sofa, "I believe it."—Chicago Daily News.

Picked Them Up as He Went Along.
"And what," asked the Sunday school teacher, "is your name?"
"Arthur Henry Brown Williams," answered Joyce Brown Cowley.
"Glad to know you," said the teacher. "How did your parents ever happen to give you all those names?"
"They didn't give me all of them," the student replied. "Chicago Record Herald."

The Real Thing.
The Colonel—Did you notice how naturally the soldiers stormed the battery in that military drama last night?
The Major—Yes, and it was due to their long training. Most of them have been drummers for years.—Chicago Daily News.

What She Is.
"Mrs. Tetazzini is a very personable, is she not?" asked Mrs. Olds.
"No, replied her Boston, pushing a cold silver cuspidor back from the edge of the \$1,000 rug. "I think I could do a better job."—Chicago Record Herald.

A Fruitless Scheme.
"The Indians here just that explain it to you."
"How come that?"
"So many were here that the Indians married her to keep her safe family."—Baltimore American.

If You're a Good Loser.
"There's a shame between me and society. What is the best way for me to cross it?"
"Bridge."—Baltimore American.

Grand Trunk Railway System

West-bound from Birmingham

Nx 19—Grand Rapids Local	7:45 a. m.
Nx 20—Grand Haven Local	7:52 1/2 p. m.
Nx 11—Grand Rapids Local	7:52 1/2 p. m.

East-bound from Birmingham

Nx 16—Detroit Local	7:11 a. m.
Nx 18—Detroit Local	7:46 a. m.

Sold wide continental terms of cash on delivery (except shipping charges) are accepted by New York (and Philadelphia) via Niagara Falls by the Grand Trunk-High Valley Route.

*Daily, except Sunday.
†Stops on signal.
M. T. CRANE, Agent.

Put Your Money In a New Country

The Pacific Coast extension of the Chicago, Milwaukee & St. Paul Railway now under construction, opens to the settler thousands of acres of excellent agricultural land. The new country in Adams, Hettinger, and Bowman Counties, North Dakota, and Bath County, South Dakota, is now reached by the new track. The soil is a dark loam with clay subsoil, and produces in abundance wheat, oats, barley, speltz, flax, corn and potatoes. The land is well adapted to farming, good water is found at a depth of from twenty to fifty feet, and the whole country is underlaid with lignite coal that crops along the streams, and in most cases can be had for digging.

The climate is healthful, the air is dry and invigorating, and the percentage of sunny days is high. Outdoor work can be done almost every day in the year. Rainfall is amply sufficient to raise the crops. Regular mail service has been established, the roads are good, rural telephone lines traverse the country, and automobiles are in common use. The deeded land in this district sells for from \$10 to \$15 per acre. There are many instances this year where the crop equaled in value the cost of the land.

In Butte County, South Dakota, there is considerable government land open for homestead entry. Government land offices are maintained at Lemmon, Hettinger and Bowman, where filings and final proofs may be made. All of these towns are on the new line of the

Chicago Milwaukee & St. Paul Railway

In Montana, the new railroad traverses good farming land. It has been demonstrated that big crops of grain may be raised. Along the Yellowstone and Musselshell rivers, the water is used for irrigation, and phenomenal yields of alfalfa, sugar beets, and grain, are always certain. In the Judith Basin near Lewistown, Montana, is one of the most remarkable sections to be found on the new line. Under natural rainfall, the famous bench lands produced this year an average of 35 bushels of hard wheat to the acre, and the price was 94 cents per bushel. The basin contains about 1500 square miles and is sparsely settled. Some government land still remains open for settlement. A government lead stock is maintained at Lewistown. In Fergus County, outside the Judith Basin, is one of the greatest stock countries in the world, and good ranches can be purchased at a reasonable figure.

The Chicago, Milwaukee & St. Paul Railway Co. has established an immigration department for the purpose of assisting in the settlement and development of the new lands now being opened. Pamphlets descriptive of its resources will be forwarded free on request.

F. A. MILLER
General Passenger Agent,
CHICAGO

GEORGE B. HAYNES
Immigration Agent,
95 ADAMS STREET, CHICAGO

FOLEY'S HONEY AND TAR

The original LAXATIVE cough remedy.

For coughs, colds, throat and lung troubles. No opium, no non-alcoholic. Good for everybody. Sold everywhere.

The genuine FOLEY'S HONEY AND TAR is in a FELLOW package. Refuse substitutes.

Prepared only by Foleys & Company, Chicago, ALL DRUGGISTS.

The Northern Navigation Co.
Tours of the Great Lakes and Georgian Bay
"A Fresh Water Sea Voyage"
For Sault Ste. Marie, Port Arthur, Fort Ste. Charles, and Duluth.

Steamers leave Sault Ste. Marie, Ontario, on Monday, Wednesday and Friday. Friday Steamer going through to Duluth.

1,500 MILES OF LAKE TRAVEL.

"THAT GEORGIAN BAY TRIP"
Includes Mackinac Island, Sault Ste. Marie, Manitowish Island and all the 30,000 Islands.

Reached by no other steamer. Fishing, camping, canoeing, and other interesting excursions. Healthy climate and excellent steamer service.

Tickets from all Railway Agents.
For literature and information address C. H. NICHOLSON, Traffic Manager, Sault Ste. Marie, Ont.

The Grand Trunk R'y System

Enables you to

CELEBRATE THE 4TH

Tickets will be on sale July 3 and 4. Return limit July 6, 1908. Ask your Local Agent for particulars.

4 Per Cent Interest Paid on Deposits

From and after June 1, 1908

PONTIAC SAVINGS BANK

Capital and Surplus, \$ 68,000.00

ASSETS, 600,000.00

S. S. MATTHEWS, Pres. F. H. HALE, Vice-Pres.

CRAMER, SMITH, Cashier.

THE WATER WAY BETWEEN DETROIT AND BUFFALO

THE D. B. LITTLE CO. has the honor to announce that it has secured the right to operate a regular service of steamships between Detroit and Buffalo, Michigan, and to connect with the Great Lakes and St. Lawrence Rivers, and to provide for the transportation of passengers and freight between these points.

Regular service will be maintained to Buffalo and Niagara Falls, twice weekly every week, and to Detroit and Sibley, once weekly every week.

RAIL TICKETS AVAILABLE ON STEAMERS

All tickets available on the Detroit and Buffalo Steamship Co. are subject to the same conditions as those of the Great Lakes and St. Lawrence Rivers, and to the same regulations as those of the Great Lakes and St. Lawrence Rivers.

DETROIT & BUFFALO STEAMBOAT CO.