HER EARNEST TROTH

She met the mourners on their return, faultlessly attired, a snowy widow's cap setting off the inky profusion of her waving hair.

Brinley thought he had never seen her look so lovely. Her regal face was bright with excitement, which she bore with silent self-contentment peculiar to her strong reliant nature.

She sat a queen among the friends of the deceased, waiting with patience to hear the will read.

Brinley stood behind her chair, a stern set look on his pleasant face, which he felt must betray his uneasiness to Bethey could she see it.

The lawyer, after stating that this was the only will to be found, read the short concise statement with obvious ill-favored distinctness.

All eyes were turned to the cold, immovable form of the woman on whom the will bestowed such riches.

Her eyes were alight with proud triumph at the close of the will, which bequeathed to her all the old lord's wealth, estates and power.

Bethel turned at its close, and holding her hand to Brinley, said sweetly:

"I regret that this will enriches me at your expense. You must give me the true happiness of recompensing you for the natural disappointment you must feel."

Brinley took the two strong white shapely hands in his, saying:

"You shall recompense me some day, Lady Lufton. I may ask too much for even your liberal nature to grant. Let me assure you that I am really glad to know that my kinsman has shown by his will how greatly he honored and trusted you, for I feel certain you are deserving of this tribute to your worth."

Bethel's fine eyes fell before the earnest scrutinizing gaze of the keen eyes bent so inquiringly on hers, as though to look behind the dark curtains of her soul to read what lay there. With sudden haste she sought her own room, and, falling on her couch, whispered to herself, "What does he suspect?"

CHAPTER XVIII.

Deep Sea Fruit.

"What does Brinley suspect?"

In vain Bethel asked herself that question. She could not believe he knew of the wrong she had committed to his loss and not resent it. True she knew how he loved her. Few women are mistaken in such matters, when they concern themselves, but such noble disinterested affection was beyond her.

She pondered over the matter till at last she rose impatiently, saying:

"Why should I trouble myself about it? 'Gather the rosebuds while ye may,' has always been my motto. Now I must think of a way to make this next year of my life endurable without offending Mrs. Grundy."

Then, with pardonable pride in her strange, somber beauty, Bethel readjusted her cap and descended to preside at the heavy dinner.

The meal went off constrainedly. Everyone looked at the master's empty place with a certain feeling of awe. No one had presumed to fill it yet. The lawyer looked to Brinley to do so, but he shrunk back with a strange sensation of repugnance.

When the meal was ended Bethel returned to the room, and, to disperse a sensation of gloom, had little Beth in to chatter to her. She took the pretty little creature in her arms fondly, feeling a comfort in her clinging caresses and charming baby prattle. Beth, kept up beyond her usual hour for bed, betrayed signs of fatigue. The maid came to take her away, but Bethel, with a strange dread of loneliness, begged that she would remain to sleep with her. Then they settled down in the cosy chair again, and Beth dropped her pretty head on Bethel's breast and slept.

Just as the smooth white curtains closed on the lovely eyes a servant entered with a message from Brinley to know if Lady Lufton would allow him to come to take his farewell of her, as he intended to leave for town early in the morning.

Bethel's heart sank strangely. She had not counted on losing her only friend so soon.

With a regret still lingering in her tone she desired the man to bid him enter. He came forward into the elegant room eagerly, and forever afterward remembered the picture Bethel presented in the glow of fire and lamp light, as she was seated with the sleeping child upon her breast, her face softened with a strange, new tenderness which added a new charm to her beauty.

Apologizing for thus greeting him, she motioned him to a seat opposite her own, beside the cheery fire; then, with her most winning smile, she said:,

"Pray light a cigar; I know you must be longing for a smoke."

Brinley looked round on the costly draperies, which gave the room such an Eastern look, and replied:

"It seems desecration in this room."

"Nonsense," she said with a silvery little laugh. "I am ashamed to say I often so pollute it while suffering from that pensive feeling, the vapors."

Brinley, then, well pleased at the permission, and mentally terming her "a comfortable sort of woman," though she did so look like a goddess, waited for her to begin the conversation, well content to watch her face as she bent over the sleeping child, whose crimson lips were parted in a pleasant smile.

