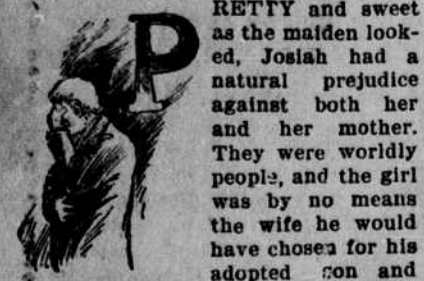


HE GAVE HER UP.



RETTY and sweet as the maiden looked, Josiah had a natural prejudice against both her and her mother. They were worldly people, and the girl was by no means the wife he would have chosen for his adopted son and nephew, John Parr. Even a Quaker maid would have been likely to become demoralized by the perpetual making of fine gowns and perbrows for the ladies of the neighborhood, and Ella Massie—why—Suddenly his train of thought was broken by Ella's gay voice.

"Oh, Mr. Fry," she said, "I have watched you all day, and I have thought how tired you must be. You are a good bit older than I am and I know I get awfully tired of work and I expect you do, too."

The Quaker drew himself up to his full height and his handsome, middle-aged face, with its fine eyes and gray locks, looked grand to Ella as he replied:

"Work is good, and, thank God, I have plenty of it. It keeps one from sin."

"I am afraid I love the world very much. It is so beautiful, and every one is so kind to me, and I should like to be better. Won't you teach me? I will try so hard to learn."

Josiah's reply was not very coherent, but whatever he said he certainly thought a good deal of Ella after this, and he decided that, although she did not belong to the Society of Friends—she looked as sweet and good as any young Quaker maid—she might yet be converted, and she had asked him to teach her to be good. "And so I will," he suddenly started himself by exclaiming as he pondered over the matter in the silence of his chamber that night.

"She is only a frail sapling now," he said to himself; "but she will learn and will grow, and the mightiest oak was once an acorn."

From this time Josiah made a point of seeing Ella Massie frequently and doing his best to convert her to his ideas and opinions. He found in her a docile, loving nature, and her pretty ways fairly charmed him.

The idea of having her about the house was certainly attractive, and yet—somehow he could not picture her there as John's wife—the girl had fairly twined herself about his heart, and by the time the golden harvest had come Josiah knew the fact only too well.

At first he chided himself and told himself he was an old fool. It was absurd to think that a beautiful girl of 20 would care for an old widower of more than double her age. Still, after all, at even five and forty, a man can love, and love passionately, and Josiah loved Ella with all the strength of his soul. He would not, of course, wish to steal her away from his nephew, but John's had been probably a mere passing fancy, and he was sure—was quite sure—that Ella loved him.

One beautiful August evening, after the day's work was over, Josiah Fry and Ella stood talking in the gloaming at her mother's gate.

"Ella," he said, "I have come here this evening because I have something important to say to you. Ah, you smile. You guess what it is, don't you?"

The girl looked down for a moment and then, though she blushed deeply, she gazed at him with her lovely blue eyes and said:

"Yes, Mr. Fry, I felt sure you would say something soon."

Josiah looked radiant. It was strange how Ella's words pleased him, and yet they were not like those he should have expected from a Quaker maid. Still it was delightful to think how she had understood him, and no one could be more charming or more sweet.

"Then thou art not afraid to trust me? Thou thinkest I shall suit thee?" he said gaily.

"Yes," she answered, "I know it. They used to tell me you were cold and hard, but I did not believe it then, and now I laugh when I think of it, for I have learned to love you."

She accompanied her words with a little squeeze of his brawny hand, which she then raised to her lips and kissed. Josiah felt his blood coursing madly through his veins. He was delighted to find himself so beloved, and though he was distinctly being courted by this young maid, it was so sweet to him that his sense of the proprieties was in no way shocked.

"But, my dear, thou knowest I am five and forty and sometimes cross and crabbed."

"That's nothing," laughed Ella. "I love old men, and feel so proud of you with your beautiful gray hair and your wrinkled, tall figure. You will be a lovely old man, and I shall be prouder than ever of you."

"You wanted to tell you all about it last night, though he knew you would have gone of me for his wife, but I

begged him to wait. I told him if you were all he said—and you are—that I was sure I could make you fond of me. I loved you a little already, because you were Jack's uncle and had been so good to him, and if I like people I can always make them like me a little." She paused, and then after a moment's silence she went on:

"Only yesterday I told Jack he might speak to you today, and now I do believe you must have guessed it, for here you are giving all that we want without our even asking it, and I am so glad, for we could never have married without your consent."

