

ALICIA'S EXPERIMENT.

Alicia Wellington was 26 years old, and she had never received an offer of marriage nor had a lover. Her two younger sisters were both happily married—Gertrude to a young man who had adored her from childhood, and Lottie to an elderly widower who had fallen in love with her at her coming-out party. Gertrude had refused three offers before marrying John Nelson; Lottie, who was born a coquette, had received homage from almost every man she knew from the time she could talk.

Alicia was serious and rather haughty. Her friends called her "intellectual," and this same intellectuality made her unpopular with men, who were generally her inferiors in her chosen style of conversation if not in depth of thought. Until now Alicia had affected to despise the other sex. Lottie's flirtations and Gertrude's conquests had seemed frivolous to her. But she wished to be a well-rounded woman, and it suddenly occurred to her that she knew nothing of love, although it was one of the chief things of life. The fact that she was different from other girls and their inferior in one respect was brought home to her by a meditation on love and matrimony which followed the receipt of a letter announcing the engagement of the only unmarried one of her classmates. To be sure, Alicia was younger than the other girls, but she had come out the same year.

"It is all very well not to marry," she said to herself in conclusion, "but it is odd not to attract a single suitor. There must be something lacking in me. I have always known that I didn't like men, but it is strange that men don't like me. I can accomplish almost anything if I make up my mind to it. I will have a lover. I need not marry him, of course, but I will have him desperately in love with me, so that I shall have an impassioned offer; then I will refuse him."

Alicia cast about her list of male acquaintances with a view to selecting



a suitable man for her experiment. Finally she chose Reggy De Greve. Reggy was a year younger than Alicia. He was as frivolous as any girl, and decidedly effeminate in his looks and ways. He had been one of Lottie's numerous admirers, in an impassive way, but he had never gotten up courage to propose to her. He had not been sure that he wanted to do so. Now he came to the house rather because he was used to coming to see "the ladies," once in so often. Alicia's mother was fond of him, for she had known him since he was in dresses, and she regarded him as a boy. Of Alicia he stood somewhat in awe.

"Reggy will be a good one to begin with," thought the young woman. "He will be easy to influence. After I have refused him I can try some one more difficult."

Thus Miss Wellington began her career as a flirt. That evening Reggy came to the house. He found Alicia wonderfully interesting. She talked about cotton figures, pretty girls, fudges and golf. Reginald was in demand as a cotton leader, he was a chevalier des dames, an expert chaffing-dish cook, and an inspiring golf player.

"Gwacious, I never thought she knew so much," he said to himself, as he left the house. But this was only because Alicia had displayed knowledge of the subjects with which Reggy was conversant, for he had always known that she was "intellectual."

It was scarcely a week before Reggy again presented himself at the Wellingtons. He asked for Miss Wellington, instead of for "the ladies." He was unconscious of the neglect of Mrs. Wellington, but wily Alicia smiled when she, alone, was summoned to the drawing-room.

"O, Mr. De Greve," she said—heretofore she had called him Reggy—"I know you can help me solve something that has been worrying my poor brain."

She took a seat beside the young man and submitted her "something" that had been worrying her. It was only a charade, an intricate one, however, to which Alicia knew the answer. Reggy did not suspect that he was good at puzzles. He solved this one easily, and explained the elaborate process to Miss Wellington.

"Thank you, Mr. De Greve, you are so clever," said Alicia, exactly as she had heard Lottie say the same words to different men at least a hundred times.

That evening as Reggy went away his predominant thought was, "She thinks me clever."

In the course of time Alicia convinced Reggy that she was uncommonly pretty, agreeable, not too wise, and altogether charming—just the woman to preside over his house and help him spend his rather large patrimony. She

also convinced him that he was clever, witty and manly. Indeed, under the sun of her approval he grew wonderfully until he was quite a different Reggy.

At last the schemed-for proposal took place. Satisfied with himself, and much more than satisfied with the accomplished Alicia, Reggy asked her to be his wife. Alicia foresaw the coming offer, of course. She made ready to refuse it. She even chose her next victim, William Giles, a lawyer of skill and renown. He would be difficult to enthrall, but a foe man worthy of her steel.

