

SUNDERED.

BY CLINTON SCOLLARD.

O love, since you and I must walk apart, Spare me one little corner of your heart—

Others may claim, and rightfully, the rest; If there I know I am not dispossessed, All bliss I, eager, shall not miss.

And if so be you sometimes offer there, Though but in thought, the fragment of a prayer,

No more Can I, alas! implore.

But that is much, and shall, forsooth avail To make my footsteps falter not nor fail,

Then, love, since you and I must walk apart, Spare me one little corner of your heart—

A shrine That shall be wholly mine!—Harper's Bazar.

Cupid With a Jimmy

By Helen Follett.

WHEN John Trumbull fell in love with vivacious and sprightly Gertrude Moore no one would ever have suspected that he was a scholar, a thinker and a settled man of forty.

But as the years went by, as the years have a way of doing, Mr. Trumbull gradually awakened to the one-sided state of affairs. Mrs. Trumbull, being selfish and possessing a thistle-down intellect, fancied that it would not do to let Mr. Trumbull know that she was at all fond of him.

But, as said before, a change finally came over John's heart. He still considered that dainty wife of his quite the smartest, cleverest woman in the world, but, strange to say, he was becoming aware of her peculiar powers of dictating and laying down the law.

One morning John didn't kiss his wife when he went downtown to business. She moped and wept and scolded the baby and the kitchen maid, and then decided she didn't care.

As it was not John's nature to war against any one, he simply kept himself out of Mrs. John's way. Sunday afternoons he went out for a walk.

On Sunday afternoon, when he and his old friend were discussing some particular exciting college scrimmage that had taken place fifteen years back, the telephone bell rang, and a woman's voice begged to speak to Mr. Trumbull.

"I know you think I'm silly to feel this way when it's not even twilight yet. But I know positively that somebody tried the kitchen windows while I was lying down, and I just couldn't

get over it. I always was afraid of burglars or ghosts." And then she had a nervous chill.

The servant employed by the family in the apartment just below the Trumbull's abode was in the flat opposite telling the occupants of that place that she was unable to get into the house.

"I can't turn the key, and if you don't mind, ma'am, I'll go through your window."

Then came a crash. It was a terrific crash. Had the girl fallen into the court? No. The sounds that came from the floor below were unlike those heard when Hendrick Hudson played ninemips in the Adirondacks.

Mr. Trumbull was surprised to see his wife with hair streaming down her back and hands clutching the folds of a bath robe, so shouting through the library out into the hall and down the stairs.

John continued to read his Spence. "That's too bad," he said. Silence of five minutes.

"John," she spoke, very softly. "Yes?" he asked, not looking up from Spence.

"John, do you know I'd just been scared stiff if you weren't here."

"Well, I'll," he drawled uncertainly. "I just won't let you, now. They might come in and take my candlestick, or the baby, or my grandmother's set of china."

John's chest swelled up. This was something new. He threw Spence on the floor and went and looked at his revolver. Then he tried the dining-room windows.

"Dear," John said softly, "I never knew before that there was any place for me in this house, that I filled any want here."

"Herr Professor," said he, "how about a recess?" Menzel apologized profusely for his forgetfulness.

"Certainly, certainly, my dear sir," said he, "Come down and rest yourself a bit."

"Stop!" cried the artist, suddenly. "That pose is fine! Don't move a muscle!"

"There," said he, "that will do nicely! Get back on the scaffold. We have had our rest. Let us get back to work again."

The opening of the first electric line in Mexico was marked by the coinage of a new Spanish word—mortoista, for motorman.

There is nothing very serious in Mr. Carnegie's fear that he may die poor when he says that he can at short notice raise \$200,000,000.

The record of mail matter of all classes in pounds in 1899, carried by the railroads of this country, was the greatest ever known.

The Supreme Court of New Jersey says that it is not required that the railway companies give audible warning of the approach of their cars to children playing on the sidewalk.