Darkness seemed to fall over the landscape, and Josiah Fry felt it suddenly turn cold. His face blanched, but he uttered not a sound. He merely turned as if to go home.

"Must you go now?" cried Ella, seeing and suspecting nothing. "Well, perhaps it's time. It's getting dark, and Jack will be in from Birchley fair by this time and will want his supper. Besides I know you want to make him as happy as you have made me. Good night, and thank you so much. Jack and I will never forget your goodness."

"Good night," said Josiah, mechanically, and he made his way across the field to his own home. He staggered somewhat as he walked, and his feet seemed like lead, so that the short distance across the meadow to the farm seemed longer than ever before. For that, however, he was not sorry, for the meeting with his nephew was painful to anticipate.

Josiah, however, was no coward, so he put a brave face on the matter, and entering the parlor, where Jack was waiting for him to come in for supper, he exclaimed:

"Well, John, business first and supper afterward. I want to tell thee that I know all—everything. Ella has just told me, and, lad, thou hast my blessing. She is a good girl and will make thee a faithful, loving wife, and thou must marry as soon as possible."—Cincinnati Post.

JOKES FROM EUROPE.

A peasant who regularly attended the market in the neighboring town, on seeing the children of the orphanage walking by in procession, was heard to remark: "How strange! I have now been coming to town for the last twenty years, and these brats never get any bigger. They're just the same size as when my father was alive."—Lokal-Anzeiger.

A soldier, condemned to receive 25 strokes, is handed over to a couple of comrades, who are ordered to strike alternately. A dispute arises at the eleventh stroke. "That makes ten," says one. "Twelve!" replies the other. "Ten!" "Twelve!" "I say, let's start afresh!"—Le Monde Illustré.

A poor man succeeded in gaining admission to the presence of the wealthy Baron Rapineau, to whom he told the harrowing story of his misfortunes and his destitution in such eloquent terms that the baron, moved to pity and with tears in his eyes and voice broken with sobs, said in faltering accents to his servant: "Jean, turn the poor fellow out. He breaks my heart."—Le Chronique.

The prince of a small German state, whose ambition it was to gratify, if only on a small scale, had invited a number of gentlemen to go on a deer-stalking expedition. Everything promised well. The weather was superb, and the whole company was in the best of spirits, when the head forester approached the petty monarch and, lifting his green cap, said in a faltering tone: "Your highness, there can be no hunting today." "Why not?" came the stern rejoinder. "Alas, your highness, one of the stags took fright at the sight of so many people and has escaped to the adjoining territory, and the other stag has been ill since yesterday. But your highness must not be angry—it is most likely nothing worse than a bad cold. We have given it some herb tea and hope to get it on its legs again in a few days."—Zitaner Morgenseltung.

Diamond Went With the Hen.

Recently the wife of W. J. Paxton, residing a few miles east of West Union, Ohio, while feeding a hen and her brood of chickens, dropped the diamond set in a finger ring. No sooner had the diamond struck the ground than it was gobbled up and swallowed by the hen. At first it was decided to kill the hen and recover the precious stone, but after a consultation with her husband it was decided to wait a few days, so as not to deprive the chickens of the needed care of their mother. Several of the neighbors were told of the strange occurrence, and it was soon the talk of the neighborhood. In the meantime the farmer's wife had grown impatient for the recovery of the diamond and had determined to kill the hen in a day or two, but that opportunity has now passed. It was discovered that the hen was missing, and a thorough search of the premises failed to reveal any trace of the missing fowl. Some one knowing the true worth of the hen had doubtless stolen her to procure the diamond.—Cleveland Plaindealer.

Very Unlucky.

Watts—"Honestly, now, don't you have a sort of belief that Friday is an unlucky day?" Potts—"I know it. That's the day my wife goes bargain chasing."—Indianapolis Journal.

Dangerous.

"Let's sit down on this mossy bank," said she with a beseeching glance. "Nay, nay!" he cried in accents wild; "I'm wearing white duck pants."—L. B. C.

IT HAS NO POWER.

OFFICIAL STATEMENT OF INTER-STATE COMMERCE COMMISSION.

