

SUCH A MODEL MAN.

"What I admire so much about John Winton," said Mrs. Lowndes, looking up from her "Missionary Review," "is that he is such a model young man. Worldly pleasures don't occupy his mind at all, as is the case with so many young men nowadays."

"Yes, mamma," answered Dorothy, yawning over a tract upon the religious status of the Singhalese. "And when my time comes to pass on," continued her mother, "I shall do so serenely, confident that my dear daughter is happily married to one of the least worldly-minded men I have ever known."

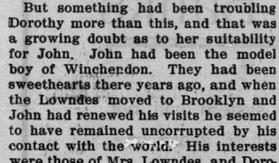
Dorothy studied the Singhalese with great devotion, and, after a few moments, Mrs. Lowndes returned to her "Missionary Review."

John Winton and Dorothy had been engaged for nearly a year. Both had come from the same village. After the death of Dorothy's father the widow had moved to an apartment in Brooklyn, in order to be near the center of missionary enterprise on which her soul was set.

John was a lawyer in New York, and came over to Brooklyn two or three times a week to see his fiancée.

In spite of a happy home life, Dorothy had been growing more and more troubled of late. She had made a number of friends in Brooklyn, and had very soon perceived that the atmosphere of a big city was very different from that of a village.

Her friends went to theaters and dances as a matter of course; insensibly Dorothy had fallen into their ways of thought. Unknown to her mother she had seen Shakespeare represented three times that winter, and had spent one delirious evening at the opera house. As



"Yes Mamma," answered Dorothy.

her mother asked no questions, it was not necessary to deceive her, yet Dorothy felt what a pang the good lady would receive if ever she knew of these worldly lapses.

But something had been troubling Dorothy more than this, and that was a growing doubt as to her suitability for John. John had been the model boy of Winchendon. They had been sweethearts three years ago, and when the Lowndes moved to Brooklyn and John had renewed his visits he seemed to have remained uncorrupted by his contact with the world.

His interests were those of Mrs. Lowndes, and Dorothy, in their presence, felt like a secret sinner. The memory of that night at the opera house lay heavily upon her conscience.

Wild thoughts of confession haunted her and made her anything but cheerful when John paid his next Sunday visit.

"It is such a comfort to me to know that your interests in life are just the same as Dorothy's, John," said Mrs. Lowndes.

"Yes," answered John soberly. "Life should be so serious. It is serious, Mrs. Lowndes. When we look round us and think of the human beings living in equal and destitution, their lives unredeemed by faith—"

"I know, John," wept Dorothy, now quite unable to control herself.

"Think of the happy, useful lives that we shall lead," said John. "How much good we shall be able to do before we die! I intend to let you devote all your life to charitable works. We will take a part in all the big public movements; we will give freely to missionary enterprises—"

"John!" Dorothy burst out, looking up at him with a pale, resolute face. "I don't want you ever, ever, to mention the word 'missionary' to me again. I am not worthy to be your wife and I want you to forget me as quickly as you can. I hate missionaries."

"Dorothy!" John began, but he could not get in a word against the girl's eloquence.

"I hate missionaries and all charitable works," she exclaimed. "I am a worldly sinner, John. If mamma knew it would break her heart. I have hidden it from her, but I cannot marry you with a lie on my lips. John, I—I have been to the theater three times this winter, and—and it was Shakespeare."

"But Dorothy—" John tried to begin again.

"Wait, John! I have been to the opera house to see 'Il Trovatore,' and there is nothing the least bit spiritual about 'Il Trovatore.' And I—I—oh, how can I tell you? I have thought of joining an art class at the Pratt Institute. John, I am a sinner at heart. I love worldly things and I—I can't even feel sorry about it!"

A remarkable sound made her look up from the handkerchief in which she had again buried her face. It was the sound of dancing feet. John was dancing. In fact, he was capering up and down the room.

"I'm so glad!" he exclaimed. "I'm a sinner, too, Dorothy. Look at these!"

And he pulled a handful of theater ticket stubs out of the pocket of his frock coat.

"Dorothy," he said, sitting down beside her and putting his arms round her, "I hate the missionaries too. Yes, it's true. I go to theaters and worldly places—and I hoped, after we were married, to bring you gradually to a broader view of life."

"Why, John—how you must have loved me to have pretended so long and—and hidden your real nature!" Dorothy gasped.

"I guess I did, dear," answered John soberly. "But you see, Dorothy, it wasn't exactly hypocritical—do you think so? After all, serious people are needed in this world, and I couldn't break your mother's heart by letting her know, any more than you could."

"She never shall know," said Dorothy firmly. "But, oh, dearest, isn't it— isn't it nice to be sinners and—and not to care!"