In the Canadian Northwest provinces, from Manitoba to the Pacific Coast, there are probably more colonies of different nationalities than are to be found on any equal area elsewhere in the world.

The man who has done more, perhaps, than any other to humanize warfare is said to be living almost penniless and forgotten in the hospice of Heiden in the Swiss Canton of Appenzel.

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The London Field observes that the advent of the automobile may operate to revive those fine old wayside inns that were common in the old coaching days.

An experimental rural free mail delivery in Missouri has proved as gratifying as the like experiment in Maryland. The Missouri route is in Macon County, from Callao to Kaseyville.

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Some curious expedients are necessary at times in the medical applications of electricity. It is not uncommon now for the electric cabs in New York City to be pressed into service as perambulating sources of electric power.

"This climate doesn't agree with me very well," remarked the man with the cough. "Well, to tell the truth," responded the chance acquaintance in the next seat.

ECLIPSE AWED THE BIRDS.

Sparrows Were Last to Be Quiet and the First to Chatter.

A preliminary account of the observations made at Wadesboro, N. C., during the recent eclipse, under the direction of the Smithsonian Institution, has been prepared by C. G. Abbot of the institution.

"The main object of investigation," says Mr. Abbot, "was the corona, and of this, first, a photographic study of the detailed structure of the inner corona; with, second, a determination by the bolometer whether appreciable heat reaches us from it, and, if possible, an examination of the form of its spectrum energy curve."

"It was noticed that the birds were silent during the totality, but, true to their nature, the English sparrows were last to be still and first to begin their dissonance of the eclipse after the return of light.

"The attention of all visible observers was caught by the equatorial streamers. Father Woodman describes the appearance as like a mother-of-pearl, but different observers differ on the color estimate.

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GOOD ROADS NOTES.

Automobiles and Good Roads.

WORKERS in the good roads movement in this country are hoping for a material advancement of their cause as a result of the rapid introduction of automobiles.

The impulse toward better highways caused by the bicycle is likely to be repeated, in intensified form, now that a new device calling for smooth surfaces has been perfected, especially as the higher cost of the automatic vehicle is calculated to cause its owner to demand proportionate consideration.

The electric vehicle, having a limited capacity, is especially affected by rough roads, which increases the demand upon the batteries for a given length of run.

The process of teaching the voter by object lessons that his best interest lies with a better road, and consequently a more liberal system of construction and repair, does not produce the results required.

What is needed in every State is a stiff law, putting a premium on smooth roads and a tax on bad ones, establishing a system of rebates from the county taxes on all wagon tires three inches or more in width and providing the machinery for the uniform enforcement of such a statute.

Massachusetts Wide-Tire Law. The wide-tire law passed by the Massachusetts Legislature through the efforts of the Massachusetts Division of the League of American Wheelmen, provides that on and after January 1, 1902, it shall be unlawful, except as provided in Section 4 of this act, to use upon any road, street or way in this Commonwealth a draft wagon or cart having tires of iron or steel, or of any substance equally hard, which are less in width than one and one-half times the diameter of the axle, measured at the shoulder thereof; but in no case shall a tire more than four inches in width be required, and wagons and carts built with wooden or hollow axles shall have tires not less in width than the diameter of the axle, measured at the shoulder thereof.

This act shall apply to all wagons and carts the axles of which are two inches or more in diameter, measured as aforesaid, and to all stage coaches, tally-ho coaches, barges and other passenger vehicles not built to run on iron or steel rails, and constructed to carry eight or more persons.

The fourth section states that the act shall not apply to wagons or other vehicles owned and used in the State on January 1, 1902. The penalty for violation of the law is a fine not exceeding \$100.

A New Ally. A possible new ally in the campaign for good rural roads may be the country church. Just how it should be interested in the matter was pointed out recently by the Rev. R. H. Hughes, of Norwich Corners, N. Y.

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FATTENING TROOPERS.

Our Light Cavalry Rapidly Becoming Heavy Dragoons.