The Body Cannot Fix Freight or Passenger Charges Without Further Authority from Congress—What the Commission Says About It.

The Supreme Court of the United States decided in May last, in what is known as the Freight Bureau cases, "that under the interstate commerce act the commission has no power to prescribe the tariff of rates which shall control in the future," and "that congress has not conferred upon the commission the legislative power of prescribing rates either maximum or minimum or absolute."

This decision was rendered in cases where the commission had held the rates complained of to be unreasonable and unjust in violation of the interstate commerce law, had found what rates would be reasonable and just, and had ordered the carriers to cease and desist from charging more than the reasonable rates so determined. That the commission was authorized to require carriers not to make higher charges than those shown and found to be reasonable in cases investigated by it had been generally believed, and the commission had in that way enforced the provision in the law for "reasonable and just rates" since its organization.

The commission has recently, in an opinion by Chairman Morrison, rendered a decision in a case against the Eureka Springs Ry. Co., involving the reasonableness of rates complained of. In the concluding portion of this decision the ruling of the Supreme Court in the Freight Bureau Cases is discussed, and mention is there made also of a prior Supreme Court decision in the "Social Circle Case," which referred in an ambiguous way to the power of the commission in respect to future rates. The commission says:

"While thus deciding that under the Interstate Commerce Act, power to prescribe rates which shall control in the future has in no case been given to the commission, it is conceded that the act has given the commission power to determine what in reference to the past was reasonable and just, whether as maximum or minimum or absolute, rates. How this power to say what will be reasonable and just in the past will benefit the public, correct any abuse, or be any advantage or afford any relief to shippers who are made to pay whatever unreasonable rates and charges the carriers may in the future establish or continue to exact, is a matter about which the court gives no information." In the "Social Circle case" the court said: "The reasonableness of the rate in a given case depends on the facts, and the function of the commission is to consider the facts and give them their proper weight. What is their proper weight which can be given them as to the past? For what purpose is the commission to consider them? How can the fact that the rates were unreasonable and unjust in the past be given or have any weight while like unreasonable and unjust rates are, and may continue to be, exacted in the future? In this case the court adopted the view of the late Justice Jackson that 'subject to the two leading prohibitions that their charges shall not be unjust or unreasonable, and that they shall not unjustly discriminate so as to give undue preference or advantage or subject to undue prejudice or disadvantage persons or traffic similarly circumstanced, the act to regulate commerce leaves common carriers as they were at common law.'"

"We are here advised that the act to regulate commerce subjected common carriers to two leading prohibitions to which they were not subject at common law, one of which is that their charges shall not be unjust or unreasonable. Until the court decided to the contrary in the Freight Bureau cases it was believed that this prohibition meant that the charges of common carriers shall not be unreasonable and unjust in the future or after the time the act was passed. In these latter cases the court says: 'The fact that the carrier is given the power to establish rates in the first instance, and the right to change, and the conditions of such change specified, is irresistible evidence that this action on the part of the carrier is not subordinate and dependent upon the judgment of the commission.' But it is nowhere decided or claimed that under the interstate commerce or other act the right of the carrier to establish and to change its rates is subordinate or dependent upon the judgment or action of any other tribunal; and freed from the judgment and made independent of the commission, interstate carriers are not subject to any provision of law requiring their rates and charges to be just or reasonable."

"The first section of the act to regulate commerce provides that all charges made for any transportation service 'shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.' Under the decision of the Supreme Court no charge for such service is contemplated, not required."

"Under the law so construed, the commission has power to say what in respect to the past was unreasonable, and unjust; but as to rates complained of as unreasonable, unjust and unlawful, and so found to be in the case under consideration, the commission can make no provision or order for their reduction which the courts are required to enforce or the

carriers are obliged to obey. Having, in the light of these decisions, given the facts due consideration, we ascertained, found and reported the rates which would be reasonable from and to St. Louis, Springfield and Seligman, Mo., to and from Eureka Springs, Ark., and have recommended that the carriers reduce and conform their charges to the facts so found and reported. This recommendation may impress the carriers only as may seem to accord with their own interests, since in the present state of the law, as declared by the court, common carriers have the power to establish, change and exact rates independent of the judgment of the commission."

