

# Cupid Tries Again

"I do. You showed me her letter." "Ha!" cried Sir Frederic, "a light breaks upon me; the note appointing a meeting here may have been meant for you, and I may be the intruder. No matter, I am master of the position; I hold the damning paper; to Fane and to society it matters little if Morton or Carrington is the hero of the adventure!" Seeing the game was up, his fury blinded him; he was incapable of mastering his impotent thirst for vengeance.

"I repeat I am master, and Mrs. Fane must make terms with me, if she wishes to be spared the consequence of her cruel faithlessness."

"Silence!" said Carrington, in a ringing tone of command, as he made a step towards him, his eyes flashing fire, while Mrs. Fane's heart stood still with terror. Give me the letter, or take the consequences of refusal."

"By what right do you demand it?" cried Morton. "Are you, too—"

"By the best right—the right to protect and uphold her. I am her husband. I am Clifford Fane. The name of Carrington I have lately adopted, and am legally entitled to."

"I suspect you are an impostor. Do you admit this? Do you recognize him?"

"I am not sure. I do not know," she faltered; "at all events, I accept his protection against you. I beg you will leave us."

"And I undertake to prove my words," added Carrington. "You have heard Mrs. Fane's request. Do not compel me to enforce it. Leave us, and remember, your character is in my hands."

Morton hesitated, and darted a deadly glance at Mrs. Fane.

"We shall meet again," he exclaimed to Carrington.

"I fully intend it," returned the other coolly, following him as he flung himself out of the room.

Carrington closed the door carefully, and walked back to the table, by which he stood in some embarrassment. Mrs. Fane had also risen, and leant against the chimney-piece, the folds of her bronze-green cloth and velvet travelling-dress visibly moved by the beating of her heart.

"Is he quite gone?" she said, almost in a whisper, as she put back the soft curls of her rich brown hair, that she might better see with troubled frightened eyes at the man who claimed to be her husband.

"Yes, quite; he shall never cross your path again!"

"And you, how am I to believe you?" She sank into a chair, as she could hardly stand, and grasping the arm of her chair with one hand, she looked at him searchingly.

"I don't know how to speak to you," he returned, "how to apologize for the sort of trick I have played upon you. From first to last we have been the victims of unkind fate! When I got into that railway carriage I recognized you the moment you spoke. I saw you did not know me and the temptation to make you acquainted in a new character was irresistible. I had just assumed the name of Carrington, in compliance with the will of a friend who had bequeathed me all his fortune. I told my scheme to Dalrymple, who heartily assisted me, and I succeeded in utterly losing my heart to my wife. I have dreaded unspeakably to reveal myself, and it has come most unexpectedly. I implore you not to make any hasty decision. Yet do not fear my forcing myself upon you. What you think will be best for your own happiness, that I will agree to."

"Your voice has always seemed familiar to me," said Mrs. Fane and her own trembled as she spoke. "But I still can hardly credit your assertion. Give me some proof; tell me of some passage in your former unhappy life which may convince me."

Carrington smiled.

"One or two circumstances have dwelt in my memory, though you may have forgotten them. Do you remember a certain ball on Twelfth Night at our neighbor's of Ripton Court. You wore a white lace dress, and while waiting for the carriage I told you you ought to wear your sleeves shorter, and show a certain very pretty mole high up on your left arm. I was thinking of you, and looked at you very gracefully when you silenced me by saying scornfully enough that you had not yet lost your plebeian modesty, and could not rest satisfied."

"I do remember," she exclaimed, coloring vividly to the roots of her hair.

"I am," he said, coming nearer, "your very faulty, misguided husband. If you can forget and forgive, Gertrude, and let me show you how fondly and passionately I can love, we may yet have many happy years. Your marvellously generous version of your own side of our story thrilled me with shame for myself and admiration for you. I urge no immediate decision, but give me some kind thought."

Mrs. Fane did not reply. A tide of memories, of painful mortified feelings and tremulous indecision, flooded her soul. What trying moments, what bitter regret, he had inflicted. Could she trust her future to him. By some strange mental operation the dread of her husband neutralized the attraction of her

new admirer. Yet there was something touching in the sort of humility of the haughty-looking man who laid his rights at her feet.

"I liked Colonel Carrington, I confess," she said at length, looking down, "but I am afraid of Colonel Fane."

"They are alike in your hands," he returned, gravely. "But you must be worn out with the day's adventure; will you not rest?"

"It is quite impossible. I can stay here," she interrupted; "it would be a frightful breach of propriety! How can I get back? Do help me."

Carrington smiled.