But she did not think of William when Reggy proposed. She watched "the boy," as she called him in her heart, with a curious pride. "How well he does it," she thought. "Love has made a man of him. He is desperately in earnest; he is charming—he is adorable."

"Why, Reggy," she said aloud, to her own astonishment, "I believe I do love you. Yes, I will marry you, after all—yes, yes I will."

The happy Reggy did not notice the peculiar wording of Alicia's acceptance of his heart and fortune. He had won her, and his joy seemed complete. No one but his wife ever knew that he had been the subject of an experiment. —Chicago Tribune.

A VORACIOUS CAPRA.

Goat Dined on the Horse's Tail — An Amusing Incident.

Henry Travers and Otto Koop, who lives a few doors away, have long been the closest of friends. But now they never speak as they pass by, and 'tis all owing to Travers' goat and Koop's long-tailed bay mare. The bay mare had a tail that reached the ground and the goat an appetite that was indiscriminating and only limited by his ambulatory and reaching powers. But the horse's tail instead of sweeping the floor as of yore, is now but a jagged bunch of hair, fully a foot and a half away from the ground. The facts in the case are somewhat hazy, but Mr. Koop says: "My heart is almost broken. Why, the tail of that horse was the best part of it. I wouldn't have taken \$500 for that mare, but now look at it! That confounded goat of Travers' had to come in here and chew off its tail and disfigure the finest looking horse in Toledo. Why in heaven's name didn't Travers feed his old billy goat, so that he would stay at home instead of trespassing around chewing up horses' tails. It's a blamed shame, and I'm going down town to see a lawyer friend of mine and see if I can't get damages. No, the mare ain't much of a runner or trotter, but you just ought to have seen that tail. I'll kick a lung out of that goat if I get a chance." "Kick a lung out of my goat, will he?" indignantly snorted Mr. Travers when told what Koop had said. "Just let him try it. Damages? Fiddlesticks! How is he to sue me? I didn't eat the tail. Why doesn't he keep his stable door shut if he is so particular?"—Toledo News.

Even ancient superstitions are not respected by the modern woman of fashion. She has herself photographed in her wedding dress before she is married, has her trousseau marked with her new initials instead of her maiden name, and otherwise flies in the face of traditions which, to her grandmother, were sacred because of their very antiquity, says the Pittsburgh Dispatch. At the present moment the most favored gem for mounting as a charm is the opal, the stone banned for years as an omen of bad fortune to the wearer. Now you find opals in the rough, as well as polished, being mounted in almost every style for wear on neck chains or on bangles. There is only one other stone which can rival them in popularity, and that is the pale green jade.

Utah's Capital.

Salt Lake City still presents one of the most absorbingly interesting fields for the sociologist to be found on this continent. The conditions most vital to a people's life are there far beneath the surface and cannot be comprehended in a day, nor by a sojourner who looks exclusively through either Mormon or Gentile eyes. Two generations have been born into the Mormon religion, and the traditions of the church are as binding to them as those of century-old creeds to their followers. The man who you are told has "broken away" from the faith you find upon acquaintance to be half a Mormon still. The "good Mormon" who is pointed out to you will be found to be, in nine cases out of ten, half Gentile.—New Lippincott.

No Twin Microbes for Him.

A clergyman walking on the outskirts of his parish on day found one of his parishioners whitewashing his cottage. Pleased at this novel manifestation of the virtue that is next to godliness he complimented the man on his desire for neatness. With a mysterious air the workman descended from the ladder and approaching the fence said: "That's not exactly the reason why I'm doin' of this ere job, your worship. The last two couples as lived here had twins, so I see to my misus, I'll take and white-wash the place so's there mayn't be no infection." You see, sir, as how we've got 10 of 'em already.—Phonographic Record.

A NEW CLAIMANT.

BUILDER OF FIRST LOCOMOTIVE IS LIVING.

An Interview With Philip England, Who Says He Invented and Ran the First Working Railway Engine—Stephenson Recognized the Claim.

