

THE PATHS OF DEATH.

There are two folds upon the hill,
And one is lone and very still—
Only the rustle of a leaf
Gives happy sound of life and stir,
And warbles babbling bright and brief
Where the bird skins with fearless whirr,
Or a bee ruffling on his way
From the honey from a wild rose spray.
Sometimes a soft and summer shower
Drops gentle music hour by hour,
Or a long breath of wandering air
Mahos melancholy murmur there,
And all is calm and full of peace
There where the dead have sweet release.

Within that other place of graves
In every dusky alley meet
Sad ghosts, who lost an aching breast
With agonized longing and regret,
Remember that they once were best,
The heart gone out of them, the soul
Fled onward to some unknown goal
For them no glad and further year,
As the rose, and beauty's ebb,
Without a wish except to die
Their eyes with dust—the dead who still
With rained hope and joyless mirth
Go to and fro upon the earth!

—Harriet Prescott Spofford, in Scribner's Magazine.



A VICARIOUS VENGEANCE

The superintendent of the Kildee Insane Asylum was, ex-officio, a great personage in the little town. The simple, home-keeping inhabitants dignified him in their minds with the great men of the Nation, for the institution over which he presided was the biggest thing they knew about, and the official residence of the superintendent was looked upon as the type and paragon of all domestic excellence.

The new superintendent, however, had not been content to move majestically in the beaten path of his predecessors. "The degree of awesome aloofness which enveloped him surpassed anything ever known in the town, but he had a knack of mingling with the affairs of the people without abating an iota of his dignity or laying himself open to the familiarity of his neighbors. He hadn't been in office



six months before the asylum garden, worked by the inmates, began to yield extraordinary quantities of kitchen truck, flowers and fruit, which Superintendent Triggton, with pompous condescension permitted the public to buy at prices that added heavily to his already large income. Then it became known among certain struggling tradesmen that Triggton had a certain sum of ready money which he was "willing" to loan to reputable citizens on "terms which could be privately arranged." Within a year he "owned" enough mortgages to make him master of the destinies of a dozen less fortunate Kildeeans. He bought lots in town and acres adjoining the village and guarded his holdings with a jealous tyranny that was quite new to the easy-going, friendly people.



Boys caught playing "I spy" in his orchard were called off the premises; stray pigs, cows or horses foraging along the roadways were promptly impounded by Triggton and the owners mulcted for their "sheep." Frolicking dogs which had ventured upon the Triggton estate had been found mysteriously defamed, lying at their owners' gates. Puffers foraging abroad in the vicinity of his home had failed to return to their nests, and the vagrant peddlers who occasionally invaded his impenetrable yard were set upon by a murderous bulldog which held the menial honor of being Triggton's only companion, counselor and friend. A year of this kind of "neighborliness" made Superintendent Triggton the most hated and at the same time the most feared person in Kildee.



The widow Denny was the first who dared to oppose him. One of her pigs had got away and never returned, and about the same time Triggton's porcine family of ten yearlings was augmented by the presence of a plump boar, which, from a distance, looked suspiciously like the Denny delectable. The widow demanded her beast, and Triggton laughed at her. "Then she filed suit and gave the community a shock of delight by bringing her suit, a young Chicago lawyer, to help her fight the superintendent. Everybody hoped and even expected that the smart young attorney from the city would bring the latefiled Triggton to account, but when the case came to trial and the evidence was all in, even the faint testimony of the squealing pig, the question remained one of equity between the woman and the possessor of the

struck him full in the eye with his clenched fist. "Guess that'll hold 'er fur awhile," said the stranger, going into his tent. They watched him come out with a rope and tie the taller tyrant hand and foot. Then, by a great effort, he loaded his victim into the wagon, and Denny and Lee, unwilling to remain longer, made off through the twilight, laughing with delight. They stopped at the widow's house long enough to see the mover come galloping up the road, his wagon rattling behind and Triggton sitting helplessly in the rear, his yells and imprecations drowned by the clatter of the jolting vehicle.