"When the horses that brought me over from Torrionmurchan are rested, I think you might drive back in time to catch the ten o'clock express, and reach Stirling at eleven—sleep there, and get on early next morning to St. Outhberts. I will make the landlord let that rather neat-looking girl go with you; you will feel more comfortable with an attendant. I will not intrude on you myself, but—" he paused.

"You are very good," murmured Mrs. Fane; "you know, in deciding so momentous a question as separation or reunion, we should be prudent and deliberate."

"Perhaps so," he said slowly, and left the room to make arrangements for her journey. When he returned she was sitting by the table, her face buried in her hands.

"I am afraid you are awfully done up," he exclaimed, looking tenderly at her. "Come near the fire; you are trembling with cold."

"Not with cold," she returned.

While waiting for the carriage, Carrington told her how he had met Miss Onslow in Prince's street, and to his great surprise heard she had had no reply from Mrs. Fane; instinct suggested mischief; and he determined to save his wife the annoyance of disappointment and enjoy the delight of a few hours alone with her. He therefore took the train to Torrionmurchan, and thence drove to Findarroch.

"But how did my note get into Sir Frederic's hands?"

"Did you put it into a wrong envelope? Did you post it yourself?"

"No, I left two notes with Mrs. Bayley to post."

"Then I would not mind betting heavily that she did the mischief."

"Oh! impossible."

"We shall never know positively."

"The carriage is at the door," said the landlord.

"In a moment; take care the lamps are lit." Then, as the man left them, "My love! my life!" he exclaimed, "for whatever you decide, I love you with all my soul. I must let you go. Will you send me a line to-morrow, to let me know if all is well?"

"I will," she said, turning from his eyes, which made her heart throb wildly. She went to the window, and looked at the night. "It is very dark. I suppose the road is safe."

"Is, or would not let you go, Gertrude—catching her hands—'look at me! May I come with you—may I stay with you till death do us part?'"

Yielding to his embrace with tenderest grace, she whispered, "Yes, till death do us part. In their long kiss the past was all forgiven, and its bitterness blotted out.

(THE END.)

## THE TROLLEYS.

**ELECTRIC INTERURBAN LINES CHANGING SOCIAL LIFE.**

**knit City and Country—People Live Closer Together, and Old Types and Phases of Rural Existence Disappear.**

(By Raymond, in Chicago Tribune.)

An entirely new element has entered into the social, commercial, and even the political life of the country. I have just finished a journey of 400 miles, completed within two days, over the interurban trolley system of Illinois, and am prepared to testify to the extraordinary effect in the development of the country produced by the electric railroads from town to town. They are running luxurious buffet chair cars, limited trains rush from city to city, express cars, and last of all, the trolley line sleeper, as I can testify, is an absolute success.

There is something more in this building up than a mere extension of street car service to the country. Country and city are being knitted together and the social and economic transportation business seems destined to pass from the steam railroad to the trolley line within a short time. It may be many a year before the through lines of railroad are operated by electricity, but it will be but a short time until all the short lines business of the country is done on cars deriving their own motive power from a central power station, often many miles away.

No Longer an Experiment.

So new has been the development of the interurban system that there are no satisfactory figures to be furnished as to its extent. Like the early days of settlement in America and particularly in the west, the interurban trolley system in every state where it has been given

a fair trial far outsteps its historians. It has progressed beyond the experimental stage, but the mileage is increasing so rapidly and new extensions are being developed so constantly even the financiers who are called upon for the money to build the lines can scarcely keep track of their investments.

One huge system in Illinois already has in operation about 475 miles of tracks, with 105 miles under construction, and schemes for an extension of 100 miles more. New England is gridironed with interurban trolley lines and Ohio and Indiana have developed their systems to such an extent that after a few links in the chain are completed during next year it will be possible to go from Wheeling, W. Va., by through trolley line to Chicago and St. Louis.

Bridging the Mississippi.

There is more than usual significance in the fact that it has been found advantageous to build a great bridge across the Mississippi river at St. Louis for the use of the Illinois interurban system. The passenger service is fully established in a dozen different states and the carriage of express matter and light freight is progressing with equal rapidity in every direction. The farmer learns to go to the city oftener, the city merchant sends his packages by the trolley line to the country, and perishable fruits, vegetables, milk, and dairy products are to-day being transported with greater success on the trolley line than by any suburban service the steam railroads can furnish.

Even coal and whiskey and similar heavy products are being handled on the electric lines, and though the day may be far distant when these roads will be anything more than feeders to the steam lines on ordinary bulk freight, they are likely to have the monopoly of wayside transportation and come much nearer to the consumers than the railroads can ever hope to do.

Ideal Interurban Service.