Bethel flashed a grateful look into his eyes, a look so full of pent-up womanhood that a strange pity blended with his passionate love of her. How he envied the little head the joy of nestling on that perfect breast. Bending his eyes upon the blazing fire lest she should read the storm that raged within him, he said:

"It was very good of you, Lady Lufton, to allow me to break in upon your privacy like this, but I am bound to leave early in the morning and did not like to depart without saying good-bye. We have always been such good friends."

"Indeed we have," said Bethel warmly. "And I should have been grievously offended if you had slighted me." Then they fell into delightful converse, and thrilled by the spell of her presence, Brinley was decoyed into speaking of his aspirations and painted such a glowing picture of future greatness, which his honest endeavors would win that Bethel felt a new admiration and interest in him, thinking what her life might have been under the guidance of such a noble nature as that. Something of her thoughts were evidenced in the dark glory of her eyes during the silence which followed. Then she said, wistfully:

"I wish I had a sister or some dear friend to bear me company in the gloomy months to come. I am afraid I shall be very lonely. My profession spoiled me for a quiet life."

Brinley looked compassionately on the woman whose restless perverted nature fought against a knowledge of sin, and who felt a sense of unworthiness and a craving desire for a nobler life.

"Why not ask Margery to come?" he asked, with a sincere belief in Margery's power for good.

Bethel's face brightened.

"Would she come, do you think?" she asked eagerly. "You see, it would be very dull for her."

"Margery won't mind," said Brinley confidently. "She will be only too glad to be of use to you. She likes you so sincerely that she will not object to bear a little dullness for your sake. At any rate, we'll try her, and perhaps I may run down sometimes to obtain a little change from my routine of hard work."

"I do hope you will. There is no one I would welcome more gladly."

Brinley rose to say good-night, and with a feeling of regret at losing him, Bethel spoke her farewell with more warmth and gentleness than was usual with her. Brinley held her hand in his strong warm clasp, but with a great longing in his heart to take her into his life and teach her, to give her nobler impulses, to shape her future to more worthy aims and ends.

Bethel's eyes drooped beneath the yearning look in his, as he, in a voice husky with emotion, said:

"Good-bye, my dear. God bless you!"

Then, pressing a fervent kiss upon her white hand, he left her to her own dark thoughts and hopeless longing.

"Oh, Dan, dear Dan! What have I done? Who have I not wronged, to give you wealth and power, which should compensate you for your present bitter suffering?"

When the little girl lay snug and warm in the large white bed, Bethel prepared to go to rest also, but a great sense of unrest possessed her. Her hot eyes seemed as though sleep and they were to be strangers for all time to come. She paced the room, the fever in her blood compelling her to action.

"Oh," she moaned, "if it were but day that I might take a long walk across the moors, and win respite from thought through weariness of body! What shall I do to invoke sleep? My brain feels on fire. I wish I had something to read, something which would interest me enough to free my thoughts from their present brooding by giving them more pleasant food."

[To be Continued.]

Two tables for experimentation have been taken by the Carnegie Institute in the celebrated laboratory of Dr. Dohrn's at Naples, and one in a station which is to be established in the Bermudas.

Fortunes in Sugar.

The results produced by Mr. Havemeyer for his own stockholders are best illustrated by taking a concrete example. The man who paid par, or $10,000, for 100 shares of Sugar Refineries stock at the time of the formation of the trust in 1887, and kept his shares until the present time, would have received $13,60 in dividends, or 136 per cent in about fifteen years. In other words, he would have virtually got his investment for nothing, and would still be considerably ahead. But the stock was selling considerably below par when first brought out, and it was above par for only a short time during the earlier years of its existence. Consequently, the profits of the early stockholders were much more than the figure mentioned. In November, 1890, when action was brought to prevent the absorption of the North River Refining Company by the trust—being virtually a suit to disolve the trust as an illegal combination—although the stock continued to receive dividends at the rate of 10 per cent a year, the price of the shares dropped to 48. The purchaser at that price in 1890, who held his shares until the present time, would have received $11,187, or 233 per cent on the investment, in the shape of dividends; in other words, his principal returned to him twice over in a dozen years, with a liberal margin besides!—Sketch of H. O. Havemeyer, in The Cosmopolitan.