The man who assisted in building and also assisted in inventing the first working locomotive is alive today. He was engineer on the first steam locomotive that ever left London, and fitted with engines the first working boat ever driven by steam. This man is Philip England, and he resides in London. He is 88 years of age and still hale and hearty. He is the last of the engineers who were closely associated with George Stephenson and helped him to make the first locomotive. Indeed, Mr. England goes so far as to say that he and not George Stephenson invented the first working locomotive. Mr. England recently related his story.



PHILIP ENGLAND.

I was brought up to the coachbuilding trade by my father, but as soon as I had served my apprenticeship ran away to sea. One short voyage was enough. Then I found myself back in London. One glance showed me that the days of coaches were numbered, and hearing that the great George Stephenson and his son, Robert, were then working on a new line at Euston, the London and Northwestern, I offered myself as railway coach builder, and was given work. Skilled engineers were not known in those days, and seeing that I had my heart in my work and a clear brain, George Stephenson soon took me into the locomotive workshop. Within a few months I was his right-hand man.

I remember one evening, Oct. 27, 1829, the day after the Stephenson's engine, the Rocket, had won first prize as the best engine in a competition open to the world. George and I were sitting chatting far into the night. Suddenly a silence fell over us, and then, after a while, George began talking in that far-away tone in which people speak in their dreams.

"Philip," he said, "I seem to see engines flying over the whole world. Not only through England, but far away in distant lands where man has as yet never trod. They're quite different to ours, Philip, and they go so fast I can't see any name on them. But I'm glad that day will come, Philip." Then rousing himself, he called out, as if challenging refutation: "It will come! It will come, although we sha'n't live to see it."

Next day poor George was down with a very bad headache—the doctor said overwork. But I have lived to see his prophecy come true.

George Stephenson had one failing. He always feared his subordinates would supersede him. Times and again have I helped him with ideas, and never once did he ever so much as thank me. Not that he did not appreciate my help. Half his so-called contrivance originated in my brain. In fact, if the whole matter could be gone into again you would probably know me as the inventor of the first working locomotive. But, then, he'died rich, and the world wept. But as for me—well, it's too late now. But listen:

During one of our evening talks Stephenson said to me: "Philip, I couldn't get along without you; but you're not the man to fight the world in order to give it the loco. No, Philip, my son and I were made to give the world the steam engine and you were made to help, and if I were to give the matter into your hands tomorrow you would fail. Not that you wouldn't like, but you haven't the will to fight like we have. You go on improving the engine, and I will father it. It's got to be so if we're going to win." I could not run a present day loco, but I ran the very first engine that

steamed out of London. The London and Birmingham line was the first line to touch London, and on Sept. 17, 1825, a special train was run from London to Boxmoor Heath—the line didn't go any farther—to commence its opening. The train, which consisted of four open coaches—these would be called cattletrucks now—carried both the Stephenson, Brunel, and a lot of rich men who were looking at railways with the speculator's eyes. I ran the engine.

When we got to the end of the line, right in the middle of the Heath, we pulled up and all had lunch. You should have seen the crowds as came from all the surrounding country to look at the iron horse! Lor! how I did laugh when we let off steam. In a minute you couldn't see a person. They had run for their lives.

You have read how the railways were hated when they first came. One night after I had worked later than usual with Robert Stephenson, and was making my way home, I was set upon by some twenty coach drivers, who threatened my life if I ever dared



NEW BRITISH DUKE.

run another engine. But I stand six feet five inches, and was young in those days. I don't know exactly what happened, and I am sure some of the coaches had new drivers next day.

NEW BRITISH DUKE.

The marquis of Lorne, who now becomes the new duke of Argyll on the death of his father, is one of the few nobles in Britain allied to the royal family. But the marquis, or, rather, the duke, is very high-bred. His mother was a daughter of the great duke of Sutherland. In 1871 the then marquis of Lorne was wedded with Princess Louise, the fourth daughter of Queen Victoria. The ceremony was performed in London by the bishop of London, assisted by two other bishops of the state church. Like his celebrated father, the duke is a learned man, and fond of writing. He is the author of a number of historical and



DUKE OF ARGYLL.

political works, and he has published two volumes of poetry of a very meritorious order. Politically he has not been overactive. He has served a few years in parliament, and was honored with the viceroyalty of Canada in succession to Lord Dufferin. He is 55 years old.