Before going into the details of the development of the interurban transportation service of the country, which shares with the telephone and the rural free delivery the honor of having revolutionized life in the agricultural districts, it is just as well to lay down certain general principles which seem to precede or follow the establishment of electric car service between centres of population.

In the first place, the ideal interurban service runs between large cities and taps a number of smaller cities along the way, besides reaching the purely agricultural district in between. A type of this ideal system would be a line running from Chicago to St. Louis and tapping, for instance, Joliet, Springfield, Decatur, Springfield, and some other towns en route, with trunk line feeders in either direction, so as to cut up the state pretty thoroughly. A similar line from Cleveland to Cincinnati is practically under operation at the present time. Within short time a link will be completed just east of Danville which will furnish direct trolley connections between Indianapolis and St. Louis.

Ohio is Gridironed.

One of the indispensable features of a successful interurban service on a large system is an abundance of small towns along the line. This ideal is furnished more completely, perhaps, by Ohio than by any other of the western commonwealths. A reference to the census figures will show an extraordinary number of small cities throughout the State of Ohio. In all directions an interurban trolley system can run but a few miles without striking a prosperous town of considerable size. Between there is almost agricultural country which is almost equally necessary to the real development of interurban service so far as its good effect upon the whole community is concerned.

Massachusetts is the home of the interurban service. The old Bay State is dotted with prosperous manufacturing towns. The interurban system grew out of a natural extension of the street car lines for connection with the manufacturing centres. A steam railroad could not afford to give frequent service with such short stops as that to-day may traverse the route from Boston to the Berkshires and from the Connecticut line to the shadow of the mountains, reaching every important population centre in the State, without touching the railroad where the cars are propelled by steam.

In Pennsylvania the mining section, the oil country and the rich agricultural valleys are alike tapped by at least 1,500 miles of interurban roads. The lake shores in Ohio from Cleveland to Toledo are excellently served by the trolley, while from Indianapolis...

garments which once distinguished the agriculturist.

The gawky country boy and girl is disappearing so rapidly that there will soon be little material in that line left for the comic weeklies, because the type is being wiped out by the interurban railroad.

It is too early to determine exact results, but it is fair to presume that the loneliness of the farmer's wife is at an end, and if that be so the unfortunate percentage of suicides in the agricultural districts will surely decrease when a farmer can take his wife and children and in a few minutes be dropped at the nearest cross roads, or even at the village, or interior city which was visited only once in a season when the roads were good, and when the general farm team was not otherwise occupied.

## ORNAMENTS OF BRITONS.

**Ancient Amulets Found in Kentish Land Pits.**

Interesting relics of archaeological value have recently been unearthed in different parts of Britain, says the Scientific American. During the excavation of some sandpits at Crayford in Kent, a number of metal articles were found about four feet below the surface. Upon examination they were ascertained to be fashioned in solid gold of massive and heavy design, and of very early origin. They were evidently amulets, for they were oval in shape, and were left for the insertion of the ankle or arm. Judging from the size of the ornaments and the orifices, they were apparently articles of feminine adornment.

The intrinsic value of the metal is approximately \$1,500, but from antique and historical points of view their value is almost priceless. The relics are in a perfect state of preservation, and are inscribed with hieroglyphics which have not yet been deciphered. The period to which they belong is computed to be far before the Christian era. It is believed that the spot at which they were discovered constituted a burial place of the ancient Britons, who were interred with their implements of war and personal embellishments. This contention is substantiated by the fact that at the same place on several previous occasions various other articles of an early date, consisting of flint and stone weapons, human bones and so forth, have been brought to light.

The previous discoveries now repose in the British Museum, to which the present articles will doubtless be presented, since they are the property of the Crown. At Manchester interesting relics pointing to the extent and period of the Roman occupation of the city have been brought to light. In the course of excavations on the site of the Roman fort within the civic boundaries a number of coins, none of which were struck before the reign of Hadrian, and some other articles of an early date, consisting of flint and stone weapons, human bones and so forth, have been brought to light.

