

She came to me often and often, As I sat by the grate alone...

And now she is archly smiling, And she roguishly beckons again...

THE ARTIST'S STORY.

Doubtless, most uptown New Yorkers remember a distinguished looking man who used to ride in Central Park every morning last spring and summer...

I happened in at his cozy studio one evening last August, only a day or two before he sailed. The walls of the room were covered with the trophies of his travels...

Ford is a man singularly reticent about his own exploits, though he has had enough of them. But the cigar I handed him made him communicative...

I had taken passage on the British India Company's steamer Kilwa at Bassorah, for Bombay. I was just reaching comparative civilization again after more than six months of privation and adventure in the interior of Asiatic Turkey...

"At midnight the chief officer went below, and the second officer, Mr. Newhall, took his place on the bridge. We expected to make Linga shortly after daybreak, and as we had already come out of our course, Captain Sargent came out of our course, Captain Sargent came out of our course..."

"I was awakened by the uproar, and without knowing just what the matter was rushed below in quest of my revolver. But I found the way to my state-room cut off by two sturdy guards..."

"As the sun sank toward the watery horizon and dissolved in the purplish vapors of the west, a Parsee merchant, a so-called 'fire-worshipper,' first removing his odd-looking, shining oilcloth hat, paced the deck, repeating devoutly his adoration of the orb that he looked upon, not as an intrinsic deity, but as the highest manifestation of God..."

"Heantime the third and fourth officers should be liberated on condition that they take the ship into the Arab port of Linga and there abandon her. Though Captain Sargent made some show of protestation to this condition he was secretly overjoyed to accept it, as he well knew that Her Majesty's gunboat Redbreast was ahead of him, she having left Bushire for Linga shortly before the arrival of the Kilwa..."

Our cargo consisted mainly of horses—noble Arabian animals—for Kurrachee and Bombay; and they nearly monopolized the deck space. There were, as it proved, eleven Arab horse dealers in charge of the drove, to a man admirable fellows physically, with the fierce, untamed look of a tiger when pressed to bay by the elephants...

"Steam therefore was soon gotten up and the course resumed. Not long after daybreak, about five leagues off Linga, we sighted the Redbreast, and when we had nearly come up with her Captain Sargent ran up the signal for assistance. Commander Scott, R. N., of the Redbreast, promptly manned a pinnace and boarded the Kilwa with a squad of marines, and the mutineers, much to their horror and disappointment, found themselves prisoners on board an English man-of-war..."

"I had grown sleepy listening to the third officer's yarns, and in preference to tossing away the night in a superheated stateroom I brought my mattress up on the windward side of the promenade deck, where I found the soft eastern breeze delightfully cooling. It was pleasant to be out where, when I happened to be roused momentarily, I could see the stars shining overhead and hear the soothing splash of the water against the vessel's side..."

"The Kilwa proceeded on her way down the gulf, and we arrived at Kurrachee in safety three days later. The Redbreast reached there a little time after us, and the culprits were handed over to the civil authorities of Kurrachee. It was represented at the hearing that the horse dealers were in reality a gang of freebooters. I was present, and being familiar with the Arabic language, volunteered to state their defense to the magistrate..."

"A week later, in Bombay, I was sauntering through the bazaar when I felt a gentle pull at my sleeve. Turning round, I saw Zuleika standing before me. She was holding by the bridle the most beautiful Arabian horse I ever saw—none other, in fact, than my Yusef that you have seen so often. Zuleika placed the rein in my hand and I received it mechanically..."

"I was awakened by the uproar, and without knowing just what the matter was rushed below in quest of my revolver. But I found the way to my state-room cut off by two sturdy guards. Suddenly it occurred to me that the second engineer had shown me an ancient pistol taken from the French in the Peninsular war. I slipped down the engine-room hatchway unseen and found it was loaded and primed. With it I mounted guard, leaving the senior engineer free to watch the engines..."

"Heantime the third and fourth officers should be liberated on condition that they take the ship into the Arab port of Linga and there abandon her. Though Captain Sargent made some show of protestation to this condition he was secretly overjoyed to accept it, as he well knew that Her Majesty's gunboat Redbreast was ahead of him, she having left Bushire for Linga shortly before the arrival of the Kilwa..."