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FARMERS AND THEIR NAGS

For Pride and Decency Their Teams Should Always Be Well Fed and Groomed.

The farmer's team is an advertisement of his farm, whether he would or no. The advertising value of a pair of well-kept, vigorous farm mares with quality is not enough appreciated.

On the road or in the furrow work horses are constantly leaving impressions—not only of their own intrinsic merits or demerits but of their owner's rank as a good farmer and a horseman. Some farmers never did have a horse but that one could count every rib a rod away. They do not seem to know the first principle of proper feeding or grooming, and the fact is they never care very much about horses anyway. Others are always driving horses which command admiration—they are sleek, flashy and always forward in the collar, champing the bit impatiently at times as if they would be off and pulling at the tugs in order to pay for their oats.

Every community is full of examples of the value of the farm team advertisement. The forehanded farmer must accord the matter his careful attention. He will have things to think about in attempting to put his best foot forward in this regard. He must decide on the breed and colors which would suit him best, as well as on the harness and trappings. His reward is full to overflowing when he passes folks on the road and they pause and turn around in order to get the full effect of an equine moving picture. The effect has not aesthetic value alone; there is money in it.—Breeders' Gazette.

Le Roi Bonhomme.

The visit of King George of England to Paris recalls anecdotes of his father, who was a prime favorite there, and whom the French called Le Roi Bonhomme.

Things had been going but poorly between France and England when King Edward VII succeeded to the throne—a personality already popular among the French, whom he understood and who understood him. King Edward determined to go to Paris. His reception would, it was understood, be "correct," but no more. He went, he was seen, and he conquered. Nothing could resist his smile, his genial courtesy, and his inimitable art of saying and doing the right thing.

"How long do you stay?" a Frenchman asked a member of his suite. "We leave on Thursday," was the reply. "I'm glad of that. If you had stayed till Sunday the people would have made him king of France."

Literally True. "All the world's a stage." "It's a fact. Everything on earth is being featured in the moving pictures."—Kansas City Journal.

SLEEP WAS NOT FOR HER

Little One Got What Consolation She Could Out of Foregoing Promised Reward.

The parentally imposed afternoon nap has long been childhood's bane. Harry S. Smith, secretary of the park board was telling the other day of difficulties of afternoon napping experienced by his offspring.

A youthful daughter is especially given to insomnia at the time in the afternoon when it is insisted that she shall nap. It is no fault of hers. She strives strenuously to woo Morpheus, but to no avail. The sleep god is coquettish and he comes only when he can steal upon his victims.

The other afternoon the tot was doing her best to sleep. Dutifully she closed her eyes, breathed rhythmically and counted sheep jumping over the fence, as instructed. Sleep would not come. But it would never do to disappoint a parent. So when the question came, "Are you sleeping, daughter?" she murmured slumberously, "Uh-huh."

But her message was not convincing. So she was offered a dime as a reward for sleeping. Time and again she made the effort, but always it was fruitless. Then she began to squirm. Finally she sat up in her bed. Her manner was eloquent of conviction of the futility of further effort, after resignation of claim upon the reward.

"Oh, I don't care; I don't want the dime," she said. "My bank is a penny bank, anyhow."—Louisville Times.

OCEAN NOT YET CROSSED

And War Has Somewhat Lessened the Thought of Its Extreme Desirability.

The year now drawing to a close was full of promise of many things which have been laid aside or hidden beneath the black cloud of war. Among them all none was more attractive than the plan to cross the Atlantic ocean in an airship. On both sides of the Atlantic large sums of money were spent and many trained minds were working on the problem. That the crossing will be made some day there is little doubt; that ultimately the journey will be accomplished with the same precision as by our present ocean liners is also probable. However, the prediction made in these pages early in the year that 1914 would not be the historical year of ocean mastery has come true, writes H. H. Windsor in Popular Mechanics, and there are some who will view the first crossing with less enthusiasm and satisfaction now than six months ago.

The air is so much vaster than the ocean, and correspondingly harder to patrol, that our feeling of security will in no measure be increased when a fleet of airships can leave the other side and hover overhead between the sunsets.

Hundred-Foot Standard.

The Western Society of Engineers has had prepared a 100-foot length standard, which it has presented to the city of Chicago. This standard is a steel rod 102 feet long, two inches wide and half an inch in thickness, which rests on rollers secured to substantial brackets fixed to the wall. The graduations, which were established by Prof. L. A. Fischer of the United States bureau of standards, Washington, were at zero, one foot, one yard, one meter, ten feet, 25 feet, 50 feet, 66 feet, 20 meters, 30 meters and 100 feet, and at each of these points a disk of an alloy of 90 per cent platinum and ten per cent iridium 5.16 inch in diameter was inserted in the rod flush with its surface, the exact division point being marked on the disk. The work of graduation proved remarkably accurate, as is shown by the correction table furnished for use in connection with comparisons of measures.