Oregon spends for the education of children $12 a year per capita; Colorado $11, Illinois $11, California $10, while Kentucky expends only $3 32, South Carolina $1 39, Mississippi $2 06. The Northern States, on the average, expend nearly five times as much for education, without counting the universities, as the Southern States.

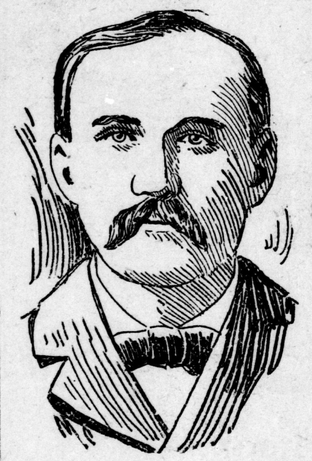
LIGHTNING DASH MADE BY THE "FLYING DUTCHMAN"

Lake Shore Engineer Establishes a Record on a Fast Run.

Projected Lines Cannot Reach Pacific Coast Before 1908.

Pennsylvania Line to Be Duplicated—Year's Work on Railways May Show Increase Over 1902.

The Twentieth Century Limited, the flyer of the Lake Shore and Michigan Southern Railroad, between New York and Chicago, smashed all previous records Monday morning in a lightning dash between Cleveland, Ohio, and Elkhart, Ind. With John Gulmyer, familiarly known among his brother engineers as the "Flying Dutchman," at the throttle, the run of 133 miles betwen Toledo and Elkhart was made in a little less than 114 minutes, an average speed of 70.6 miles an hour. The fastest clip was between Kendallville and Elkhart. The distance here is 40 miles, and it was covered in 33 minutes, showing a sustained speed of a bit over 76 miles an hour. Even faster spurts were made at times, with a speed average for a mile or so or 80 and 90 miles, but they were not continuous enough to count. The average speed of the Twentieth Century over this run is 51.91 miles an hour. While great losses have been made up frequently, showing remarkable averages, the feat of Monday is the greatest on record.



JOHN GULMYER AND HIS RECORD-BREAKING TRAIN RUN.

John Gulmyer, the locomotive engineer who drove the engine which carried the Twentieth Century flyer in its record-breaking run on the Lake Shore and Michgan Southern road between Toledo and Elkhart, is known as "The Flying Dutchman," and is one of the coolest, most expert engineers employed by the Lake Shore system. Mr. Gulmyer is quite proud of his run—133 miles in 114 minutes—which was made in a fraction over 70 miles an hour.

The "Flying Dutchman" is of the opinion that he could have done even better if his engine has not been out of shop a year. However, it is three minutes better than his previous record for the same trip. It is also two minutes faster than the record established last summer by James Calkins, running with a sister engine.

The only run on record which approximates that of Monday was one made on the Pennsylvania between Camden and Atlantic City. The distance is a little over 58 miles, and it was made at the rate of a trifle over 76 miles an hour. The next best was that made by the Twentieth Century last year between Kendallville and Toledo, 91 miles which was covered at the rate of 72.8 miles an hour.

NOT BEFORE 1908

Two Projected Lines Cannot Reach Pacific Coast in Less Than Five Years.

There is much discussion in railway circles at Toronto as to how soon competing railways in the Canadian Northwest may begin to affect the Canadian Pacific Railway. The best expert opinions agree that there can be no through transcontinental competition with the existing railway for at least five years, and that in the meantime the Canadian Pacific Railway must enormously benefit by the construction of other railways, which, before 1908, are expected to spend at least $125,000,000 in the west; and that by the time two more lines to the coast are added there will be more traffic than they can handle. Nobody ventures the opinion that the two projected lines can reach the Pacific before 1908. The Canadian Pacific Railwill have to carry in vast quantities of construction materials and supplies for the Grand Trunk Pacific, and the settlement that will go in advance along the route of the new traffic, which, in the meantime, must go to the railways already existing.

