

HER ONE FAULT.

"Ethel has said me another falsehood," said Harold Wynne in cold, even tones, addressing his nephew, Ralph Meadows, who sat in a window retreat reading up some problem in civil engineering and who laughed suddenly, as if the subject impressed him humorously instead of shocking him, as his uncle expected.

"Poor Ethel!" he said. "I don't believe it is in that child to speak the truth."

"Child!" His uncle winced. There was too forced a contrast presented to his imagination by the term. "You forget, Ralph, that Ethel is 18—quite old enough to have some idea of moral responsibility."

"True, uncle," answered Ralph, with a yawn, "but I should as soon expect to find a kitten with a conscience. She has never been allowed to think or act for herself, but has always been a puppet in others' hands."

"You underestimate her," said his uncle sharply.

"No; I only do not expect too much of her. She has a beautiful character, but her moral nature has been perverted through fear."

"Lying is such a contemptible thing," said Mr. Wynne severely.

"So is gambling, but I have heard you say that you believed you were born with a passion for gambling, and you have needed help to save you from yourself. Still, you have no mercy for another sinner?"

Before Wynne could speak the door opened, and Ethel herself entered, a beautiful girl indeed, her large, guileless blue eyes wide and wandering with innocent curiosity.

"There she is to speak for herself," said Mr. Wynne. "Ethel, did you not tell me you were at home last night all the evening?"

"Ethel looked anxiously from the face of the uncle to that of the nephew, but, seeing no help in either, she answered sweetly:

"Yes, guardy, I was in my own room, learning the lines you gave me to commit from Longfellow. I can recite them now."

Ralph Meadows was convulsed with suppressed merriment, but Mr. Wynne saw nothing amusing in the occasion, as Ethel, with a stately pose and dramatic gestures, recited the lines:

"If by night the frogs are croaking,
Kindle but a torch's fire,
No, how soon they all are silent,
So truth silences the liar."

"I have read somewhere," said Meadows, "that truth was a greatly over-estimated virtue. If things were to go on like this I should be inclined to adopt that opinion."

Mr. Wynne returned persistently to the original grievance. "Where were you last night, Ethel?"

"I have told you, guardy."

"You were out walking with me, Ethel. Why do you not tell him?" asked Ralph.

"I forgot."

"There!" said Mr. Wynne angrily. "See how one lie begets another. Why could she not have told me that in the first place? I must say it was an improper proceeding. Where was Mr. Fleming?"

"In her bed, sleeping the sleep of the just. We were in by 4 o'clock. If there was any blame it belongs to me, as I asked Ethel for company."

"It is not necessary, Ralph, that you should shield Ethel's responsibilities," his uncle said in an annoyed manner. "She is old enough to act for herself. I sometimes wish— He stopped and remained silent."

"Not that you had never taken me into your life—don't say that!" cried the girl, slipping down her knees and, with her head and pressing her sweet lips to his hard hand. "You have been too good and kind to me and I can never repay you, and I will try, guardy, indeed I will, to profit by your goodness. Forgive me."

She rose with shining eyes and like a vision of sweetness passed out of the room, nor did she once cast a glance at the younger man, who in his heart was saluting his relative a jolly fish of judgment and other apostolical names.

When the girl was gone from the room Harold Wynne clasped his hands at the back of his neck and sat deeply thinking. "I'll do it!" he said at last. "It is my duty and the only way to save her. She needs a strong, firm hand to guide her. I know her falling and will temper justice with mercy. Ralph, listen to me a moment."

"Yes, sir," Ralph laid his book down—it was doubtful if he had been reading—and prepared to give respectful attention to what his uncle was about to say.

"I have decided to marry Ethel."

"Indeed, sir?"

"It will make no difference to you, as your property will remain yours by law. I have enough without that. And you will make your home here with Ethel and me. She likes you, and if she did not it would make no difference. She must respect my wishes."

"I should think," said the younger man slowly, "that you would hesitate to place your happiness in the keeping of one who tells lies!"

"Not at all," answered his uncle coolly. "That is the one flaw in an otherwise perfect character. She shall read to her favorites on the Philosophy of Truth and other literature of the same moral aim and strive to teach her to love truth for truth's sake."

His nephew smiled. He did not know much of that delicate and complex thing, a woman's heart, but he felt as if he had known even less than he. To be coerced into telling the truth seemed to him a poor way of avoiding falsehood. But he merely asked:

"Have you spoken to Ethel?"

"No, but I will see her tonight."