Denny ran into the house, much to the wonderment of Hank, but the mover drew reins at the gate and cried: "Hil, there, come show me the way to Judge Tarfess's house. I got the 'scaped lunatic here. Captured him single-handed yonder in the orchard. Don't be skeard o' him. I got him tied as tight as a yearlin' bull."

Hank, not trusting himself to look at the prisoner, jumped up on the seat and away they dashed for Judge Tarfess's house. That grave if not learned personage happened at that moment to be presiding over a political mass meeting in the square of Kildee, surrounded by a glare of oil torches, and in the act of introducing the "speaker of the evening." The thundering arrival of the wagon with Hank and the mover on the seat and the raving, disheveled, dirty captive in the rear, created an uproar that put an end to the judge's speech. He jumped off the stake-wagon, eluded his way through the crowd, and catching sight of the woe-begone superintendent, asked: "What does this mean?"

"That's your 'scaped lunatic, Judge," explained the mover, while the crowd roared in irrepressible delight, "that's him, Triggton. I ketcht him single-handed down in the orchard, he jumped in."

"Whose orchard?" asked the excited Tarfess, fumbling to release the crest-fallen superintendent.

"Why, Denny's, Mr. Denny told me I could camp in that orchard."

"But this gentleman, what in God's name did you do to him?"

"Why, he's the 'scaped lunatic, Triggton. Mr. Denny told me about him, said he was long-lost about ownin' the whole world, 'scaped from the 'syum, and that if I ketcht him an' turned him over to Judge Tarfess I'd git the reward. He fetched me a wallon, an' I jest fetched him a couple sides o' the beef, and yonder he is!"

The disgruntled capor of the Kildee tyrant looked around for Hank Lee for corroboration, but that worthy was then running as fast as his legs could take him to the Widow Denny's cottage.

"Where's your son, Mrs. Denny?" he panted, as he belted into the kitchen.

"He's gone on that 8 o'clock train for Chicago," she said, quietly.

"Do you know what he's done?"

"Yes, Hank, I know. It was the best he could do, don't you think?"

John H. Rafferty, in the Chicago Record-Herald.

Hermits of the Skyscrapers.

Hotel hermits are more widely known than the hermits of the big office buildings, but the latter come in for a good deal of comment in a delectable way, and are apparently proud of their seclusion.

There are men in big hotels who boast of not having wandered more than two or three blocks from the building in which they live for years. Other hotel hermits go to their offices every morning, return at a certain hour in the afternoon, and then remain steadfastly indoors until the following day. They are intimately acquainted with all the goings on in the big hotels which serves them as a home, and have an active interest in its various departments.

NEW IDEAS IN TOILETTES

New York City.—Short, jaunty jackets of taffeta, peau de sole and moire are much worn by young girls this season, and have a youthful appeal.



PLEATED JACKET WITH SAILOR COLLAR.

ance that is very pleasing. The illustration shows an attractive mode developed in black taffeta stitched with white silk.

It is adjusted with shoulder and under-arm seams. The back and front are pleated at the shoulder and neck. The stitching on the pleats ceases near the lower edge, where the jacket flares prettily.

The garment is straight across the back and under the arms. In the front it extends in a deep point that reaches below the waist line.

A broad lace collar completes the

floor. Shirts in this style are apt to increase the size of the figure around the hips, but this fault may be remedied if the pleats are stitched on the edges.

To make the waist in the medium size will require one and a quarter yards of twenty-seven-inch material, with one yard of all-over lace and three-quarter yards of contrasting material for puff.

To make the skirt in the medium size will require three and a half yards of fifty-four-inch material.

Gloves.
For traveling a white glace kid has been brought out, with gauntlets which are detachable, and these gauntlet gloves are applied to gray and fawn color. An attempt has been made to introduce gloves of lace the length of the arm, but without success. Gloves of the natural tint of Russian leather are in request, and the washable gloves are singularly useful for country and traveling wear.

Green Bird of Paradise.
The newest thing in the blue and green craze is the blue and green bird of Paradise. The effect is beautiful, and the only objection is that it is so expensive.