Car Fares.

Looked at in the sense of the broader civics, says Louis Bell in the Electric Railway Journal, the single fare with a long radius of country, which can be reached by five cents, meets conditions here better than would be possible by the European zone system with its apparently low rate of fare covering a limited area, within which comparatively few would from choice wish to live. The long and short of the whole matter is that anybody who tries on an ordinary European tramway to cover the distances which he is wont to cover at home, will find the cheap fares he has heard of piling up very neatly, to say nothing of coming to a definite realization that the time of transit and the asperities of travel make him think lovingly of home.

Social Insurance in Germany.

German statistics show that just before the war 14,500,000 persons were protected by compulsory sickness insurance, 24,600,000 by compulsory accident insurance, and 16,000,000 by old age and invalidity insurance, exclusive of several millions of salaried employees who were brought under compulsory insurance by recent legislation. This gives a rough idea of the all around security enjoyed by the average German workman in practically all industries and many of the trades of the empire.

Gifts From Rich and Poor.

An admiral's daughter has sent to the church army war fund a 200-year-old vell and handkerchief of Buckinghamshire lace, which have been in her family's possession for 100 years. A West Country resident has sent some old jewelry, a baby's lace bonnet and some old flask cups.—London Chronicle.

What "Penny" of Nails Mean.

The terms ten-penny, etc., as applied to nails came from the number in a pound, pronounced pun. Nails of such a size that it took 1,000 of them to weigh four, six, eight or ten pounds were popularly known as four-pun nails, six-pun nails, eight-pun nails and ten-pun nails, respectively; and in the course of time, four-pun nails, six-pun nails, etc., were gradually corrupted to the meaningless four-penny nails, six-penny nails, etc.

To Melt Paraffin.

Take a large empty tomato can or any other large can; cut it off from the top all around about two inches from the bottom with a can opener. It is large enough for any jar and deep enough to paraffin a little way past the cover of the jar if there is enough paraffin in when melted to fill can three-fourths full. It can be put right on the stove and the paraffin melts very quickly.

Got Rare Species of Whale.

While cruising off the coast of British Columbia recently the whaling ship White landed a right whale, which is now very rare, especially in northern Pacific waters, and one particularly valuable for its bone. It was the first of its kind captured off that coast in several years, and was valued at \$20,000.

Roads to Success.

The quickest and straightest road to success is undoubtedly to find a competent instructor, and let him do the leading; but it is quite possible to learn unaided.

Dangerous.

A little trigger is a dangerous thing.—Life.

Hood's Sarsaparilla.

Severe Rheumatic Pains Disappear

HOOD'S SARSAPARILLA WILL SURELY BRING RELIEF—DON'T SUFFER.

Rheumatism, which perhaps causes more suffering than any other disease, depends on an acid which flows in the blood, affecting the muscles and joints, producing inflammation, stiffness and pain. This acid gets into the blood through some defect in the digestive process, and remains there because the liver, kidneys and skin are too torpid to carry it off. Hood's Sarsaparilla, the old-time blood tonic, is very successful in the treatment of rheumatism. It acts directly, with purifying effect, on the blood, and through the blood on the liver, kidneys and skin, which it stimulates, and at the same time it improves the digestion. Don't delay treatment until you are in worse condition. Get Hood's and begin taking it today.

STOCKHOLDERS ASKED TO HELP

Railroads Put Full Crew Law Question Up to the Stockholders.

Philadelphia, Feb. 24. Direct appeal has been made to the army of railroad stockholders for their active support in the fight being made for repeal of the Full Crew Laws. Letters are going out to the shareholders of each of the twenty-one railroads operating in Pennsylvania and New Jersey.

William H. Truesdale, president of the Lackawanna Railroad; E. B. Thomas, president of the Lehigh Valley Railroad, and Samuel Rea, president of the Pennsylvania Railroad, are among those who have turned to stockholders for help. President Rea writes as follows:

"To you, as owners of the Pennsylvania Railroad, I now make appeal for your active, earnest and prompt support in a matter which most directly concerns your personal interests. The management greatly needs your assistance. I ask it in full belief that you will gladly respond."

"With twenty other railroads operating in Pennsylvania and New Jersey, your company is working through a public campaign for repeal of the Full Crew Laws. These work hardship upon the public, they are unfair to the great body of railroad employees, and the unnecessary costs they impose upon the companies strike even at the safety of your dividends."