"I was awakened by the uproar, and without knowing just what the matter was rushed below in quest of my revolver. But I found the way to my state-room cut off by two sturdy guards. Suddenly it occurred to me that the second engineer had shown me an ancient pistol taken from the French in the Peninsular war. I slipped down the engine-room hatchway unseen and found it was loaded and primed. With it I mounted guard, leaving the senior engineer free to watch the engines..."

with them, and remained quiet for an interval. "Meantime the third and fourth officers kept up by the stokers and the man at the wheel had stuck to his post through thick and thin, so that the vessel was still making some headway. At length, however, the engines stopped, the fires having run very low. Fortunately, the season being favorable, there was little sea on, but as we drifted into the trough, the Arabs began to realize that they were powerless to keep the machinery in motion or to navigate their prize. The sheik poked his head under the skylight and began to parley with the incarcerated Britons in the saloon below. Through the ventilating funnel leading to the engine room I could hear the soft voice of Zuleika as she tried to pacify her father..."

"After protracted negotiations it was arranged that some of the officers should be liberated on condition that they take the ship into the Arab port of Linga and there abandon her. Though Captain Sargent made some show of protestation to this condition he was secretly overjoyed to accept it, as he well knew that Her Majesty's gunboat Redbreast was ahead of him, she having left Bushire for Linga shortly before the arrival of the Kilwa..."

"Steam therefore was soon gotten up and the course resumed. Not long after daybreak, about five leagues off Linga, we sighted the Redbreast, and when we had nearly come up with her Captain Sargent ran up the signal for assistance. Commander Scott, R. N., of the Redbreast, promptly manned a pinnace and boarded the Kilwa with a squad of marines, and the mutineers, much to their horror and disappointment, found themselves prisoners on board an English man-of-war..."

"I had grown sleepy listening to the third officer's yarns, and in preference to tossing away the night in a superheated stateroom I brought my mattress up on the windward side of the promenade deck, where I found the soft eastern breeze delightfully cooling. It was pleasant to be out where, when I happened to be roused momentarily, I could see the stars shining overhead and hear the soothing splash of the water against the vessel's side, the soporific, even pulsations of the engines, and at intervals the bell on the bridge giving the hour of the watch, repeated by the lookout in the bows with an accompanying 'all's well'..."

"The Kilwa proceeded on her way down the gulf, and we arrived at Kurrachee in safety three days later. The Redbreast reached there a little time after us, and the culprits were handed over to the civil authorities of Kurrachee. It was represented at the hearing that the horse dealers were in reality a gang of freebooters. I was present, and being familiar with the Arabic language, volunteered to state their defense to the magistrate..."

"A week later, in Bombay, I was sauntering through the bazaar when I felt a gentle pull at my sleeve. Turning round, I saw Zuleika standing before me. She was holding by the bridle the most beautiful Arabian horse I ever saw—none other, in fact, than my Yusef that you have seen so often. Zuleika placed the rein in my hand and I received it mechanically..."

"I was awakened by the uproar, and without knowing just what the matter was rushed below in quest of my revolver. But I found the way to my state-room cut off by two sturdy guards. Suddenly it occurred to me that the second engineer had shown me an ancient pistol taken from the French in the Peninsular war. I slipped down the engine-room hatchway unseen and found it was loaded and primed. With it I mounted guard, leaving the senior engineer free to watch the engines..."

"Heantime the third and fourth officers should be liberated on condition that they take the ship into the Arab port of Linga and there abandon her. Though Captain Sargent made some show of protestation to this condition he was secretly overjoyed to accept it, as he well knew that Her Majesty's gunboat Redbreast was ahead of him, she having left Bushire for Linga shortly before the arrival of the Kilwa..."

"I was awakened by the uproar, and without knowing just what the matter was rushed below in quest of my revolver. But I found the way to my state-room cut off by two sturdy guards. Suddenly it occurred to me that the second engineer had shown me an ancient pistol taken from the French in the Peninsular war. I slipped down the engine-room hatchway unseen and found it was loaded and primed. With it I mounted guard, leaving the senior engineer free to watch the engines..."

"Heantime the third and fourth officers should be liberated on condition that they take the ship into the Arab port of Linga and there abandon her. Though Captain Sargent made some show of protestation to this condition he was secretly overjoyed to accept it, as he well knew that Her Majesty's gunboat Redbreast was ahead of him, she having left Bushire for Linga shortly before the arrival of the Kilwa..."