South African Market Squares.

Of any South African town the most picturesque spot is the crowded market square. All such squares are alike to a traveler, says Harper's Weekly, with their low, corrugated-iron houses lining their sides—with the postoffice or government building at the upper end—with the square itself a foot deep with reddish dust or villainous mud, according to the weather.

Gen. French is known as "Silent French." The now famous cavalry leader started his career on the deck of a man-of-war, abandoned for the infantry, and on leaving this entered the cavalry branch of the service.

FARM AND GARDEN.

MATTERS OF INTEREST TO AGRICULTURISTS.

Some Up-to-Date Hints About Cultivation of the Soil and Yields Thereof—Horticulture, Viticulture and Floriculture.

Winter Wheat Report.

In the winter wheat report for Illinois only the central and southern counties are involved, as but little is grown in the northern part of the state. Fifty per cent of the returns show that condition is good and of the remaining 50 per cent two-thirds indicate fair condition. Four correspondents in the central part of the state and six in the southern report damage by Hessian fly. Although crops are not suffering, about half our correspondents state that the ground is dry and rain will soon be needed. The other 50 per cent report moisture abundant and in a few counties, notably Livingston, Massac and Iroquois, 'here has been too much rain to suit the farmers.

Winter wheat in Indiana was badly 'rown out and its condition is very poor. In most localities it does not promise to yield more than one-fourth to one-half a crop. Hessian fly has also damaged it considerably, especially in Blackford and Pike counties. A few correspondents in the central and southern portions report moisture deficient, otherwise the supply is abundant.

In northern Michigan, where it was protected by snow, winter wheat is in good condition, but winter killing and the ravages of the Hessian fly have not left much in the central and southern portions of the state. A large part of the wheat area will be plowed under. What remains has improved with the favorable weather of the last ten days. Moisture appears to be abundant enough to suit the needs of all crops, only one correspondent reporting any deficiency.

Ohio correspondents report conditions very similar to those found in Michigan. The bulk of the crop has been ruined by winter killing and Hessian fly. In the best reports received not more than two-thirds of a crop is predicted. A few counties are getting dry, but in almost all parts of the state moisture is abundant and the wheat that has survived is improving.

A few correspondents in Kentucky state that moisture is deficient, but the majority report an abundance and some too much rain for corn planting. Wheat is in splendid condition and a good crop is anticipated. There are three reports of Hessian fly, but little or no damage from that source is complained of.

The reports of Missouri and Kansas winter wheat are very encouraging, condition running "good to very good," or "considerably above the average." Moisture is abundant in both states and a few counties in Kansas have had too much rain. Hessian fly has not appeared in either state.

Subsoiling for Grain.

It will not, as a general thing, pay to subsoil for grain crops. With the low price of the cereals the increase must be very considerable to pay cost of the extra work. The work of subsoiling is very great, the subsoiler having to be hauled by from four to six horses according to construction of the subsoil. There are however some localities where subsoiling for grains will pay. This will depend on a good many circumstances that cannot be pointed out specifically. For instance there are subsoils that are not hard to stir up. There are farms where the arrangements are such that the men and horses have idle time, and in such cases the subsoiling will not be very expensive. Then too we must make a distinction between the sections of country where the rainfall is fairly good and the sections of country where the aridity is so great that there is little or no water to hold. It is believed that subsoiling is more effective where the rainfall is fairly good than where the rainfall is very slight. This is because the subsoiling makes it possible for the ground to hold more water and a part of the heavy precipitations is caught and held in the reservoir that would otherwise run off. In the case of semi-arid lands the water seldom falls in such quantities that the soil cannot retain it.

Horticultural Observations.

The annual returns to the State of Florida for fruits and vegetables shipped out is said to be about \$5,000,000. This is very much less than it would be had the great orange groves not been cut down by the severe cold spells of the last few years.