Many changes in freight classification, affecting a wide variety of articles, will be put into effect by the trunk line railroads on June 1. The official classification committee of these roads have prepared a new schedule, known as classification No. 24, which will supersede the schedule now in use on the first of next month. As the classification of merchandise, together with various regulations and requirements that shippers must comply with, directly affects freight charges, the changes made will no doubt be of interest to merchants. In the revision of the official classification just announced the changes made will no doubt be of interest to merchants. In the revision of the official classification just announced the changes made consist chiefly of increases in the minimum carload weight on which the carload rate will be allowed, besides making certain articles subject to new regulations and conditions, or else relieve them from such conditions now imposed. For instance, many articles on and after June 1 will have to be shipped in quantities of at least 24,000 pounds, instead of, say, 20,000 pounds, in order to take a carload rate. There are but few commodities on which the classification itself has been changed; in othe words, only a few articles have been put into classes different from their present rating.

OPENING UP EAST AFRICA

Uganda Railway Practically Completed—Traders Opening Branches.

The following extract, taken from an article in the London Times, regarding the Uganda Railway, now practically finished, will be of general interest: All the steel viaducts for the railway, including the 27 bridges from the United States, have been finished, and there only remains the substitution of steel structures for a few small and unimportant temporary bridges. As a result of the completion of the railway great commercial development is taking place. Italian, German and Indian firms are opening up branches in East Africa and Uganda, and both Indians and Italians are placing trading vessels on Lake Victoria, on which a German trading schooner also plies. Round Nairobi, the headquarters of the Uganda Railway, great progress is being made in the cultivation of potatoes, 40 to 50 tons of which are exported to South Africa every month. Hitherto these were obtained in South Africa from Portugal and Central America.

Sir George Whitehouse, manager and chief engiher of the Uganda Railway, who has just returned from seven and a half years spent in constructing the line, speaks highly of the American locomotive and bridges used. He said to a representative of the Associated Press: "We have 36 Americans and 34 British main line engines. The experiment with American locomotives proved entirely satisfactory. They are 10 per cent cheaper, and although their finish is not so perfect they are more suitable for a mountain railway, like the Uganda road."

FOR VAST IMPROVEMENTS

New York Central to Spend $20,000,000—The Work Projected.

Plans for the expenditure of nearly $20,000,000 for permanent improvements and extensions on the lines of the New York Central and Hudson River Railroad have been prepared. It is expected that a very large part of the projected work will be completed before the end of this year. Including double-tracking, sidings and extensions of single-track branches, 297 miles of new track will be laid. Of the 68 miles of new line surveyed, extensions to open up new coal fields in Pennsylvania form a large part. Nearly 500 miles of line are to be reballasted and surfaced anew. The automatic block signal system will be extended over 434 miles, while 39 pneumatic and 54 mechanical interlocking plants, in addition to those now in use, are to be installed. Grade crossings to the number of 44 are to be eliminated. No less than 469 new steel bridges, with an aggregate length of 125,000 feet, single track, are included in the improvement plans. These bridges, containing about 133,000 tons of steel, will cost over $5,000,000, apart from the new foundations which will be built in many cases.

LESSENED CONDUCTORS' WORK

Train Agents Take Tickets On Through Southern Pacific Trains Now.

Train agents instead of conductors are doing all the work of lifting tickets, making exchanges, collecting fares, etc., on the overland trains of the Southern Pacific, leaving conductors free to give their undivided attention to the operation of the trains. Growing travel is said to be accountable for the change. The agents are men promoted from trainmen and baggagmen who will thus gain advancement and an increase of salary.

The Canadian Pacific and Grand Trunk have announced a reduction in their grain tariffs from Ontario points to the seaboard, following the recent decision of the interstate commission declaring the increase of freight rates on grain and grain products on the lines east of Chicago to be unjust and unlawful.

A. B. Atwater, assistant to the vice-president and general manager of the Grand Trunk Railway, has announced that the receiver for the Detroit and Toledo Shore Line will be discharged next week and that the property will be taken over by the Grand Trunk at that time. Trains will be running between Toledo and Detroit over the line Aug. 1.

Arrangements have been made by the Michigan Central for double tracking its line between Kalamazoo and Lawton, Mich. The work will cost between $2,000,000 and $2,500,000.

Since the beginning of this year, railroad construction in the South has continued the rapid progress which distinguished it during 1902. Work under way at the end of that year is still being pushed, some of the smaller projects have been completed, new plans then announced have been taken up and still newer extensions and improvements are being developed.