Icy Water and Health The Benefits to Be Derived from Cold Baths and Vigorous Rubbing By Eugene Wood

cold bath—we might as well get at the straight of the thing, is not really a matter of cleanliness as much as a matter of getting the skin livened up and the capillaries and veins next to the surface full of blood. Ice-cold water or scalding hot water will do that, but tepid water—No, no. The skin is almost exactly the same kind of an excreting organ as the lungs. The same products seep through the pores as are carried off in the breath, and the air purifies the blood in the same way. But the greater part of the skin is smothered up in clothes day and night. What the cold water of the bath dissolves is matter well away. And the rubbing dry is pretty vigorous exercise, if you want to know. Any rubbing is bound to push the blood along toward the heart and help the circulation, because there are valves in the veins which prevent the blood from going in any other direction than toward the heart. Whatever loose flakes of outer cuticle are rubbed off we needn't worry about; plenty more where they came from. The extra food the increased appetite demands will make good that trifling loss.—Everybody's Magazine.

The Housewife's Afternoon Nap By Sam A. Hamilton

EARLY every housewife takes a rest, and a nap if possible, in the afternoon; but few accomplish it. The mere lying down is not resting; in fact it is easier to rest sitting than lying down, if one does not understand how to rest properly, and the woman who does not relax when she lies down cannot rest no matter how long she lies. To relax properly, lie at full length on the back with the head level with the body, the arms extended slightly from the body, and the feet separated some six inches. The clothing should be loose, if lying on a couch, but it is best to undress and get into bed. Start with long breaths of the kind known as "abdominal breathing," followed by upper chest breathing. Keep this up for a few minutes only, and then beginning with the head relax all the muscles the whole length of the body, that is, release the tension on them, so that if feet or hands were lifted they would fall to the bed as if they were logs of wood. It is not very difficult to relax the muscles of the arms and legs but it takes patient practice to relax the muscles of the thorax and breast, but by persistent effort it can be accomplished. When all the muscles are relaxed the person feels as if she were floating in the air, there is no sense of weight. Now an effort should be made to relax the mind. This cannot be done, as some have recommended by "thinking of nothing"—an impossibility—but it can be done by directing the mind to the latest pleasant thing that has occurred, coming in over repeatedly, and it will not require very many repetitions to send one into a deep, baby-like sleep—the kind that rests, and from which one awakes refreshed, and with every nerve tuned in unison to the work ahead. Try it.—Good Housekeeping.

The Husband's Tobacco By Elizabeth Knight Tompkins

F tobacco smoke is offensive to you, first ask yourself if it actually does your husband harm. Does he smoke enough to injure his health or more than he can afford? If you have to answer no, your duty is plain. Overcome your repugnance. Men do this constantly, for many of them start with a violent distaste which their lives force them to conquer. Except for the most weighty reasons, you have no right to deprive him of an indulgence that is doing him no positive harm. The case is different, however, if you feel in you the call of a mission, if your conviction of the evil of smoking is so overpowering that you must bear witness to it in your acts; if you really feel that no sacrifice to the cause, not even that of the happiness of your home, is too great. Otherwise, clear your mind of the prejudice that there is any moral value in smelting or not smelting, just as your mother, it may be, had to learn that cats are not in themselves of the devil's manufacture. Smoking properly belongs in another category, the physical category, that contains also eating and drinking.

If, on the other hand, you decide that smoking is doing him more or less harm, this decision opens up another question: Can you, considering his character and your own influence, persuade him to give it up? If you think you can, your course is simple. If you honestly know in your heart that you cannot, here again it is your duty to hold your tongue and make the best of it. If your husband will smoke, it is better for every reason, health included, that he smoke at home than at a club or some less desirable place where smoking may lead to all the evils it is supposed to carry in its wake.—Good Housekeeping.

Advice to Our Girls By Elizabeth M. Gilmer

THE first reason why women fall as wives is because marriage has never yet been esteemed one of the learned professions which only a highly qualified individual is fitted to practice. On the contrary, it is held to be a kind of jack-leg trade that any girl can pick up at a minute's notice, and carry on successfully without the slightest previous knowledge or training. No girl would be considered enough to think that she could practice medicine or law or dentistry without devoting years to its study. She wouldn't even dream of hiring out as a stenographer without first learning how to make pot-hooks, but she blithely and cock-surely tackles the most difficult and complicated job existing—that of being a wife—on the fallacious assumption that a knowledge of how to manage a man and make him happy and comfortable comes to a woman by inspiration, and not through preparation.