Mr. Wynne touched a bell and sent word to his maid that he wished to see her. She came as promptly as if she had been waiting for his message. Was it possible she anticipated the honor about to be conferred upon her?

Before Harold Wynne could speak his nephew advanced to meet Ethel and had taken her hand.

"You need not sacrifice yourself, uncle," he said briefly. "Ethel is my wife. We were married last night."—Detroit Free Press.

An Arab Superstition.

There are some curious superstitions concerning waves. The Arab sailors believe that the high seas off the coast of Abyssinia are enchanted, and whenever they find themselves among them they recite verses which they suppose have a tendency to subdue them.

Wrecked by the Wind.

In India a curious railway accident occurred lately. While a train was in Raxaul station a terrific storm began.

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OLD TURNPIKE ROADS

HOW THEY WERE ESTABLISHED AND MAINTAINED.

Early Success of the Wilderness Pike—High Tolls and Poor Roads. Sources For Speculation—Lack of Knowledge of Road Construction.

The making of turnpike roads by chartered companies was inaugurated in the last quarter of the eighteenth century with the advance of population in the west, says Maurice O. Eldridge. State and national charters were given to many turnpike companies, which at first yielded large profits to capitalists. The establishment of turnpikes and the maintenance of them by toll, however, effected but little improvement in the general system, and the tax imposed upon those who were compelled to use many of these roads was not paid without protest.

The Wilderness turnpike was the name of one of the earliest of these roads. From the Shenandoah valley, in Virginia, it followed for some distance the Holston river, thence it crossed the Alleghany mountains at Cumberland gap to central Kentucky. This route was opened at first for pack trains, but afterward was improved, and it became the main road for wagon trains from Virginia to the valley of the Ohio. A large commerce was carried on between Virginia and the west over this highway, and it proved very advantageous to Kentucky and adjacent states in their early settlement and development.

During the first decade of this century the Wilderness turnpike was improved, and a new highway was opened from the Potomac river, but soon the traffic began to decrease, and the revenue became so limited that it was neglected. For years, however, the tollgates were maintained, and travelers were required to pay a toll of \$2 on passing the gates, which were 70 miles apart, although tools had to be carried in the vehicle with which to repair the portions of the road that were in an impassable state.

The desire to speculate in those days was as great as it is now, and such were the profits of some of these roads that they were often the subject of speculation. A notable example of this is shown by the organization of a company in 1792 to build a turnpike from Philadelphia to Lancaster, a distance of 90 miles. The charter was secured, and in ten days 2275 subscribers made application for stock. As this was more than the law allowed, the names were placed in a lottery wheel, and 600 were drawn. With these subscriptions the work was begun. The road builders of that day knew little or nothing regarding the construction of highways, and the mistakes made on this occasion taught them some valuable lessons. The land was condemned, as they say, between the road and the road. The largest stones that could be found were dumped upon it for a foundation, and upon this colossal base earth and gravel were spread. Then the work was declared complete. But when the washing rains came deep holes appeared on every hand, sharp stones protruded from the surface and the horses received scratches and broken limbs, and before long the bowlders up to their knees. The gigantic error of the road builder was then made plain, indignation meetings were held, at which the turnpike company was condemned and the legislature blamed for giving the charter. Had it not been for an Englishman, who offered to rebuild the turnpike on the macadam plan, as he had seen roads built in the old country, improved road construction would have received a severe blow. The Englishman's proposition was accepted by the company, and he was successful in completing the Lancaster and Philadelphia turnpike road, which was then declared to be "the best piece of highway in the United States—a masterpiece of its kind."

The success of the Lancaster pike encouraged roads, and before the first decade of the new century had elapsed many of the well settled states were voting money, setting apart revenues derived from the sale of public lands and establishing lotteries to build turnpikes between prosperous towns in the east and to the frontier. The prospect of increasing their land values by the building of good roads and the fascination of the money to be made by the speculators induced many people to risk their all upon these schemes. Speculation was rife in the land, turnpike building rapidly became the rage and in a few years a sum almost as large as the public debt at the close of the Revolution was invested by the people in turnpike ventures. By 1811 over 317 pikes had been chartered in New York and in the New England states, their total length being 4,500 miles and their combined capital over \$7,500,000. Hundreds of miles of public turnpikes were constructed in New York and in some of the western states with thick, wide boards or planks, and for a few years it was thought this method would supersede all others. While the planks lasted the roads were good, but the boards decayed very rapidly, and for this reason the method, proving unsuccessful, was gradually abandoned. Except for a few short stretches in the New England and southern states, the toll system also proved unsuccessful, and many of the companies lost money. Some surrendered their charters, and others were bought out by the states or counties. The turnpike system was gradually superseded by the restoration of the "forced labor" system, and until within the last few years this method was universally followed, each county taking care of its own highways. The states exercised no supervision whatever, and skilled road builders or engineers were unheard of.

