

# THE LEGACY OF A JOYOUS YOUTHTIME

By Laura Jean Libbey.

Our lives are albums written through, with good or ill, with false or true, and as the blessed angels turn the pages of our years, God grant they read the good with smiles, and blot the ill with tears.

Putting an old head on young shoulders never has been accomplished, and never will be. How could one expect an innocent, playful kitten to be as wise as those of its kind who have summered and wintered life? How could one expect the little lamb gamboling over the pen to fear the fate of those who have gone before, or the little speckled trout to be as wary as the older fish that have successfully dodged many a bait set for their undoing?

Youth knows none of life's perils. It is satisfied with the pleasures of today. It thinks the sun will always shine and joys are always to last. One's duty is to warn the young where the shoals and pitfalls lie. But will they heed? Not they. Warnings and scoldings come in one ear and go out the other. That's the proclivity of youth not to want to hear anything unpleasant. While girls should not be brought up with the idea that they are human butterflies and joys are all that is worth while in life, the cares that are thrust upon their young minds should be offset with an equal amount of

pleasures. Care-free, happy youthtime is theirs but once. It should be made the most of. After-life hold much that will cause them to be serious enough.

Parents should make an effort to keep the home so attractive for their daughter that she would be pleased to invite her young friends there. It is a great satisfaction for parents to know just what kind of companions of both sexes their daughter takes to. The home roof is always a safe meeting place. Those who are denied companionship at home may grow out of the desire for bright, happy friends about them, becoming morose and dissatisfied. The happy girl grows into a contented, satisfied woman. She has had what joys happy girlhood has had to offer and is content to enter the most serious path of life. She who never had her youthful fling feels that the world owes her something; that she has been cheated of her rightful dues. Those with whom a girl is surrounded make her happy or unhappy. All duty and cares thrust upon her make her a dull girl. Use caution in checking laughter on a girl's lips. It comes from her heart. Parents should give their daughters all the pleasures in reason which they can afford. Let them have, if you have nothing else to leave them, the legacy of a joyous youthtime.

## SOME SMILES

A Disappointed Admirer.

"What is your wife's opinion about woman suffrage?"

"Well," replied Mr. Meekton, "I'm kind of disappointed. She takes any old banner they hand her and just stands around without saying a word on the merits of the question."

No Info to the Enemy.

"I wish to see Mr. Jones about a bill."  
"He's away on vacation, sir."  
"Did he leave any address?"  
"Yes, sir. For bill collectors it's 'Somebody in America.'"

A Matter of Color.

He (of Yale team)—Yes, our family dates back to the Normans. Blue blood counts for something.  
She—It won't count much with pa; he's a Harvard man.

Fleas Wouldn't Do.

He—Don't you ever give your dog any exercise?  
She—Of course. I feed him every few minutes with bone bits just to make him wag his tail.

None Available.

"Do you read a sensational fiction?"  
"No," replied Mr. Weery. "I read all the fiction I can find. But I haven't yet discovered a sensation."

Both.

"A man should always look twice before taking a chance."  
"Are you referring to matrimony or to eating a cold storage egg?"

He Knew His Master.

Persons coming out of the Grand Central station's carriage side in New York recently noticed a little white fox terrier with such a clean coat, trim collar and pert, anxious expression that he won countless words of greeting from the passengers. Perhaps even patted him—men, women and children—many of them about to step into waiting automobiles. The dog was merely annoyed by the attention, for he continued to watch the doors alertly and neither growled nor wagged his tail at the kindly disposed passengers. Little girls offered him candy, excellently dressed women asked him what his name was and men with luxurious automobiles tried to whistle him into a life of luxury. He seemed to be a stone pup. At a quarter past five a man in blue overalls and carrying a large, oily bundle and glistening dinner box came out from the baggage room. The hitherto stationary dog leaped into the air, barking with all his might, bismersmelled and tried to knock the big freeman over. This happened to be the man he was waiting for.

Sparrows Are Useful.

A protest against wholesale sparrow slaughter is justified on purely economic grounds, asserts the London Chronicle. It has been calculated from careful observation that a pair of sparrows during the period of feeding their young destroy above 3,300 caterpillars in a week, besides other insects. The ravages of those caterpillars would have been more serious than those of the sparrow family which feed on them. It was, in fact, proved that the "small bird clubs," so common during part of the last century, did more harm than good.

An Ideal Training Camp.