When the average girl marries she does not even know how to make a man physically comfortable, and yet, unromantic as this may seem, the very foundation of domestic happiness has to be laid in bodily ease. Nobody can be sentimental on an empty stomach, and bad cooking will kill the tenderest affection in time. Love is choked to death on tough steak as well as slain by unfaithfulness, and many a young husband's illusions about his bride have been drowned in watery soup. The first inkling that young Benedict gets that his Angelina is not all his fondest fancy painted her, and that he has missed his affinity, is when he has to sit down to ill-cooked and ill-served meals; and you may be very sure that if there were no bad dinners there would be precious few men wandering away from home. \* \* \* To be a good wife is not an easy task. It is one of the most strenuous undertakings on earth. It requires labor and skill and care and tact and unselfishness, but it is the kind of service a woman agrees to give when she gets married. If she doesn't like the price, she can stay single.

RAILWAY ACCIDENTS. Great Britain Results Compared With the Record in America. The most-talked-of fact in connection with the railroad accident records of the last few years, writes the Railroad Gazette, "is that the railroads of Great Britain and Ireland were worked for fifteen months (ending with March, 1902), without causing the death of a passenger in a collision or derailment. This is a remarkable record, indicating sound structures, correct methods, efficient men and good discipline. Comparing it with the record in America, we cannot avoid self-reproach. But it must be borne in mind that this one item is not the 'whole thing.' The Vandalla Line (Annapolis to St. Louis, 242 miles), has killed only one passenger in a train accident in 50 years; and that accident did not belong to the class that causes our present reproach—collisions; it was a derailment, due to a broken rail. This fact was stated recently by an officer of the Vandalla before the St. Louis Railway club. At the same time the Vandalla has had collisions, like other single-track roads. The English lines had some train accidents in their fifteen months' record referred to, and have killed passengers since then. "We shall not in this place take the reader's time to elaborate the reasoning from these facts; many of the conclusions are obvious. The question of safety in railroad travel is not to be settled by a newspaper article or two. This Vandalla record, and that of the Albany and Susquehanna, referred to recently, bring out another phase of the subject; the difference in the danger on single-track roads with light or moderate traffic as compared with double-track lines with heavy or crowded traffic. In the statement concerning the Albany and Susquehanna attention was called to the fact that a comparison of passengers killed in proportion to the number carried would show that that road's record to be much better than the English record. By taking a sufficiently long term of years a short road in the thinly settled parts of New York state can be compared with a single year on the thousands of miles of roads in the densest parts of England. A statement of similar import has been published in Chicago concerning the accident record on the Southern Pacific for a recent period. Finding that the average deaths and injuries per train mile equal only one-half the average per train mile in the whole United States, and assuming that this difference is due to the good discipline of the Southern Pacific, the conclusion is offered that if the rest of the roads of the country would adopt Southern Pacific discipline the casualties everywhere would be reduced one-half!"

"Here, again, we leave the reader to draw his own conclusions. Just how much a passenger gains in safety on a line where there is only one train a day, as compared with a four-track line that is constantly crowded, no one can calculate; but that the difference is enough to completely vitiate such comparisons as this which comes from Chicago is too patent to need stating. It is not to be supposed that the management of the Southern Pacific fathers these comparisons; but some railroad men do seem to imagine that comfort can be got out of that kind of arithmetic, hence this notice of the matter. All these various sophistries make no difference with the central facts: That large numbers of deaths are caused on American railroads by collisions, and that the collisions, occurring by the hundreds every year, are due to causes which in every large measure can be quickly done away with, and at moderate cost."