How to Fatten Herring.

Filleted kippers are savory and easily prepared. Cut the fillets from kippered herrings, free them from skin and bone, put them in batter and clarified drippings and cook them in the oven. Sprinkle with paprika and serve on hot buttered toast.

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Butter Up to Date.

One Hazan Kurim died in the village of Jafnani, in Banda, and his widow, Mussamat Bhagania, made up her mind to burn herself on his funeral pyre. A considerable amount of preparation appears to have been made. Different people were called in to prepare the lady for the ceremony, birds were painted on her feet and bangles placed upon her in order that she might become a suttee. The fact was proclaimed in the village by a drum being beaten, and practically the whole village assembled to see the lady burn herself on the funeral pyre. It appears from the evidence that none of the people present did venture to fire the pyre and that the lady had to do it herself. When the flames began to shoot up her courage failed her. She jumped down from the pyre and was taken away by her relatives.—Allahabad Pioneer.

For Art's Sake.

"The trouble with the drama of today," said the severe critic, "is that the managers are too fond of the mighty dollar. They produce plays to make money."

"Just so," said his friend. "There art I suppose, would furnish us all with free passes?"—Brooklyn Life.

A New Year's Guide.

There is one book every man should make an effort to get for the new year. It contains simple and valuable hints concerning health, many amusing anecdotes and much useful information. We refer to Hostetter's Almanac, published by the Hostetter Co., Pittsburg, Pa. It will prove valuable to any household. Sixty employees are kept at work on this valuable book. The issue for 1901 will be over eight million, printed in the English, German, French, Welsh, Norwegian, Swedish, Holland, B. B. and Spanish languages. It contains a profusion of illustrations, Hostetter's Stomach Bitters, the great remedy prepared by the publishers, and is worthy of careful preservation. The almanac may be obtained free of cost, at any drugstore or general dealer in the country.

Southern California.

Notwithstanding the pessimistic affidavit by the Shasta route of the Western Railway to Southern California and Arizona. Renew of acquaintance with this region will ever develop fresh points of interest and add sources of employment, under its sunny skies, in the arts of its industries, in its prolific resorts of mountain, shore, valley and plain. The two daily Shasta trains from Portland to California have been recently equipped with the most approved pattern of standard air-tight sleeping cars, but the low rates of fare will still continue to attract tourists.

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Just before retiring at night sponge yourself off with salt and water or just as much of your body as you can get of time. You will sleep better, and it will improve your complexion.

Didn't Understand the Term. "You wouldn't think him a victim of superstition, would you?" "No, indeed. He seems far too sensible. Is he?" "Well, I should say so. Why, I heard his wife ask him why he didn't get home earlier the other afternoon, and he said he was waiting at the office to see the ghost walk."—Chicago Post.

People That "Have an Account." She—Yes, I'm going to call on the new neighbors. He—Why? Have you heard that they are good people? She—I haven't heard anything about them, but three delivery wagons from the dry goods stores stop in front of their house for every one that comes here.—Chicago Times-Herald.

Moral Reasoning. "Look here!" exclaimed the stranger as he stumbled into the twentieth puddle. "I thought you said you knew where all the bad places were on this road?" "Well," replied the native who had volunteered to guide him through the darkness, "we're a-findin' 'em, ain't we?"—Philadelphia Record.

Scientific American.

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Quinine is ten years behind. Colds do not now have to be endured. Ripan's Tabules (called dynamite from their energy) break a winter's cold or a summer's cold in 12 hours, and short the worst of colds over night.
"It was the worst case of grip I ever had! I had been ill for three weeks. I had been to the doctor and had taken a course of medicine, but it did me no good. I was weak and nervous, and I could not get any sleep. I had been told of Ripan's Tabules, and I bought a box. I took one every hour, and in 12 hours I was as well as ever. I had never felt so good before. I had never felt so well before. I had never felt so happy before. I had never felt so strong before. I had never felt so healthy before. I had never felt so young before. I had never felt so beautiful before. I had never felt so good before. I had never felt so well before. I had never felt so happy before. I had never felt so strong before. I had never felt so healthy before. I had never felt so young before. I had never felt so beautiful before."—Mrs. E. M. Smith, 1111 Broadway, New York, N. Y.