"The court concedes to the commission power under the interstate commerce act to determine what, in reference to the past, was reasonable and just." In the case under consideration, the commission has determined that the rates complained of and which are now charged by the defendants, were in the past and are now unjust, unreasonable and in violation of the statute. The duty of notifying and requiring the defendants to cease and desist from such violations is enjoined upon the commission by the act."

It is evident from this official statement by the commission that shippers and travelers are deprived under the ruling of the Supreme Court of their supposed right to compel through the commission the adoption by railroad carriers of ascertained reasonable charges, and that they can only recover such right by securing favorable action in Congress.

VACATION SCHOOLS IN CITIES.

A few years ago it would have seemed odd to choose the close of summer for a review of educational progress. But the summer schools have changed all that. Nowadays much of the best work in education is done in summer. Moreover, a new kind of summer school, very interesting in many ways, has lately come into notice.

In the summer of 1894 the New York Association for Improving the Condition of the Poor began on a large scale the experiment of vacation schools for the children of the tenements. Education was not the sole purpose of the enterprise, which was, in fact, closely akin to fresh air funds and other schemes for brightening the lives of the boys and girls crowded in the narrow streets and stifling houses of the poorer quarters of the city.

The Department of Schools and Education granted the use of three cool, roomy schoolhouses, and the managers undertook the task of coaxing the children into them.

Books were discarded. The children were invited to come and play. Gradually the play was made work, but work of such a sort as to keep the pupils interested and pleased. All the devices of the kindergarten were employed. There were singing, dancing and gymnastics. The children were taught to play at sewing, at carpeting, at drawing and clay-modelling. Some of them learned something useful; and all were comfortably and cleanly housed during the school hours, and kept off the hot streets and away from vicious associations.

There has been no trouble about getting the children to come since they have found out what the vacation schools are like. The average daily attendance during the first summer was nearly one thousand. The second summer it was more than three times as great. During the session just closing eleven schoolhouses were used, and the average attendance during the first week was more than six thousand.

The cost per day for each child was about eleven cents and a half in 1894; in 1896, by better management, it was reduced to less than five cents.

The officers of the association maintain that the vacation schools are no longer an experiment, and accordingly they ask the city to make the system a part of its educational work. Other cities have done something in the same direction, but nowhere else has the plan been worked out so fully as in New York.

Remember the Children.

"Don't ride roughshod over the children's tastes and preferences," says a motherly woman, writing of dress. "It is an old time notion that a little consultation and yielding here panders to vanity. Our tastes do not come upon us like a birthday gift at sixteen. It is attention and skillful pruning, not a snip at every turn, that develops the little girl's crudities into a woman's delicate tastes. Don't drive the little girl into self-conscious awkwardness by compelling her to wear something that some twist of childish fancy renders hateful."—St. Louis Globe-Democrat.

Where Sails Are Made.

Baltimore supplies the shops of all nations with sails. That city is the center of the cotton duck industry of the world, and not only furnishes sails for foreign navies, but tents for foreign armies, the production of its twelve factories being greater than the product of all other factories in the world combined.

It is a strict rule with the big transatlantic steamship companies that the wife of the captain shall not travel in his ship. The supposition is that if anything should happen to the ship, the captain, instead of attending to his public duty, would devote his attention mainly to the safety of his wife.

TO PRESERVE SEALS.

VARIOUS GOVERNMENTS COME TO AGREEMENT.

Result of the Conference at Washington -- A Proposition Adopted Providing for Suspension of Pelagic Sealing—It Is Not a Move to Menace Great Britain—Simply to Preserve Seal Herds.

The Sealing Interests.

WASHINGTON, Oct. 29.—In reliable quarters it is stated that the conference between Russia, Japan and the United States, now proceeding here in reference to sealing in the Bering sea and the North Pacific, has advanced to an important stage and that a proposition has been reduced to writing, which, if accepted in the sealing question. The proposition is said to be acceptable to the United States. It is understood to be acceptable similarly to the Russian delegates now here, but in view of the restrictions placed upon them by their credentials it has been thought desirable to cable St. Petersburg for final instructions.

The Japanese delegates are understood to have felt at first that the proposition would not be in their interest, but on fuller conference Mr. Fujita determined to cable the substance of the proposition to his government, accompanying it with a recommendation of its acceptance. Little doubt is entertained that Russia will accept the proposition, and in view of Mr. Fujita's recommendation it is believed that Japan will also join in it.

