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DWIGHT, ILLINOIS

Offices in Tock Bldg

POSTOFFICE NEWS

For the information of a good many we would say the present postmaster was first appointed by President McKinley, March 1, 1898, and took the office April 15, 1898, relieving James Kelagher, who had been in the office four years and fifteen days; was reappointed twice by President Roosevelt and once by President Taft, and his time expires in April, 1914, provided he serves his time out, which every appointee has for thirty years or more. At the time of appointment the yearly receipts on the postal departments were less than \$9000. The Leslie E. Keeley Company and other institutions grew and the receipts grew with prosperity, until there are only three offices in the United States of the population of Dwight in which they reach so large an amount. At the present time The Keeley Company, Frank L. Smith, First National Bank, Bank of Dwight, Public Service Co., The Spencer Hay Press Co., and the Dwight Star and Herald Co. pay considerably more than a majority of the receipts. In 1902 the city was given city carriers and the office placed under civil service. Shortly after two rural routes were placed in service and three others were added and then another clerk

was added. Under civil service now are the assistant postmaster, three clerks, three city and five rural carriers. When the postmaster was appointed his assistants were James Seabert, Mrs. W. G. Dustin, shortly afterwards Irwin H. Baker was appointed and Earl Losee's appointment followed. They have all been faithful and efficient employees, and the same can be said of the present force. No one under civil service can be removed only for cause. There has never been anyone removed from the Dwight office except by resignation. The postmaster is the only fellow who will have to take a walk and he, undoubtedly, will about April, 1914. He expects to and is satisfied, and will probably be found about four doors south, with others, running one of the best newspapers in this part of the country. He feels very thankful to the people generally.

Parcels Post.

It is only three weeks until Uncle Sam's new venture, the country wide Parcels Post will be put into operation. Contrary to the policy followed in instituting the Postal Saving System, this new departure will be started on the first day of January, 1913, simultaneously in every postoffice in the United States, Alaska, Hawaii and Philippines, while Postal Savings was instituted at first only in one postoffice in each state and only recently

has the Department finished their labor of installing a Postal Savings Depository in every postoffice of the first, second and third classes and at some fourth.

The rates of postage on Parcels Post packages will be governed by their weight and the zone in which they are addressed for delivery. Each postoffice and rural carrier will be supplied with a Parcels Post zone map and guide which will designate the zone for any postoffice in the country, so that it will not be necessary for the general public to memorize any table of tariffs, but any rate may be ascertained at the postoffice in a moment.

The main features for the public to remember are that distinctive Parcel Post stamps must be used on all fourth class matter beginning Jan. 1, 1913, and that such matter bearing ordinary postage stamps will be treated as "Held for Postage."

That matter must be mailed only at the postoffice.

That all parcels must bear the return card of the sender; otherwise they will not be accepted for mailing.

The rate on small parcels; not exceeding four ounces in weight; will be one cent per ounce. The rate on parcels mailed at the local postoffice for local delivery on rural or city routes will be five cents for the first pound or fraction thereof and one cent for each pound thereafter.

The weight limit is eleven pounds and parcels must not exceed 72 inches in combined length and girth.

The difference in the rate of local postage and zone rates in the parcel post is very perceptible. For instance, the local rate for eleven pounds is 15 cents, while in the fifty mile zone rate it is 35 cents. This ought to help the country merchant. The local rate is applicable to parcels intended for delivery at the office of mailing or on any rural route starting therefrom.

Matter of Credentials.

"I am honest, intelligent, discreet, industrious, and capable of making friends," said the young man who was looking for employment. "Well," replied Senator Sorghum, "you ought to get along; although I have seen a lot of men go before conventions with those same recommendations and fall to get more than a complimentary vote."

Ordeal for Brides.

A peculiar and barbaric marriage custom of the Kabyle women of Africa consists in the martyrdom of the bride, who, clad in her wedding finery, stands through an entire morning against a pillar in the village square. Her eyes are closed, her arms pressed to her sides and she has only the narrow base of the column for a foothold. Meanwhile a ring of villagers criticise and comment on her appearance.

ROAD ITEMS

A quarter section of Livingston county land, paid for, a modern house, a tenant house, hard roads and an auto, and you can enjoy life better than a king. More pleasure, more recreation, more pure air and food, less worry than in village life, more privacy; you are living closer to nature. Every hard road is a suburban line for the auto owner. Why live in congested quarters? With hard roads the auto owner can live twelve to twenty miles from his work.

The general government makes large appropriations for the maintenance and enlarging of the Navy and Army, for the crop bureau, harbor and river improvements, lighthouse maintenance, for postoffices, for geological surveys, collecting and sending out samples of seeds (for political patronage), land grants to railroads, subsidizing merchant marine. How much for the farmers? Rather, how little?

Maintenance of roads is our greatest expense. It should be, as with all economical construction, that the first cost is the greatest and maintenance a minor item. It will be the same with good roads; the first cost of construction will be the most expensive; then maintenance will be lessened, likewise transportation over said road.

In most good road writings and speeches we are told the autoist needs this, that and the other kind of hard or good road. The autoist! The tourist! Is it not a fact that one hundred farmers to one autoist use our public roads? I say everybody needs good roads, the man who walks, the bare-foot boy, the bicyclist, the young man and his lady friend on their Sunday afternoon or evening drive, the land owner, the producer and the consumer. Our public roads are for all to travel over wherever and whenever they choose. Cheaper transportation tends to cheaper living. Every public road is a highway of transportation. It is the beginning and the end, likewise a trunk line in transportation. The American farmer, when he has greatest producer and consumer is no commodity to transport business becomes stagnant. When will you awaken, Mr. Farmer, to the fact that your greatest need is better transportation facilities from your farm to town?

Daily Thought.

The great difference in men is not in moral judgments, but in moral loyalties.—Williams.