"Pennsylvania Railroad stockholders number some 92,000—constituting a great army of the most substantial citizenship of the country. I ask you in your own interest and for the larger public weal, to talk to your friends and associates, to the end that they may clearly understand the matter and join you in urging directly upon the Legislatures of Pennsylvania and New Jersey the importance of repealing the Full Crew Laws at the present sessions."

Give your children a laxative medicine which will not re-act on the system or leave injurious after effects. Dr. Pierce's Pleasant Pellets are the best medicine for children. They do not produce the pill habit.

TRAINS MANNED TO FULL SAFETY

Accidents Increase Under Full Crew Law—The Public Stands Cost.

Philadelphia, Feb. 23. The trainmen's organizations assert that the Full Crew Laws work to reduce accidents. To determine this, it would be only right to take the Interstate Commerce Commission statistics. In doing this, the great mass of killed and injured, who are neither employees nor passengers, should be included in the present issue.

For the three-year period to June 30, 1911—the Pennsylvania Full Crew Law became effective July 19th—the number of employees and passengers killed in the United States was 10,186. For the three years since full crew became effective the list of killed totaled 10,372—an increase. On the Pennsylvania railroad for six months before the Full Crew Law was in effect and for the first half of last year, it shows as follows:

Table with columns: Before Law—First Half of 1911, Killed, Injured, Trainmen, Passengers. Under Law—First Half of 1914, Killed, Injured, Trainmen, Passengers.

\*Fell from trains. From the above figures it would seem that extra men on trains do not prevent casualties. They do add to the total number of employees who are subject to the risks of railroad service.

In the legislative hearings at Harrisburg on the Full Crew Bill, the trainmen were challenged by railroad officers to cite a case where accident had occurred that could have been in any way prevented by the law now in effect. They failed to give a single example. Upon investigation it has also been found that the extra freight brakeman seldom rides in the middle of the train, where the trainmen assert he is needed to ensure safe operation.

SAFELY MANAGED RAILROAD

To Provide for the Utmost Safety of Patrons and Property is the First Duty of Every Well-Managed Railroad

The railroads of Pennsylvania and New Jersey fully realize the importance of properly manned trains. Were the claims of those who arbitrarily forced the railroads, under the Full Crew Laws, to employ men for whom no jobs exist just and warrantable, the railroads themselves would be the first to recognize those claims.

Full Crew Laws Costly

Interstate Commerce Commission statistics conclusively prove that Full Crew Laws work three grave hardships—i. e.:

- 1—They increase the number of casualties. 2—They cost the railroads and thousands of men and women who, directly, or indirectly, as depositors in banks, trust companies, and savings funds are investors in railroad bonds and stocks, approximately \$2,000,000 a year in wages for unnecessary labor. 3—They deprive the people of a vast amount of improvements.

No Trains Undermanned

The railroads contend that their trains never could be undermanned for the following good business reasons:

- First—A freight train of one locomotive at \$25,000, and 75 cars at \$1000 each, would represent \$100,000 in rolling stock. Is it reasonable to assume that a railroad would jeopardize the safety of that great capital investment to save \$2.75, the wage of an extra brakeman? Would it risk the loss of \$100,000 worth of property to save \$2.75? Second—The railroads know that, to reach full earning capacity and to get from their equipment and roadway greatest possible service, all trains must be manned with enough men to enable them to do their work and make their trips in the least possible time.

Public Inconvenienced

Suppose, for example, the Lackawanna Limited left New York for Buffalo with four cars. Suppose it arrived at Stroudsburg and there it became necessary to put on a fifth car to accommodate unexpected traffic. Under the Full Crew Laws this could be done only after an extra brakeman had been brought from a division point, or the Stroudsburg passengers would have to stand in crowded cars until the train reached Scranton. Should the public be so inconvenienced?

Why Laws Should Be Repealed

The railroads now—as always—intend to man every freight and passenger train to the full requirements of safety and operating efficiency. They intend to do all within their power to expedite traffic and promote public convenience. They desire to give that absolute safety, efficiency and service to which the people are entitled.

There is no purpose to lay off men whose services are necessary to adequately man trains; the object is merely to eliminate men for whom there is no real necessity and for whom jobs exist only by edict of law.

Legislation that hampers railroad service, safety and efficiency by expending money which should be used to increase the safety, the welfare and the convenience of the public is unfair to the people.

SAMUEL REA, President, Pennsylvania Railroad. DANIEL WILLARD, President, Baltimore and Ohio Railroad. THEODORE VOORHEES, President, Philadelphia and Reading Railway. R. L. O'DONNELL, Chairman, Executive Committee, Associated Railroads of Pennsylvania and New Jersey, 721 Commercial Trust Building, Philadelphia.