The greatest secrecy is preserved in all official quarters as to the nature of the proposition and it is not officially admitted that any proposition has been made. From equally reliable sources it is understood that the proposition has a far-reaching scope and provides for the material limitation or entire suspension of pelagic sealing or sealing on the high seas. Such a decisive step, if agreed to by Russia, Japan and the United States, would, it is understood, not involve any concerted move to menace the claims of Great Britain and Canada to the right of pelagic sealing on the high seas, but would rather be a proposition expressive of the conclusions of the three most interested powers, that in the interests of humanity and the preservation of the seal herds of their respective governments all nations, including Great Britain and its colony, Canada, should unite with Russia, the United States and Japan in such effective prevention of pelagic sealing on the high seas as will put an end to it and thereby secure the preservation of the seals.

The deliberations of the conference leading up to the proposition were productive of numerous interesting and important features. All of the members of the conference were placed under a pledge of secrecy, and they have maintained this with the greatest care. The conferees having agreed on all points, it only remains to hear from the respective governments they represent. An adjournment was accordingly taken until next Monday, by which time it is not doubted the governments at St. Petersburg and Tokio will have taken final action.

Offers \$20,000,000 More.

LONDON, Oct. 28.—Long cable messages have been sent to United States Attorney General McKenna in the matter of the syndicate making offers. The syndicate claims that it would produce \$20,000,000 more to the government than any other bid and urges the sale to be postponed until December 15, to enable congress to determine as to the validity of the acceptance of the bond in part payment. Coates & Co. contend that by the sale of the Union Pacific separately the United States will be loser, while they (Coates & Co.) propose to pay the government in full for both roads.

The final cables message sent yesterday claims that the latest seabird bid is very little better than the previous bids, and that once Mr. Schiff has secured the Union Pacific he will have the Kansas Pacific division at his mercy and buy it at his own price. The dispatch concludes:

"If the government secures a postponement of both sales until December 15, the Coates syndicate will furnish guarantees to pay in full the government claims on both roads. Congress can then determine whether both roads should not be sold concurrently. By our bids we have already earned \$9,000,000 for the government and are therefore entitled to a fair opportunity to more than four weeks' notice of the sale of the great railroads to secure the priority on the basis of getting some millions more for the government."

The Times in its special article this morning thinks "it certain that the reorganization committee will obtain unopposed possession of the main line November 1."

Central Pacific Next.

WASHINGTON, Oct. 29.—The next move of the government toward a final settlement of the whole bonded railroad question, it is said, will be the institution of proceedings against the Central Pacific. The government has contended that this road is already in default, and therefore subject to foreclosure, but in any event, it is said, the road must default on the first of next January. On the first of the present month the Central Pacific debt to the government aggregated \$61,824,469, of which amount \$35,638,348 is unpaid interest and the remainder principal. In aid of this road the government now has outstanding \$19,811,120 in bonds, of which \$10,614,120 fall due on January 1 next and \$9,197,000 on January 1, 1899.

PHILADELPHIA, Oct. 29.—Dr. Jose Congosto, Spanish consul here, who has just been appointed secretary general of Cuba, says: "The governing factor in my policy shall be liberality and fairness toward every one. Another change which I shall make will be the treatment of accredited representatives of American newspapers. All the information I possess which can be made public will be at their disposition. These will be instituted and are going to be genuine. Every feature and policy of harshness that has hitherto prevailed in the government of the island will be swept away without delay."

MILLIONS DIVIDED.

Will of the Late George M. Pullman is Made Public.

CHICAGO, Oct. 29.—The will of the late George M. Pullman has been filed in probate court. George B. Ream and Robert T. Lincoln are named executors, his wife not being appointed because it was his wish to relieve her from the responsibilities of the position.

The total value of the estate is shown by the petition for letter testamentary to be \$7,600,000. Of this amount \$6,800,000 is personal property and \$800,000 realty. The bulk of the estate goes to the two daughters, Mrs. Frank O. Lowden of Chicago and Mrs. Frank Farolan of San Francisco, who receive one million dollars each, and also the residuary estate. To his widow he left the homestead on Prairie avenue. She is also to receive \$50,000 for the first year and thereafter during her life the income of \$125,000.

"Castle Rest," one of the Thousand Islands in the St. Lawrence river, is given his daughter, Florence (Mrs. Lowden), with the furniture, for life.