Gen. Wadsworth's Silver. Representative Wadsworth of New York is a son of Gen. James S. Wadsworth, who was killed at the battle of the wilderness. Gen. Wadsworth was at the front. He sent his orderly back to get some dinner for him. The orderly brought up some meat and bread and a silver fork and spoon and a silver-handled knife marked with the Wadsworth monogram. The general ate and in 30 minutes was shot and killed. The orderly kept the knife, fork and spoon. He went to Tompkins county, N. Y., at the close of the war, and after a time decided he had no right to use the general's silver. He went to the county clerk of Tompkins county and told him he wanted to leave the silver there, as he did not know any Wadsworth and the silver did not belong to him. The county clerk tied the silver up in a piece of paper, tagged it and put it in the safe. It remained there many years. Recently Representative Dwight, who lives in Tompkins county, was told about the silver by the county clerk, who found it in the safe. Mr. Dwight took it to Representative Wadsworth, who cherishes it highly as a memento of his father.—Owego Times.

Irrelevancies. Sympathy is like a collar button; you can never find it when you look for it. Talk about fortune being fickle! She is the veriest routine jade in the world, gets in the habit of favoring some and neglecting others, and overdoes the thing both ways! One advantage of race suicide is that it will reduce the number of suckers born per minute! I have spent some time trying to conceive how long it would take a woman, in solitary confinement in a dungeon, to welcome a little mouse as a friend and companion.—New Orleans Times-Democrat.

SPORTING BREVITIES. W. A. H. Stafford won the first prize in the pigeon shoot at Palm Beach, Fla. The motor boat Challenger covered eight miles in a race at Lake Worth in 16m. 33s. It is reported that there will be very little racing in Russia this year because of the war. American tennis experts will play for the Davis international trophy in England this summer. "Willie" Anderson lowered the record for Miami Golf Club course of 65, made by Walter Travis, to 62. O. Ordwein won the five and one-half mile cross country run of the Pastime A. C. Time, 35m. 15s. Willie Hoppe defeated Edward McLaughlin in their three nights' 18.2 balling billiard match in New York City. The Stewards of the New York Jockey Club have denied the request of the Empire City Trotting Club for dates. Official weights for the Brooklyn and Suburban handicaps make E. R. Thomas' Hermis top weight in both, at 129 pounds. Fantasy, 2.06, holder of the champion trotting record for three-year-olds, was sold for \$2000 at Madison Square Garden, New York City. Elliott C. Lee was elected president of the American Automobile Association, and W. K. Vanderbilt, Jr., withdrew his resignation from the Racing Board. Automobile records were made on the Florida beach course at one mile in 32.45 seconds, ten miles in 6m. 15s., twenty miles in 15m. 23s., and fifty miles in 38m. 55s. In the opening match at handicap hand tennis doubles at the New York Athletic Club Messrs. Haslin and Davis defeated Messrs. Ranney and Naething in straight games.

MARKETS. PITTSBURGH. Grain, Flour and Feed. Wheat—No. 2 red, \$1.04 1.09. Rye—No. 2, 88 89. Corn—No. 2 yellow, ear, 52 53. No. 2 white, 50 51. Mixed ear, 48 49. Oats—No. 2 white, 35 36. No. 3 white, 34 35. Flour—Winter patent, 5.50 5.55. Straight winter, 5.50 5.50. Hay—No. 1 timothy, 22.50 23.00. Clover No. 1, 20.00 20.50. Feed—No. 1 white mid. ton, 25.50 26.00. Brown mid. ton, 24.00 24.50. Bran, bulk, 20.50 21.00. Straw—Wheat, 8.00 8.50. Oat, 5.00 5.50. Dairy Products. Butter—Eggs creamery, 32 34. Ohio creamery, 18 19. Fancy country roll, 13 14. Cheese—Ohio, new, 21 22. New York, new, 11 12. Poultry, Etc. Hens—per lb., 12 13. Chickens—dressed, 15 16. Turkeys, live, 18 19. Eggs—Pa. and Ohio, fresh, 32 35. Fruits and Vegetables. Potatoes—New per bu., 35 40. Cabbage—per 100 lbs., 75 1.00. Onions—per barrel, 2.25 2.50. Apples—per barrel, 2.50 4.00. BALTIMORE. Flour—Winter Patent, \$5.35 5.80. Wheat—No. 2 red, 1.14 1.16. Corn—mixed, 65 66. Eggs—per barrel, 2.25 2.50. Butter—Creamery, 30 34. PHILADELPHIA. Flour—Winter Patent, \$5.15 5.75. Wheat—No. 2 red, 1.14 1.16. Corn—No. 2 mixed, 65 66. Oats—No. 2 white, 36 37. Butter—creamery extra, 32 35. Eggs—Pennsylvania fresh, 30 34. NEW YORK. Flour—Patent, \$5.00 5.50. Wheat—No. 2 red, 1.15 1.19. Corn—No. 2 mixed, 65 66. Oats—No. 2 white, 36 37. Butter—creamery extra, 32 35. Eggs—fresh, 30 31. LIVE STOCK. Union Stock Yards, Pittsburg. Cattle. Extra heavy, 1400 to 1600 lbs., \$5.40 5.65. Prime, 1200 to 1400 lbs., 5.20 5.35. Medium, 1000 to 1200 lbs., 4.80 5.00. Tidy, 1000 to 1100 lbs., 4.60 4.85. Butcher, 900 to 1100 lbs., 4.30 4.75. Common to fat, 3.50 4.25. Oxen, common to fat, 2.75 4.00. Common to good fat bullocks and cows, 2.50 3.50. Milch cows, each, 16.50 50.00. Hogs. Prime heavy hogs, \$5.50 5.50. Prime medium weights, 5.00 5.50. Best heavy Yorkers and medium, 5.00 5.50. Good pigs and light Yorkers, 4.00 4.50. Pigs, common to good, 4.00 4.75. Houghs, 3.75 4.10. Stags, 3.25 3.50. Sheep. Extra medium washers, \$5.50 6.00. Good to choice, 5.00 5.50. Medium, 4.50 5.00. Common to fat, 3.50 3.85. Spring Lambs, 3.50 4.00. Calves. Veal, extra, 5.00 7.50. Veal, good to choice, 3.00 4.50. Veal, common heavy, 3.00 4.50.