Stylish Little Costume.
Rose pink mercerized gingham is used for this stylish little costume, with saffron lace and black velvet ribbons for trimming.

The blouse is adjusted with shoulder and under-arm seams only. The box pleats extend from neck to belt in the back. The fronts close in slightly



FANCY WAIST AND BOX PLEATED SKIRT.

neck and is drawn together by a black and white satin cravat. The sleeves are pleated to correspond with the fronts. They fit the upper arm closely, and flare widely at the lower edge in bell effect. Small pearl buttons are applied on each pleat where the stitching ends.

Some of these jackets are lined throughout with white satin; others are made up without any lining, and are ideal garments for summer wear. The collars often show beautiful specimens of the wearer's own needlework, and are a charming addition.

White lace is preferable to the ecru or satin shades, as it makes a more decided contrast.

To make the jacket for a miss fourteen years will require three and seven-eighths yards of twenty-two-inch material, with one-half yard of all-over lace.

A Popular Mode.
Embroidered baregs in the palest shade of gray is tastefully combined in the costume shown in the large drawing with silver trimmings and white mousseline de soie.

The waist has for its foundation a glove-fitted, featherboned lining that closes in the centre front. The back is faced with contrasting material to a round yoke depth. The full backs are box pleated from shoulder to belt, and a smooth adjustment maintained under the arms.

The plastron is permanently attached to the right lining and closes invisibly on the left. Two box pleats are arranged at each side of the plastron, and the fronts blouse stylishly over the narrow belt.

The quaint-looking sleeve is a special feature in this waist, and gives a picturesque effect to the garment. The full under sleeve is gathered and arranged at the lower edge of a tight-fitting cap. It droops gracefully over a narrow lace wristband from which depends a frill of lace that partially covers the hand.

Bands of green velvet ribbon fasten under rosettes at the back of the caps and finish the yoke, giving a decided touch of color to the gown.

The skirt is made in one piece, with a plain space in front that simulates a panel. The box pleats extend from each side of the front all around the belt. They are narrow at the top, and grow wider toward the lower edge. The stitching terminates about half way down, and a band of lace is applied to fasten the pleats tightly at the knees.

From this point the skirt flares widely, and has a graceful sweep at the

GOOD ROADS.

Stimulate Country Travel.
Good roads stimulate country travel for pleasure and recreation by facilitating the ease and comfort of the same.

Colonel Pope: A good road is always to be desired, and is a source of comfort and convenience to every traveler.

Julian Hawthorne on "A National Highway" in Cosmopolitan: They go to sleep in one place and awake in another. The educating and cultivating influence of travel are mainly missed. . . . The train pauses for a moment at a station, and we look out and see a line of figures staring idly up at us from a platform, and then they vanish and we forget them. We have seen them, but they are as much strangers to us as they were before. How do they live? What are their occupations, their thoughts, their ideals, their griefs and pleasures? Has our fleeting glance in any respect deepened or broadened our comprehension of the American people, or strengthened the bonds of sympathy between one part of the country and another? And yet such comprehension and sympathy are urgently desirable and expedient, if this Union is to grow into a homogeneous and vital organism.

Interstate commerce, freight rates and drammers are well enough in their way, but they alone will not suffice to make the American people a unit. The press, with all its thousands of local correspondents, will not do it. No; what is needed is a sort of quiet, uncommercial, social circulation of the inhabitants of the land among one another's homes and birthplaces. We should travel, not for financial gain, not to traffic with our neighbor, this coming in contact with him on his hardest and least congenial side; not to take snap shots at him, either philosophically or figuratively, but to know him, to be friends with him, to know him, to tell him and ask him honestly, domestic, kindly things. How are we to bring about this agreeable condition? It is, in a word, having marked out what ever route would be most agreeable and expedient, to build a magnificent boulevard clear across the continent.

Engaged in a Great Work.
The movement in this country in the interest of good roads has made some progress within a few years, but it has been largely sentimental. It cannot fairly be called more than a start. The Federal Government and the States have not yet taken a lively interest in the subject, although a few States have got as far as giving the cause a little financial aid. It is not to be doubted that highway reform is taking hold of the public, and it may reasonably be predicted that the time will come when the bad road will be the exception. Unless, however, there is a greater awakening of interest, those now living will not see that day.