The offer made by Mrs. Edith Stuyvesant Vanderbilt to turn over to the government her vast estates at Billmore for use as a training camp is a patriotic move. The estate is in the heart of the Blue Ridge mountains of western North Carolina, at an altitude of something over 2,000 feet, and among its advan-

## ATHLETICS ONCE MORE ARE WINNING RESPECT OF FOES

Connie Mack, the Silent Leader, Has Laid Foundation for Another Great Team in Philadelphia.

More and more the efforts of Connie Mack, silent leader of the Athletics, are gaining respect among the big leaguers. The prediction made by himself when he began to whittle off



Connie Mack.

the stars with which he had won several world's championships, that he would be back in the race by 1917, has now been realized, but he has succeeded in making the name Philadelphia once more one to be feared in the American league.

Discussing Mack and his newly made team recently, Bill Donovan said that he would rather play almost any club in the league than send his men into a contest against the Mackmen. "They won't win any pennant this year," Donovan commented, "but they're going to fight mighty hard for every game they go into. From this time on they're going to improve. I'm a mighty mistaken student of this national pastime if the Athletics are not found kicking considerable dust around before the end of the 1918 campaign gets here."

Donovan figures and so does every other baseball manager who has had a glimpse of him—that Ray Bates is one of the finest players the minor leagues have yielded in many a day. He also believes Witt the equal of any shortstop in the American league, with the possible exception of Roger Backlund, his own short fielder. Second base is a problem, but McInnis is fully the equal, perhaps the superior, of any man being first base duty.

"There isn't a thing wrong with that outfield of Connie Mack's," Donovan ruefully remarked. "I only wish I had a pair of those birds working for me. I might have a chance to win a pennant before he makes the going so rough."

Where is the manager who wouldn't like to have Bush Myers and Noyes pitching for him; and where, oh, where can you find a big leaguer who wouldn't spend several thousand dollars for Willie Spauld?

The foundation has been built for another fine baseball team in Philadelphia. Managers and baseball men everywhere believe it is due.

Washington's Bowery.

Pennsylvania are we. In your expectation the Broadway of Washington, is more or less its Bowery, since proprietors, aware that the government will soon take over their holdings, see no object in improving them, says a writer in the Century. Dowdy hotels bid for lodgers at 50 cents a night; 25 cents, even. Shop windows teem with

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## "Captain of the Trenches" in Dugout on Firing Line

A number of wounded soldiers recently had been landed at a southern port in England, when one of them was overheard to say to a comrade: "There's no mistake, one does meet some sporting padres at the front. Near B—I met one who seemed to be a kind of free lance. Battalions came and went, but he stayed on in his dugout in the second line as if he'd settled there for life. He knew that part of the line better than any man living, every nook and cranny in it, and when any party got fagged and wanted a guide nobody could help them as well as the padre. And I'm bound to say nobody could have been more willing to help. He labeled his dugout 'The Vicarage.' One day two men belonging to a draft fresh out from home—Cockneys they were—came along the trench. 'Look here, Bill, if 'ere ain't a bloomin' vicarage!' said one to the other. 'Out pops the padre at that, with half his face lathered, as he was having a shave at the time. 'Yes,' says he, 'and here's the bloomin' vicar! What can I do for you?' Imagine how the Tommies looked! They say that padre applied officially to be appointed 'Captain of the Trenches.' Well, he belonged, all right; he was one of us!"

## Knee Breeches for All Men May Be Style After the War

One of the possible results of the great war is the reform of men's dress. The trousers that bag at the knee are coming into disrepute, owing to the fact that so many million men wear knee breeches as they fight.

Even the kilts of the Scotch, which there has been a disposition to ridicule, are found to be most useful on the fighting line, says the Columbus Dispatch. For men of action knee breeches are more comfortable and less cumbersome, and soldiers are asking why men have been content all these years to wear stovepipe casings on their legs. And they are the men who are going to exert influence after the war. Their disinclination to return to trousers and their example, together with the fact that other people have become accustomed to seeing men in knee breeches, may put trousers out of business altogether.

There is going to be a new world after the war, and knee breeches for men may be a part of it.

## Health Hints.

Wearing the same weight underclothing the year around will save you a lot of colds.

Your nose, not your mouth, was given you to breathe through.

Clean skin, clean socks, clean underwear every day.

Don't sit still with wet feet. Walk until you have a chance to change.

Never let a day pass without covering four miles on foot.

See how high you can hold your head and how deeply you can breathe whenever you are out of doors.

Getting mad makes black marks on the health.

Envy, jealousy and wrath will ruin any digestion.

Nature never punished a man for getting his legs tired. She has punished many for getting their nerves exhausted.