## WEAK, SICKLY PEOPLE

**Will Find New Strength Through the Use of Dr. Williams' Pink Pills.**

A great many young men and women are suddenly seized with weakness. Their appetite falls; they tire on the least exertion, and become pale and thin. They do not feel any specific pain—just weakness. But that weakness is dangerous. It is a sign that the blood is thin and watery; that it needs building up, strength because they actually make new, rich blood—they will help you. Concerning them Mr. Alfred Lepage, of St. Jerome, Que., says: "For several years I have been employed in a grocery, and up to the age of seventeen I had always enjoyed the best of health. But suddenly my strength began to leave me; I grew pale, thin and extremely weak. Our family doctor ordered a complete rest and advised me to remain out of doors as much as possible, so I went to spend several weeks with an uncle who lived in the Laurentides. I was in the hope that the bracing mountain air would help me, but it didn't, and I returned home in a deplorable state. I was subject to dizziness, indigestion and general weakness. One day I read of a case very similar to my own cured through the use of Dr. Williams' Pink Pills, and I decided to give them a trial. After taking four boxes of the pills I felt greatly improved, so continued their use for some time longer, and they fully cured me. I am now able to go about my work as well as ever I did, and have nothing but the greatest praise for Dr. Williams' Pink Pills."

The blood—good blood—is the secret of health. If the blood is not pure the body becomes diseased or the nerves shattered. Keep the blood pure and disease cannot exist. Dr. Williams' Pink Pills make rich, red blood—that is why they cure anaemia, rheumatism, indigestion, headache, backache, kidney trouble and the secret ailments of girlhood and womanhood. Sold at 50 cents a box or six boxes for \$2.50, by all medicine dealers or by mail from The Dr. Williams' Medicine Co., Brockville, Ont.

## MAKING GREAT TRANSFORMATION.

**WHAT IS BEING DONE AT EXPERIMENTAL FRUIT FARM.**

Rittenhouse is a Native of Lincoln, Although Welland Has Claimed the Benefactor.

A trifle over two miles distant from the little station at Jordan, and having a frontage of 40 rods, on old Ontario's shore, covering an area of ninety acres, mostly clay loam, in the heart of the fruit district, there is being brought to ship-shape Ontario's new fruit experimental farm. The land on which the San Jose scale, the codling moth, the grape beetle and a dozen and one other pests that infest the ordinary orchards and vineyards, will never be found, is an almost level piece of ground. Standing on the fine, new piece of roadway along its lake end, one can see the whole extent of the farm from end to end. On the east side is the township line between Jordan and Clinton, which is being rapidly put into shape for macadamizing.

In connection with this model fruit farm, and situated on a portion of its grounds, is the finest equipped rural school in the township. Last week the garden of flowers, and velvet lawns surrounding it, were a marvel of wonderment to many city visitors. Money has been no object in the beautifying of this school or in the excellent Victoria auditorium facing it across the roadway. In connection with the hall is a mammoth picnic grove. Granolithic walks and finely gravelled roadways, as spick and span as to be seen anywhere connect and encircle the buildings. New gateways of massive white freestone, arched with iron grilles work, and surrounded in the centre and on each pedestal with heavy wrought iron gas lamps are pleasing to the eye. A perfect system of water-works is in operation, the pumping station being situated about a quarter of a mile north, at the lake end. Here also is a little grove of trees covering perhaps half an acre, growing in a semi-wild state for many years, and buffeted by wind and waves. But the magic wand of the benefactor has even started a transformation here, and the scoops and road machines will have made a dainty resting place of this spot by next summer. Mr. Rittenhouse chose wisely and well when he selected the ground for the new farm amidst such beautiful surroundings of lake and forest. With a station at the Grand Trunk tracks, and the new walks down, the people will be able to reach the grounds in twelve or fifteen minutes. In comparison to the Guelph farm, the new one is, of course, very much smaller in the extent of its grounds. In locality, for excursions and picnics on warm days, it will far eclipse the Royal City's boasted sight spot.

Mr. Fiore, a graduate of the Ontario College, is in charge at present of the preliminary operations, and has his hands full. None of the buildings projected have been started yet, the work on hand being an elaborate system of men and teams are employed. They are housed and fed in tents on the farm. This week will see a system of roads cut through the property, which will much

## RESULTS OF EXPERIMENTS WITH AUTUMN SOWN CROPS.

The area used for sowing wheat and other autumn crops was somewhat greater throughout Ontario in the fall of 1906 than in that of 1905. At the Agricultural College this year winter wheat and winter rye have produced large yields of grain, which is above the average in quality, but the winter barley and the hairy vetches have given results somewhat lower than those of 1906.

Generally speaking, white wheats, as compared with red wheats, yield more grain per acre, produce a stronger straw, weigh a little less per measured bushel, are slightly softer in the grain, produce a more popular pastry flour, and furnish a somewhat weaker flour for bread production.