"Though the service in the Philippines is very severe on the soldier, the cavalryman gets fat on it," explained a prominent officer to a Washington Star reporter. "It has been noticed that the average cavalryman gained more flesh in Cuba and Porto Rico also than men engaged in the other arms of the service. Now, I don't mean to say that all cavalrymen are taking on fat as a consequence of their service in the Philippines, but the record shows that more than a majority have and do. In the Philippines ordinarily the weather is pleasant enough, that is, one can get used to it in time, except for the drenching downpours that fall without any previous notice or warning whatever. It just simply pours down. In this respect the Philippines are identical with Porto Rico.

But somehow the cavalryman stands the rains better than infantrymen, though his horse has rather a hard time of it. In enlisting for the cavalry recruiting officers never accept an enlistment from a man who weighs over 165 pounds, while for infantry or artillery recruits who weigh up to 190 pounds are accepted. There is another restriction about cavalry, and that is in regard to height. An infantryman or artilleryman is accepted, it matters not how tall he is, for there are uses to which even the tallest man can be put. But it is not practical to put a man over five feet ten inches in height on horseback, and all above that height are declined. Ordinarily the tendency in the cavalry service, and especially the modern cavalry service, were the men have to be as agile as circus riders, is to take off flesh during the summer months.

It was expected that this rule would be the experience in the islands, but it has not. In these countries nearly all those who are mounted take on flesh, while nearly every one else loses at certain seasons. There are a lot of cavalrymen in the Philippines who have passed the 165 mark from twenty to thirty-five pounds! This change has come to some in less than a year. Our cavalrymen have been in the islands over two years, and have had that much experience—enough to try it, anyway."

WORDS OF WISDOM.

Pride is such a weak support that he who leans on it falls.

The art of making friends lies in knowing how to be a friend.

The true culture of self lies in supplanting self with the beauties of the soul.

A calm superiority of mind finds little difficulty in attaining its highest ends.

Silence holds a power, a magnitude, that silver-tongued speech is unable to convey.

Where duty is plain delay is both foolish and hazardous; when it is not delay may be both wisdom and safety.

Nature makes her own aristocracy. To the humblest born she often bestows her rarest treasures and highest graces.

If you would be happy know first that true happiness only comes to those who make themselves worthy to receive it.

To happily say, or do, the right thing in the right time and the right place affords evidence of keen instinct and fine manners.

It is one of the saddest, if not one of the most comforting things in life, that when people have caught a glimpse of the best, the second best can never again content them.

In every pursuit of life is the effort, the preparation, the discipline, the earnest labor that makes the valuable man in every department, not the mere fact of his occupying this or that position.

Vindictiveness has no relation whatever to the desire to vindicate, in the common acceptance of the two terms. To vindicate one's self from a false charge one does not assail another. The vindictive disposition, on the other hand, aims at revenge. Its purpose is not vindication, but some form of vengeance.

The Word "In."

One might think newspaper men have an invincible grudge against the preposition "in," since they constantly seek opportunity to abuse it.

It is a marvelously flexible word with nearly three score shades of meaning. Yet all of these are clearly defined and might be learned easily.

Probably the worse abuse of it is its substitution for at. One does not arrive "in" Boston, but "at" Boston. One does not die "at" his home, but "in" his home.

One does not sail "on" a ship, but "in" a ship. One may go "on" deck, but he sails "in" the ship, where he sleeps and eats.

Then it is rare that one finds a reporter or editor who rigidly discerns between "in" and "into." One may trust "in" one, but should come "into" the house. One may write come "in," but where the object is expressed "into" should be used.—Newspaper Maker.

Journalism on Shipboard.

It is well-known that many interesting papers make a regular appearance on board our great liners, many of the Castle Line journals being quite triumphs of artistic production. Many of these journals are printed and cleverly illustrated; others, less ambitious, are reproduced by copying machines, but all are interesting epitomes of the life spent on board, and record the daily cricket scores, sweepstakes and personal gossip, while ignoring such trivialities as European complications.—Philadelphia Times.