Repeted investigations of accidents at places where highways cross railroads at grade show that many of these accidents are due to the failure of drivers to slow down as they approach the crossings. For this reason some public officials believe that the roads should be so constructed at the most dangerous crossings that drivers must reduce speed to a low rate.

The California railroad commission has recently sent to a number of cities and counties six plans for accomplishing this, with a request that they be tried or at least criticized. In each case there is a conspicuous signal or sign in the middle of the road near or at the crossing, and the driver must swerve to one side to reach the track. In some of the plans, the driver must make an abrupt right-hand turn and another left-hand turn before the track is reached, so that slowing down is compulsory and not voluntary.

## Flashlights.

Sometimes might makes it mighty uncomfortable for right.

The trouble with public life is that it isn't nearly so public, as a rule, as it should be.

Success is just doing a little bit better today the things that were done fairly well yesterday.

It's easy enough to get along in this world. It's only the fellows who want to do it the easiest way who make hard work out of it.

The trouble with the man who walls that he was led astray is that he probably made no particular effort to travel in the right way.

As a rule, gratitude, before and after a favor has been done shows about as much difference as the before and after patent medicine advertisements, with the conditions reversed.

Some Advancement.

However, the assurance from the photographers' convention that wedding group pictures are still in vogue does not indicate that civilization has not advanced. The bridegroom no longer puts a cigar in his mouth and keeps his hat on when the picture is taken.

The Better Fighter.

"Do men who admit that he kin be scared," said Uncle Eben, "generally puts up a better fight dan de man shat's allus bludin' 'bout what a hero he is."

## HOBBS HAS NEW FOE

Railroad Bridge Guards Are Making "Travel" Uncertain.

## ROUGH GOING FOR FLOATERS

Pulling a Tramp From Underneath Freight Car Is Chief Diversion of National Guardsmen in State of Kansas.

The floating population, or the migrating laboring class, as James Ends (Howe) is wont to call it, is going to have some rough going this summer.

In former years the "floaters" had only tramps, and now and then a special railroad policeman, to contend with while heading a ride on the railroads, says a Fort Riley (Kan.) Dispatch to the Kansas City Star. But now he has a bitter enemy, an enemy who just dotes on pulling an inoffensive "working man" out from under a freight car, or from a blind baggage. In fact, that is this enemy's only recreation week in and week out.

The hobo's new foe is the National Guardsman who has been called into federal service, and whose chief duty is guarding railroad property. The railroad bridges all through Missouri and Kansas are closely guarded, and the Guardsmen are aided by big locomotive searchlights stationed on each end of most of the bridges.

Hobo a Trespasser.

Orders have been given out that no one is to be allowed upon a railroad right of way, and it takes a pass to cross a railroad bridge. This order has been interpreted to mean that a hobo sleeping peacefully in a freight car is a trespasser. The railroads have always contended that he is, but they have always had to put up with him, more or less.

But now hoboes' days have come to an end. There aren't any more "jungles" down near the stockyards in the small towns where the hoboes used to gather and cook their "mailigan." The "jungles" around the bridges have all disappeared. Hoboes always congregated where there is water, even though the general opinion is that they never use any of it.

Guardsmen's Only Diversion.

About the only diversion the Guardsmen have is chasing hoboes off the trains, and they certainly try to do their duty. The other day nine "Weary Willies" were chased off a passenger train at Manhattan. They drop off at Topeka, Kansas City, Lawrence, Leavenworth, and every other place where there is a bridge under guard. It probably will be hard on the wheat farmers this summer, but it will be doubly hard on the "floating population."