What is said to be the largest locomotive ever built, and with a capacity for hauling a train a mile and a half long on a level track, was recently turned out of the Schenectady shops of the American Locomotive Company. It is 70 feet long, and will haul trains over the Rocky Mountains.

Twenty-four railroads centering in Chicago have thrown down the gauntlet to their freight handlers by formally refusing to grant them any increase in wages.

The action of the St. Paul and Northwestern in reducing the time between Chicago and St. Paul and Minneapolis may lead to a rate war.

The Reading has adopted a new method for the redemption of unused tickets, whereby they are paid for at once without going through the red tape form in force heretofore.

FORTY YEARS AGO AND NOW

C. P. R. Then Not Thought Of—Now Dominates Traffic With G. T. R.

In an article, in which he compares the roads of 1865 with those of 1902, G. W. P. Dickinson says, in the Railway Age: "There is not much to be said of the Canadians roads in 1865. The Grand Trunk was then the principal line, operating 357 miles, from Portland, Me., to Detroit, Mich. The Great Western, from Suspension Bridge to Detroit, 229 miles, was then an independent line. It is now part of the Grand Trunk system, as is also the Detroit and Milwaukee, which was then a separate road. Many now living will remember the late C. C. Trowbridge, of Detroit, the honored president of the D. and M., also W. K. Muir, then superintendent, and James McMillan, then purchasing agent, and who afterward became United States Senator from Michigan. All have passed away. Today the Canadian Pacific, then not thought of, is one of the great continental lines, and with the Grand Trunk dominates the traffic of the Dominion of Canada."

WILL PUT A STOP TO IT

Pere Marquette Finds Remedy for Traffic in Excursion Tickets.

The Pere Marquette has adopted a new system, with a view to putting a stop to the traffic in excursion tickets carried on by patrons of the road. The tickets recently issued for Sunday excursions in Michigan have not borne the dates for which they were issued, nor the names of the places to and from which the purchasers secured the right to transportation. These essential points are designated by a kind of cipher understood by the conductor, but not the passenger. The result is that anyone purchasing an excursion return trip coupon has no way of telling whether he is buying an article that dates back several weeks or one that is good, the virtue of the pasteboard depending upon the truthfulness of the representations of the person selling. Another complication is the inability of the purchaser to tell where the ticket will take him. Ticket brokers along the line have solved the problem, however, and the traffic in the pasteboards will only be changed from the depots to the broker's offices with a middleman's profit to boost current rates. The brokers are able to determine by comparison the dates for which the tickets were issued and the place designated in the cipher.

President Hawks, when asked as to the truth of the story that the Pere Marquette had bought the Detroit and Mackinac, said he did not believe there was any truth in it. He does not think a deal of such magnitude could be closed in such a short space of time, to say nothing of his being left entirely in the dark as to the transaction.

At a meeting of the railway committee at Ottawa, a bill to incorporate the Pere Marquette International Bridge Company was passed. This is for the bridge across the Detroit River near Amherstburg. The capital stock of the company is placed at $500,000.

The net earnings of the Pere Marquette for the third week of May showed an increase of $17,681 over last year. Since Jan. 1 the increase has been $347,317.

PRACTICALLY DUPLICATED

Pennsylvania to Do This to Meet Increasing Demands.

President A. J. Cassatt, of the Pennsylvania Railroad, is responsible for the statement that the whole Pennsylvania system will be practically duplicated, in order to meet the increasing demands upon the road. In making this enormous improvement lies the explanation of the recent move by which the capitalization of the Pennsylvania Railroad Company has been practically doubled. The funds are to be used in the proposed duplication, as well as in the the construction of the tunnel under East River from Jersey City to New York, and in providing the latter city extensive railroad terminals. It was supposed that the increased capitalization of the company was for the purpose of purchasing a control in the New York Central Railroad, but this explanation falls to pieces, in view of Mr. Cassatt's statement. In addition to providing a means to meet the increased traffic, the Pennsylvania Railroad also places itself in position to meet competition by the Gould system to the seaboard, which now seems to be fully assured. The reason which made possible the entire extension of the Gould lines was that the trunk lines from Pittsburg could not accommodate all the traffic ordered. The increased facilities to be offered by the Pennsylvania will offset this argument.