The eighth provision of the will is as follows:

"Inasmuch as neither of my sons has developed such a sense of responsibility as in my judgment is requisite to the wise use of large properties and considerable sums of money, I am painfully compelled, as I have explicitly stated, to limit my testamentary provisions for their benefit to trust producing only such an income as I deem reasonable for their support. Accordingly bonds and other securities are set aside to yield each an annual income of \$3,000."

To Royal Henry Pullman, Helen Pullman, West and Emma Pullman Fluhrer, brothers and sisters, the deceased bequeathed \$50,000 apiece. Thirteen Chicago charitable institutions are to receive \$10,000 each. The sum of \$200,000 is given for the erection of a manual training school in Pullman, which is also endowed for \$200,000.

Five old employes are given \$5,000 each. Household servants get from \$250 to \$500 apiece. There are numerous other bequests to relatives, ranging from \$5,000 to \$25,000.

Depew Says It Was Dynamic.

NEW YORK, Oct. 28.—The Herald and World this morning quote Chauncey M. Depew, president of the New York Central railroad, as saying that the wreck at Garrison's last Sunday was caused by a dynamite explosion.

"Any one who is familiar with railroad," said Mr. Depew, "knows that the continual pounding of trains over a roadbed has the effect of beating it down until it is like a rock. That roadbed has been in use forty years, and the fact that it was like a rock is shown by the fact that immediately after the wreck, before the workmen had filled in any, the break showed a clean-cut perpendicular cleavage."

"The popular notion that this was due to a landslide is not borne out by this. When there is a landslide the bank takes the shape of an inclined plane. The fact that this was found as it was shows that the break must have been formed in an unusual way. The only thing that could have done it would have been a stick of dynamite rammed down in the roadbed. That would have done it."

Old Officers Re-elected.

MILWAUKEE, Oct. 29.—The report of Captain Everest on the nomination of officers for the Society of the Army of the Tennessee for the ensuing year was unanimously approved. The old officers were re-elected as follows: President, General G. M. Dodge; corresponding secretary, General A. Hicklenooper; recording secretary, Colonel Cornelius Cadle; treasurer, General M. F. Force. The following vice presidents were elected: Colonel J. Bell, Ohio; Major William Warner, Kansas City, Mo.; Colonel B. T. Wright, Illinois; Captain John Crane, New York; General L. H. Hubbard, Minnesota; General H. Frederick, Nebraska; Captain O. C. Lademan, Wisconsin; Andrew A. Blair, Pennsylvania; Major Charles Christensen, California; Colonel J. W. McMurray, Florida; Lieutenant J. R. Dunlop, Indiana, and Captain M. E. Hiby, Iowa.

Head of the Union Pacific.

OMAHA, Oct. 29.—General Manager Dickinson of the Union Pacific has just returned from St. Louis, where he had a conference with President S. H. H. Clark of the same railroad regarding matters concerning the future of the Union Pacific. Since his return there is a further belief among attaches of the Union Pacific and some other railroad men here that S. H. H. Clark will be the president of the reorganized company and that Edward Dickinson will be the first vice president and general manager. The probability of these selections is not new, but that they will be made is a belief that is growing more general as the reorganization comes closer.

Boy in the Cleveland Household.

PRINCETON, N. J., Oct. 29.—A son was born to the household of Grover Cleveland, the former president of the United States, at noon yesterday. It is said that the newcomer resembles his parents in point of good health, but neither Mr. Cleveland nor the three family physicians will say anything in regard to the newcomer other than he is getting along nicely and is a fine boy. All afternoon Mr. Cleveland has received at his home the many callers who wished to pay their respects to him in honor of the occasion. Some have congratulated the ex-president personally, but many preferred to leave their cards with best wishes for mother and son. Many telegrams were received.

A New Pacing Record.

PHILADELPHIA, Oct. 29.—Eddie McDuffie, at Willow Grove bicycle track, established a new world's record for one mile paced, covering the distance in 1:35 2-5, three-fifths of a second lower than the record made by Jimmy Michael on the same track several weeks ago.

The Luertger Case Continued.

CHICAGO, Oct. 29.—At 4 o'clock this afternoon Luertger appeared before Judge Chetlain with Attorney Phelan and had his case continued to the next term of court on his own motion.