Some one who has studied the subject of good roads in relation to transportation has done a little figuring, with a view of affording an idea of the value of improved highways—the value in dollars and cents. "The price of wheat," he says, "is increased for localities having properly improved transportation facilities. If it costs a farmer \$1 to haul 100 bushels of wheat a mile over a dirt road, and by means of a road this cost can be reduced to 20 cents a mile, the price of wheat is raised accordingly. One mile saves 80 cents. Ten miles saves \$8 for 100 bushels, or eight cents a bushel—the increase in price of each bushel—not considering the larger load that can be carried on macadam roads." Considering the reduction in the cost of transporting all products of the farm as well as those which the farmer hauls home, it is entirely safe to say that good roads are a splendid investment.

Those who are preaching the gospel of improved highways are engaged in a great work, and their efforts deserve to be as successful as they could wish. Nothing but a proper and genuine understanding of the value of good roads is necessary to insure the triumph of the movement, and there ought, therefore, to be no cessation of the campaign of education, the beneficiaries, whereof should, wherever possible, be induced to pay for an object lesson stretch of improved road. It's a great pity that so good a thing should come so slowly.—Binghamton (N. Y.) Leader.

Bring Wealth and Prosperity.
Half a million dollars were spent on good roads in the State of New Jersey last year and nearly double that sum will be expended this year, according to Henry J. Budd, the State Commissioner of Public Roads. Last year more than one hundred miles of new highways were constructed on the most improved principles and this year it is expected to build nearly two hundred miles more.

So great is the number of new roads applied for in the different counties that the State is finding itself unable to supply the necessary funds. The State Government has been the leader in the good roads movement in this country and the increase of \$7,000,000 in the value of taxable property within New Jersey's borders is attributed in a large part to this tendency.

Commissioner Budd is authority for the statement that there are several localities in New Jersey where the improvement in the roads has been instrumental in attracting from one to four millions of wealth in the last few years. He also asserts that in no other State in the Union can road improvement add so largely to the population because the largest part of New Jersey's territory is within a short distance of the greatest cities in the Union and it is frequently said by wealthy men having summer homes in the State that if their neighborhoods had roads such as could be pleasantly traveled in winter the city would have little attraction for them.

Safe Trains.
All the new trains on the Central London Railway are to be of preproof construction, steel and asbestos being largely used. Other precautions for the safety of passengers are being taken.

COMMERCIAL REVIEW.

General Trade Conditions.
R. G. Dun & Co.'s "Weekly Review of Trade" says: Prospects have greatly improved through the adjustment of numerous labor controversies, yet the anthracite coal strike situation is unchanged and supplies are nearing depletion. Distribution of merchandise has met with some interruption owing to freight blockades, the volume of business being very heavy. Statistics of pig iron production, according to the "Iron Age," are more satisfactory than might have been expected in view of the great scarcity of fuel. A weekly capacity of 336,495 tons is 15,500 tons less than the high record of May 1, it is true, but compares favorably with all earlier dates and shows an increase of 32,618 tons over the output a year ago. Southern furnaces have contracted so far in advance that they have practically withdrawn from the market and all dates for deliveries are remote except where foreign arrivals are offered. Pressure for steel is undiminished, and the urgency of domestic consumers is shown by additional imports of large size. Structural material is sought by car shops and bridge builders, while many office buildings and other steel structures are planned. Coke production in the Connellsville region exceeds 350,000 tons weekly, and outside ovens are also surpassing all records of activity. Yet shipments are unsatisfactory, causing frequent delays. Shoe manufacturers at the East have received practically all of the orders that will be placed, and new business is now restricted to sample orders in Spring lines. Despite the very favorable reports from dry goods jobbers regarding the volume of business transacted, and the bright outlook for Fall trade, conditions in the primary market and at the mills are now devoid of incident. Buyers are still governed by the impression that a large cotton crop is assured, and the resulting lower prices for raw material will bring better terms for goods. Holders thus far have made few concessions and consequently trading is dull, except in specialties. Considering the official report of cereal crop conditions the firmness of quotations during the past week has been somewhat surprising. Failures for the week numbered 196 in the United States, against 108 last year.