It is reported that there is quite a general movement among the truck growers of Texas for organization. This is to be commended, for by such combinations the better shipment and distribution of the products can be obtained. If the growers of vegetables and fruit ever become fully organized it will be possible to prevent inferior goods being put on the market.

A writer says that Florida suffers more damage from frost than any other state. The cold waves this spring have killed large quantities of early fruits and vegetables. Beans and egg plants were extensively destroyed. In the midst of some of the vegetable gardens the thermometer dropped to about 20 below the freezing point. Florida is really in a hard position in this regard. Her product is of value in the northern market only because of its earliness. Yet to get these early vegetables the work of growing them must begin

early in February, at a time when cold waves are possible. Were the growers to wait till later, they would find no market that would pay a profit on cost of production and transportation.

The apple exhibit at Paris is likely to attract a good deal of attention from Europeans. It will not consist of the short-keeping varieties to any extent, but of those apples that are known as commercial apples, and that will stand long carriage. Our apple trade with the Europeans is growing, and the exhibit at the exposition will doubtless have the effect of enlarging the market. The only trouble that we see ahead is the difficulty of supplying the demand. Good commercial apples are very high in our markets the year round, and of course will be much higher in a foreign market, where the cost of transport, handling and additional profits must be added. Without doubt, there is no more encouraging field for investment than in the line of apple growing. There are certain sections of the country that are particularly adapted to the growing of apples—sections where land is cheap and unsuited to the production of anything but fruit.

Black Nightshade.

This plant is also known as common nightshade, garden nightshade. It is a smooth annual, one to two feet high, with rough, angular, widely-branched stems, ovate leaves, two to four inches long, with waxy margins, drooping clusters of small white flowers, and black, globose, juicy berries, which ripen from July to October. The amount of poison present in any part of this plant varies with the conditions of growth. The more



Black nightshade (Solanum nigrum) one-third natural size.

musky odored plants are the most poisonous. These plants may be easily killed by cutting them down before the fruit matures.

Kafir Corn as Stock Food.

When fed alone, stock tire of Kafir corn much more quickly than they do of corn. Some stockmen feed red and white Kafir corn alternately. This gives some variety, but only partially overcomes the defect. When Kafir corn is fed with feeds rich in protein, as alfalfa, soy beans, bran, or oil meal, animals relish it for any length of feeding period. Hogs fattened on Kafir corn alone get so that they loathe it, but fed Kafir corn with either alfalfa hay, soy beans, or skim milk, they have a keen appetite for every feed. This lack of protein (flesh and blood-forming material) and an excess of starch and other heating substances makes Kafir corn an undesirable feed to be given alone, but combined with the other drought-resisting feeds—alfalfa and soy beans—makes a ration containing all the material in proper proportions needed for meat and milk production and the growth of young stock.

Kafir corn is a very constipating feed, and for this reason, when fed alone to either horses, cattle, or hogs, induces an unhealthy condition. Fed with other constipating feeds, such as prairie or timothy hays or corn fodder, the condition is made worse. On the other hand, alfalfa and soy beans are laxative feeds, and either fed with Kafir corn secures a healthful condition of the animal, as shown by the glossy hair, oily skin, good appetite, and good returns.

The first actual returns or statistics for the twelfth census are now coming in to the Census office. They relate to cranberry culture and give the acreage, tenure, quantity of fruit produced, cost of labor and fertilizers, area of new plantings, value of crop and losses from disease, insects and other natural causes for each bog or plantation. In January, 1900, preliminary schedules relating to the cranberry yield of 1899 were sent out to all the growers whose names and addresses could be obtained. Each blank was accompanied by a list of the growers, so far as ascertained, in the vicinity of the person addressed, to be by him corrected and returned to the Census office. To any additional growers whose names were thus secured, schedules were forwarded by return mail, and many have already made their reports.

Clover for Sheep.—Clover is a very good feed for sheep, as it contains the nitrogenous elements necessary for the making of wool, lean meat and the development of the lamb still unborn. The shepherd that has a bountiful supply of clover is well provided with a food that will put the flock in the best of condition.