President Clowry, of the Western Union Telegraph Company, says that the company was able to transport messages to all points reached before the Pennsylvania Railroad began to cut the wires and poles all along its line, as the Western Union had for months been stringing wires along independent lines. "I believe the Pennsylvania people have about exhausted their energy within the territory covered by Judge Buffington's recent decision," President Clowry said, "but we are fully prepared for any more polechopping that may be attempted by the railroad. They will not catch us napping."

The plans for the union station for the Pennsylvania and Baltimore and Ohio in Washington, provide for a station 760 feet wide, with room in the train shed for 18 trains side by side, and six more leading out of the tunnel on a lower level, making 24 trains in all that are to be accommodated.

TRAINS RUN BY TELEPHONE

B. and O. Forced Into Doing This by Cutting of Western Union Wires.

The cutting of the Western Union poles and wires by the Pennsylvania Railroad Company has compelled the Baltimore and Ohio road to run trains temporarily by telephone. When the poles were cut the wires of the Baltimore and Ohio were on the same poles with the Western Union between Willow Grove and the Allegheny station of the Pittsburg and Western Railroad. If the Pennsylvania Railroad continues its cutting beyond Willow Grove business between Pittsburg and the west will be at a standstill.

The Pennsylvania Railroad, west of Pittsburg, is likely to be equipped with track tanks similar to those used in watering the engines on other parts of the system. The first part of the system to be thus equipped will undoubtedly be the main line of the northwest system, over which run the through trains between New York and Chicago. It is proposed to make the tanks available for passenger and freight service alike. The tanks will be 1,900 feet long and have a capacity of 15,000 gallons. Pumps will keep the water flowing constantly so as to avoid any possibility of the tanks becoming empty. This system, as tried on the Pennsylvania Railroad for several years, has been a great success. The saving in minutes in supplying of engines with water has been counted in dollars gained by the device. The initial cost is greater than that of the usual watering device, but this is more than made up in the increased facility of operation.

EXTREMELY TISFACTORY

Operations During Present Fiscal Year—Revenue May Exceed 1902.

When the fiscal year closes, June 30, the gross earnings of the leading railroads, it is said, will show that the revenues of the roads during the year past were even heavier than the year preceding.

The year 1901 was a splendid one for the railroads, and many believed that the zenith of industrial activity was reached, but in 1902 the revenues for the railroad companies were greater. Now it is said that the 1903 record is even greater than the two previous years. Almost without exception the rule is an increase in returns since last summer. The anthracite coal carriers may make a return which is not up to the standard, owing to the strike of the anthracite miners, but these roads are now rapidly recovering the ground lost by the strike.

Taking all in all, the results of railroad operations for the year have been extremely satisfactory to railway managers and owners. It was believed by some that the good times with railways would end in 1902, but the year's record proves that such was not the case.

There are no indications that there will be a slump in earnings during the remainder of the year. The years of 1902 and 1903 have been characterized by the increase in cost of labor, material and supplies on one hand, and on the other hand appropriations of surplus income for improvements and additions.

All persons do not look at things in the same light, however. A prominent Chicago railroad official takes this view of the matter: "We have seen the maximum of our prosperity, and the railroads are earning all they are capable of under present rates and business conditions. I do not want to appear as predicting anything unfavorable for the future, but it looks as though we had reached the limit of our expansion for the time being. There will be a good business right along, but it looks as though there would be no increase over what we have had for the past two years. Railway earnings cannot be increased to any extent, and the enlarged operating expenses will materially offset the gains in earnings. Labor is getting very unreasonable, and there is no telling what they will do in the future."

One definite advantage in substituting khaki for blue cloth uniforms for the army in the tropics and in summer was not considered when the change was discussed in the war department of the United States. The malaria-breeding mosquitoes will not light upon substances having a yellow color, but swarm about blue fabrics.

Don't let a dollar get so large in your sight that you can't see around it.

SURE REGULATORS.—Mandrake and Dandelion are known to exert a powerful influence on the liver and kidneys, restoring them to healthful action, inducing a regular flow of the secretions and imparting to the organs complete power to perform their functions. These valuable ingredients enter into the composition of Parmelee's Vegetable Pills, and serve to render them the agreeable and salutary medicine they are. There are few pills so effective as they in their action.