LATEST QUOTATIONS.
Flour—Spring clear, \$3.10a3.30; best Patent, \$4.50; choice Family, \$3.75.
Wheat—New York No. 2, 75c; Philadelphia No. 2, 73a73c; Baltimore No. 2, 71c.
Corn—New York No. 2, 64c; Philadelphia No. 2, 65a65c; Baltimore No. 2, 71c.
Oats—New York No. 2, 65c; Philadelphia No. 2, 50c; Baltimore No. 2, 44c.
Hay—No. 1 timothy, \$19.00a19.50; No. 2 timothy, \$18.00a18.50; No. 3 timothy \$17.00a17.50.
Green Fruits and Vegetables.—Beets, Native, per bunch 1c. Blackberries, Eastern Shore, per quart, 4a5c. Cabbage—Native per 100 \$1.00a1.50; Wakefield, per 100, \$3.00a5.00. Cantaloupes—Florida, per crate 50c a \$1.00. Cucumbers—Charleston, per basket 12a20c; do North Carolina, 12a20c. Eggplants, Native, per basket 5a10c. Huckleberries, per quart 6a7c. Lettuce, Native, per bushel box 30a50c. Onions, New, per basket 8a30c. Peaches, Florida, per carrier \$1.00a1.25. Pineapples, Florida, per crate, \$1.75a 2.50. String beans, per bushel, green, 30a35c; wax, 30a40c. Tomatoes, Potomac, per six-basket carrier, fancy, 30 a50c do, fair to good 20a25c.
Potatoes, Potomac, per brl, No 1, \$1.00a1.25; do, seconds, 70a81.00; do, culls, 50a60c; do, North Carolina, per brl, No 1, \$1.00a1.25.
Butter, Standard, 23a25c; Gathered cream, 21a25c; prints, 1-lb 25a30c; Rolls, 2-lb, 25a30c; Dairy pts. Md., Pa., Va., 23a24c.
Eggs, Fresh-laid eggs, per dozen, 19a20c.
Cheese, Large, 60-lb 10a10c; medium, 36-lb, 10a10c; picnics, 22-lb 10a10c.
Live Poultry, Hens, 11a12c; old roosters, each 25a30c; spring chickens, 12a13c; young stags, 11a12c. Ducks 11a12c.
Hides, Heavy stags, association and salters, late kill, 60-lbs and up, close selection, 12a12c; cows and light steers 9a10c.
Provisions and Hog Products.—Bilk clear rib sides, 12c; bulk shoulders, 10c; bulk bellies, 13c; bulk hams, 10c; bacon clear rib sides, 13c; bacon shoulders, 11c; sugar-cured hams, 11c; sugar-cured California hams, 11c; hams canvased or uncanvased, 12 lbs and over, 14c; refined lard 11c; lard and 50 lb cans, 11c; refined lard, second-hand tubs, 11c; refined lard, half-barrels and new tubs, 11c.

LABOR AND INDUSTRY
Toledo (Ohio) telephone girls may organize.
Elevator conductors at Omaha, Neb., contemning forming a union.
Chicago hantors to the number of 300 have formed a union.
The Santa Fe Railroad has granted an injunction in wages of the car men.
Decreases in miners' wages in English federated districts affected 321,000 men.
Telegraphers throughout the country are organizing and will demand higher wages.
Milwaukee (Wis.) capmakers demand shorter hours and an increase in wages.
At Everett, Wash., the street car company has voluntarily raised the wages of its conductors and motormen.
The strike of boiler-makers at San Bernardino and the Needles, Cal., has been settled. The men will receive 30 cents an hour.
East Bluehill (Maine) quarrymen use agreed to return to work at the rate offered by the operators. The strike began May 1.
San Francisco gas workers have gained a signal victory in their struggle for higher wages. The increase ranging from 10 to 35 per cent.