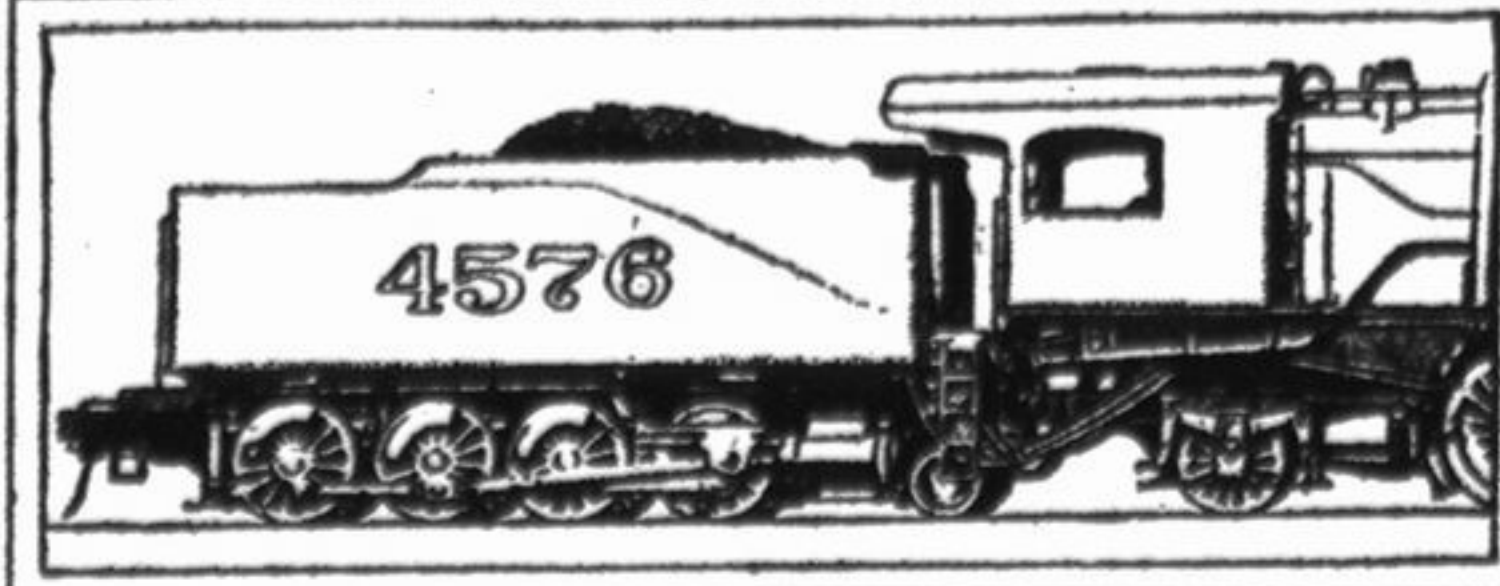
## DRIVER MUST REDUCE SPEED

New Plan Inaugurated in California to Prevent Numerous Accidents at Crossings.

Repeted investigations of accidents at places where highways cross railroads at grade show that many of these accidents are due to the failure of drivers to slow down as they approach the crossings. For this reason some public officials believe that the roads should be so constructed at the most dangerous crossings that drivers must reduce speed to a low rate.

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## SIXTEEN DRIVING WHEELS ON LOCOMOTIVE



## USING DRIVING WHEELS ON ENGINE TENDER

The latest thing in locomotives has drivers under the tender as well as under the cab and boiler. This disposition makes it possible to equip a single engine with no less than 16 driving wheels. The set of eight, under the tender, has its own pair of cylinders. In fact, the first machines of this type, used on the steep grades of a Southern railroad in North Carolina, were made by mounting tender tanks on the machinery of discarded locomotives. The first of the new type of duplex engines was put upon the road about a year ago, and it proved to be so satisfactory that seven such locomotives have been turned out of the company's shops at Spencer, N. C. The number of trains has been reduced, though the total tonnage is considerably greater, and the speed of the train's run has been increased.

By the use of specially designed carriers, the tanks of the tenders were mounted where the boiler of the engines had formerly been. With 7,500 gallons of water and 12 tons of coal the auxiliary engine carries a weight of 173,000 pounds as a maximum, the minimum being about 100,000 pounds. This duplex engine has a drawing power of 64,000 pounds, as against 46,000 for the single engine formerly used. Steam is carried to the cylinders under the tender by flexible piping. The main or forward engine runs on superheated steam and the rear on either saturated or superheated steam.

Shower for Pigs.

Many pigs die from becoming overheated in the cars while in transit. This is being taken care of by a western railroad company by providing a shower bath attachment in the cars for cooling the pigs off at regular intervals.

The Pennsylvania railroad will employ girls and women in many branches. The Northern Pacific will also use women, to help recruiting and save men labor.

The first submarine cable was laid in 1858.

## RAILROAD CROSSING IS NEW

Device Constructed by Chicago City Firm on New Principle—Operates as Like Turntable.

Recognizing the fact that ordinary railroad track intersections are a source of much severe wear on rolling stock and are repeatedly in need of costly repair, a firm in Clinton, Ill., has constructed a crossing for railroads designed on a new principle.

At each of the four intersections, which exist where one track crosses another, is placed a rail only a few inches long, which is mounted on what might be called a miniature turntable, says Popular Mechanics. These four short rails are all controlled by a single lever in the interlocking tower nearby.

When a track is to be set for "clear," these four rails are swung around so that they make a continuous track for the route which is to be traversed. When the other track is to be used a movement of the lever swings the four short rails around so that the second line is ready for traffic.