Of the white wheats, Dawson's Golden Chaff and other very similar varieties, such as Abundance, American Banner, Beardless Rural New Yorker No. 6, American Wonder, Superlative, Forty-fold, Prize Taker and Extra Early Windsor, and of the red wheats, Imperial Amber, Paramount and Crimean Red, have produced the highest yields of grain per acre in the College experiments. In the following characteristics the varieties mentioned below are very prominent: Stiffness of straw, Dawson's Golden Chaff; hardness of grain, Buda Post, Ontario Red, Crimean Red, Banatka, Tasmania Red and Geneva; weight of grain, Northwestern, Auburn and Geneva; and milling quality of grain, Tasmania Red, Rudy, Oniagara, Crimean Red, Yasulak, Turkey Red, Early Genesee Giant, Banatka, Northwestern, Geneva and Imperial Amber.

We are endeavoring to improve some of the best varieties of winter wheat by means of systematic selection and by cross-fertilization. Each of eight different selected strains of Dawson's Golden Chaff wheat gave a yield of over 70 bushels of grain per acre in 1907. Some of the most promising hybrids, which are constant in type this year, are those produced by crossing the Dawson's Golden Chaff with the Bulgarian and with the Turkey Red. The object in crossing is to originate new kinds, which will combine the good qualities and eliminate the undesirable features of the parent varieties.

The results of many tests conducted at the College indicate the importance of sowing with grain drill, large, plump, sound, well matured seed at the rate of about a bushel and a half per acre on well prepared clover sod, and earlier if possible than the 10th of September. Smutted wheat should be immersed for twenty minutes in a solution of one pint of formalin and forty-two gallons of water.

The recent tests at the college of other classes of autumn sown crops show the following varieties to be the heaviest average yielders of grain per acre: Mammoth white winter rye, 62 bushels; Tennessee winter barley, 53.4 bushels; hairy vetches, 5.7 bushels and black winter emmer.

In the co-operative experiments, conducted throughout Ontario in 1907 under the direction of the experimental union, the average yields of grain per acre were as follows: Winter wheat, imperial amber, 22.2 bushels; abundance, 21.7 bushels; and Michigan amber, 20.3 bushels; and of winter rye, Mammoth, 26.4 common, 21.4 bushels.

As long as the supply lasts, material will be distributed free of charge in the order in which the applications are received from Ontario farmers wishing to experiment and to report the results of any one of the following tests: 1, hairy vetches and winter rye, as fodder crops; 2, three varieties of winter wheat; 3, five fertilizers with winter wheat; 4, winter wheat and 5, two varieties of winter rye. The size of each plot is to be one rod wide by two rods long. Material for numbers 3 and 4 will be sent by express and that for the others by mail.

C. A. Zavitz.  
O. A. C. Guelph, Ont.,

## Whales Bound for Alaska.

Capt. G. Hansen, of the steamer Rosalie, states in this morning that he sighted a shoal of big whales in the Gulf of Georgia between Bellingham and White Horn on the last trip to Blaine. He says that whales and blackfish or porpoise are more numerous than ever this year.

"There were three or four dozen of the biggest whales I ever saw," said Capt. Hansen, "and I should judge they would range from forty to sixty feet in length. I saw an exceptionally big whale in the water near Carlisle cannery a few days ago. He was close to the shore and was travelling slowly and every few minutes would sound the water, and when he went down head first his tail would stick up in the air about ten or twelve feet high."

"This is the season of the year when the whales and porpoise families seem to know that the salmon are travelling, and are following them up. They are headed toward Alaska, recognized as the best feeding ground for whales in the world."—Bellingham correspondence of Seattle Times.

## A Cure for Hay Fever.

George B. Harrison of Garden City, who has just begun to harvest his crop of hay fever—says that he has discovered a sure cure for it. His remedy is simple, but he says it is none the less effectual. It consists in not taking breakfast until 11 o'clock in the morning. Mr. Harrison has not taken out a patent or copyright on the remedy, and any one who wishes to use it is at liberty to do so.—From the Topeka Daily Capital.

"I affront women by looking at them too much; we would them when we do not look at them at all."

**DODD'S KIDNEY PILLS**

PREPARED BY DR. J. C. DODD, 100 N. BROAD ST., N. Y. C.

THE PUBLIC WILL BE INTERESTED TO KNOW THAT THE ABOVE IS THE ONLY GENUINE PREPARATION OF THIS KIND. THE PUBLIC WILL BE INTERESTED TO KNOW THAT THE ABOVE IS THE ONLY GENUINE PREPARATION OF THIS KIND.

**That hacking cough continues**  
**Because your system is exhausted and your powers of resistance weakened.**  
**Take Scott's Emulsion.**  
**It builds up and strengthens your entire system.**  
**It contains Cod Liver Oil and Hypophosphites so prepared that it is easy to take and easy to digest.**

ALL DRUGGISTS, 50c. AND \$1.00