RAILWAY ACCIDENTS. Great Britain Results Compared With the Record in America. The most-talked-of fact in connection with the railroad accident records of the last few years, writes the Railroad Gazette, "is that the railroads of Great Britain and Ireland were worked for fifteen months (ending with March, 1902), without causing the death of a passenger in a collision or derailment. This is a remarkable record, indicating sound structures, correct methods, efficient men and good discipline. Comparing it with the record in America, we cannot avoid self-reproach. But it must be borne in mind that this one item is not the 'whole thing.' The Vandalla Line (Annapolis to St. Louis, 242 miles), has killed only one passenger in a train accident in 50 years; and that accident did not belong to the class that causes our present reproach—collisions; it was a derailment, due to a broken rail. This fact was stated recently by an officer of the Vandalla before the St. Louis Railway club. At the same time the Vandalla has had collisions, like other single-track roads. The English lines had some train accidents in their fifteen months' record referred to, and have killed passengers since then. "We shall not in this place take the reader's time to elaborate the reasoning from these facts; many of the conclusions are obvious. The question of safety in railroad travel is not to be settled by a newspaper article or two. This Vandalla record, and that of the Albany and Susquehanna, referred to recently, bring out another phase of the subject; the difference in the danger on single-track roads with light or moderate traffic as compared with double-track lines with heavy or crowded traffic. In the statement concerning the Albany and Susquehanna attention was called to the fact that a comparison of passengers killed in proportion to the number carried would show that that road's record to be much better than the English record. By taking a sufficiently long term of years a short road in the thinly settled parts of New York state can be compared with a single year on the thousands of miles of roads in the densest parts of England. A statement of similar import has been published in Chicago concerning the accident record on the Southern Pacific for a recent period. Finding that the average deaths and injuries per train mile equal only one-half the average per train mile in the whole United States, and assuming that this difference is due to the good discipline of the Southern Pacific, the conclusion is offered that if the rest of the roads of the country would adopt Southern Pacific discipline the casualties everywhere would be reduced one-half!"

"Here, again, we leave the reader to draw his own conclusions. Just how much a passenger gains in safety on a line where there is only one train a day, as compared with a four-track line that is constantly crowded, no one can calculate; but that the difference is enough to completely vitiate such comparisons as this which comes from Chicago is too patent to need stating. It is not to be supposed that the management of the Southern Pacific fathers these comparisons; but some railroad men do seem to imagine that comfort can be got out of that kind of arithmetic, hence this notice of the matter. All these various sophistries make no difference with the central facts: That large numbers of deaths are caused on American railroads by collisions, and that the collisions, occurring by the hundreds every year, are due to causes which in every large measure can be quickly done away with, and at moderate cost."