Each of the four short rails is turned by a rack which meshes with cogs in the side of its base. When they are set, each rail is locked by a simple device which keeps it in perfect alignment. The jar which this crossing produces and the cost of maintaining it are said to be much less than those of ordinary crossings.

## HIRE WOMEN ON RAILROADS

Many of Roads of Country Expected to Be Operated Largely by Women if War Continues.

If the war continues three years more many of the railroads of the United States will be operated largely by women, in the opinion of H. F. Anderson, general manager of the Missouri, Kansas & Texas railroad. The "Katy" has established a railroad training school for women in Dallas.

Several hundred young men employed in the general offices of the road at Parsons, Dallas and St. Louis already have enlisted in the army, while many more, it is expected, will be drafted. It is the plan of the company to fill their places with women.

Mr. Anderson said that, in a pinch, he believes women could sell tickets, look after routine work in railroad stations, act as clerks in freight offices and even collect fares.

## TREES PLANTED AS SCREENS

Minnesota Railroad Plan to Keep Snow Off by Living Fence—Hardy Variety Used.

An experiment, the Minneapolis, St. Paul, and Sault Ste. Marie railroad has planted trees along its right of way to serve as snow screens. On the south side of the tracks, at the sheltered points, there are four rows and on the north side eight rows, 8 feet apart. The four rows farthest to the north are willows and the other rows on that side, in their order, are box elder, green ash, poplar, and another hardy variety. The trees devoted to these living snow fences were planted and twice harrowed, and then allowed to stand a year before the trees were set out. A tree-planting machine which, it is said, is able to plant as many as 20,000 trees a day, is used to expedite the work.—Popular Mechanics Magazine.

## FIX VALUATION OF RAILROADS

Seems Reasonable That Doubtful and Costly Undertaking Should Stop Until After War.

Now while so much urgent work on railroads is to be done not only in the United States but on the battle lines in Europe, and Americans are in demand to assist in it abroad, remarks the Milwaukee Wisconsin, doesn't it seem reasonable that the costly and dubious undertaking to make a physical valuation of the railroads of the United States should stop at least until after the war?

## SOLD SHOTGUN FOR TEN DOLLARS

And Filed on Western Canada Land. Now Worth \$50,000.

Lawrence Bros. of Vera, Saskatchewan, are looked upon as being among the most progressive farmers in Western Canada. They have had their "ups-and-downs," and know what it is to be in tight pinches. They persevered, and are now in an excellent financial position. Their story is an interesting one. Coming in from the states they traveled overland from Calgary across the Battle river, the Red Deer river, through the Eagle Hills and on to Battleford. On the way their horses were stolen, but this did not dishearten them. They had some money, with which they bought more horses, and some provisions. When they reached Battleford they had only money enough to pay their ferridge over the Saskatchewan river, and this they had to borrow. It was in 1906 that they fled on homesteads, having to sell a shotgun for ten dollars in order to get sufficient money to do so. Frank Lawrence says:

"Since that time we have acquired altogether a section and a half of land, in addition to renting another three quarters of a section. If we had to sell out now we could probably realize about \$50,000, and have made all this since we came here. We get crops in this district of from 30 to 35 bushels of wheat to the acre and oats from 40 to 80 bushels to the acre. Stock here pays well. We have 1,700 sheep, 70 cattle and 60 horses, of which a number are registered Clydes."

Similar successes might be given of the experiences of hundreds of farmers throughout Western Canada, who have done comparatively as well. Why should they not dress well, live well, have comfortable homes, with all modern equipments, electric light, steam heat, pure ventilation, and automobiles. Speaking of automobiles it will be a revelation to the reader to learn that during the first half of 1917, 16,000 automobile licenses were issued in Alberta, twice as many as in the whole of 1916. In Saskatchewan, 21,000 licenses were issued up to the first of May, 1917. In its monthly bulletin for June the Canadian Bank of Commerce makes special reference to this phase and to the general prosperity of the West in the following:

"Generally speaking the western farmer is, in many respects, in a much better position than hitherto to increase his production. Two years of high prices for his products have enabled him, even with a normal crop, to liquidate a substantial proportion of his liabilities and at the same time to buy improved farm machinery. His property is reflected in the demand for building materials motor cars and other equipment. It is no doubt true that some extravagance is witnessed by the astonishing demand for motor cars, but it must be remembered that many of these cars will make for efficiency on the farm and economies both time and labor."—Advertisement.

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## BAR

Office above McAllister

FOR RENT

4-room new modern home with porch, only \$2.

6-room house, cement basement, heat, laundry, bath, fireplace, etc. lot good location; owner in another city. Price \$3