

The Physiology of Lent

By DR. CYRUS EDSON.



The number of women who this year have hailed with delight the season of Lenten rest is greater than ever before. The society woman is tired. To live the American social life is like running a steam engine at forced draught. It is far more wearing upon a woman than upon a man. Women take less exercise than men, and they are of a more nervous organization. They are more injuriously affected by the terrible pace at which they are living.

The daily routine of the social life of women is one of intense excitement. They must have stimulants, even in their recreations. They must have exciting books, dramas

whose gorgeousness of setting and sensational plot rival the dreams of eastern tellers of tales, and, worst of all—they must have alcoholic stimulants.

It is a curious fact that while among men drinking is decreasing, it is increasing among women. The amount of wine-drinking now indulged in in New York society is astonishing. It is simply an effect of the demand for excitement in every form, the craving of a nervous organization keyed up to the highest possible pitch. It shows itself in another form in the gorgeous dressing in which women now indulge. The average woman of society at an important function carries enough on her back to make somebody rich.

As a result of it all, there was never a time in the history of New York when nervous diseases were so prevalent. The sanitariums are crowded to their doors. Observe the extraordinary exodus of women to Lakewood, Palm Beach, California, the Bermudas, and other resorts. It has all but one story back of it—neurasthenia.

How long can it last? How long can society maintain itself at such a pace? These are difficult questions, but you can put down one fact as fundamentally correct—that a woman who gets regularly eight hours' sleep, and lets alcohol absolutely alone, can stand almost any amount of the strenuous life. The moment sleep is lost or alcohol is used, the danger line is passed.

Cyrus Edson

Our Need of a National Theater

By HEINRICH CONREID,

New Manager of the Metropolitan Opera, New York.



I should like to see established a National Theater, where should be produced only standard plays of solid merit.

I do not believe that the United States will ever follow the example of foreign governments and subsidize such an institution, but surely if the obligations of the theater as an educational instrument could be properly presented, some of our wealthy men who so generously endow schools, churches, libraries and museums would take the matter into consideration.

When in this country I put forward the claims of the theater as an educational agent I am met by inquiring smiles. But here are the facts: In our theaters in New York we assemble every evening more people than gather once a week in the churches. We assemble as many as gather in the upper grades of the schools. These vast numbers come to be amused, but how easily the theater might instruct, might educate them.

The theater should be a school of etiquette.

It should be a school of rhetoric and of the correct enunciation of the language. It is not; you will hear each member of a company give to a word his individual pronunciation.

It should be a school of history, of art, of aesthetics.

I have seen Booth play Hamlet, with the chorus in Greek costume; the audience saw no inconsistency. I have seen L'Aiglon staged with electric lights shining in the streets of Schonbrunn, regardless of the fact that in the days of the duke of Reichstadt there was no Edison. To such details an American audience gives little attention. Our women go to the theater to worship the newest matinee idol or to admire the leading lady's costumes. As to the authorship of the play, they never ask; and there they are tight. The American Shakespeare has not been born.

We have no dramatic literature. That fact, I think, would alter had we a national theater. We need a playhouse whose independence, whose dignity, whose love of artistic perfection shall establish a standard to which all others, so far as in them lies, must conform. We need a national theater.

The Art of Miniature Painting

By ZOE FLEMING DUNLAP,

Who Is Painting a Miniature of Miss Alice Roosevelt.

WITHIN the last few years an appreciation of the miniature as a form of art has spread rapidly in this country, as wealth and cultivation have increased, and European travel has brought to the attention of the people the beautiful work of Sir William Lawrence and Gainsborough and others of the old masters.

There is comparatively little good modern miniature work, because so often the medium chosen is poor. A fine miniature cannot be painted except upon ivory, into which the colors sink and blend, softening with time until they give the cloudy, luminous effect that is a miniature's greatest charm.

To be a miniature painter requires a peculiar temperament. It calls for a serene, unhurried joy in the work, a kind of happy patience. The work cannot be rushed, it must grow slowly with long pauses, as the ivory takes the colors. It must be done happily because a pessimistic person cannot get the proper background.

A miniature painter needs, too, a knowledge of human nature and an outgoing, sympathetic disposition; one cannot paint a portrait without getting en rapport with the sitter, so as in some sort to paint the soul and bring out the best and truest expression.

It is the work of love that brings results, and it is so easy to lose one's heart to miniature painting that I believe we shall in time have a school of painters worthy to be compared with those who have preserved for us the likenesses of the beautiful women of other periods.

Zoe Fleming Dunlap

A Legend of the Last Snake in Old Ireland

How Saint Patrick Finally Disposed of the Willy Monster Against His Snakeship's Will.

(The recurrence of the day when green ribbons and shamrock leaves are seen on every hand makes appropriate the retelling of the old legend of St. Patrick—not how he drove the snakes out of Ireland, but how after ridding the emerald isle of all but one persistent reptile, he finally and by a very neat stratagem entirely worthy of the wit for which the Celt is justly famous, captured that one wily creature. The appropriate natural setting of this legend is Dunlooh Gap, situated in the midst of the beautiful, picturesque and often wild Killarney lake region. The author is T. Crofton Croker, who got it of an old guide named Picket, and relates it in his legendary guide book to the romantic lake country of Killarney.)

DUNLOOH CASTLE is about a mile from the lake, seated on a steep bank, rising immediately above the river, which forms some beautiful pools shaded by fine trees. This bank is closely covered with wool, and the meadows which surround it are also richly wooded. The castle commands a noble view of the lower lake, and of the singular pass, called the Gap of Dunlooh, of the lofty and pointed Reeks, and of the still more lofty and pointed Gheran Tuel.

From Dunlooh Castle we proceeded to the Gap, a deep, narrow, wild and irregular valley between the Reeks and the Purple Mountain. The want of correspondence in the side of this Gap is very striking, and it is the abode of several small lakes.

The Purple Mountain is very lofty, though inferior to the Reeks. Weld has said, that the hue from which it receives its name, arises from a plant, with which it is covered; but this assertion appears founded in mistake,

fair and easy up to see him, and the house he was speaking about. But when the serpent saw the nine great bolts upon the chest, he thought he was sould, (betrayed) and was for making off with himself as fast as ever he could.

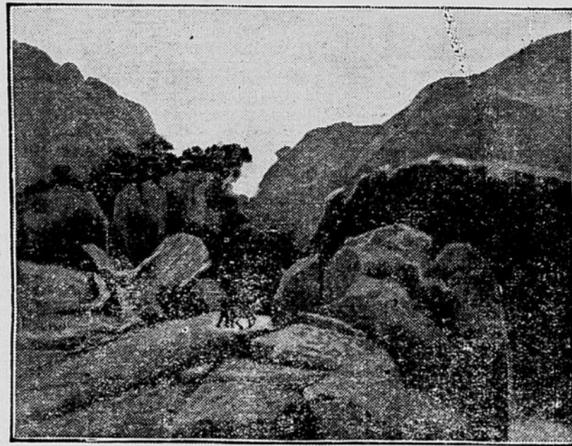
"'Tis a nice warm house, you see," says Saint Patrick, "and 'tis a good friend I am to you."

"I thank you kindly, Saint Patrick, for your civility," says the serpent, "but I think it's too small it is for me"—meaning it for an excuse, and away he was going.

"Too small," says Saint Patrick, "Stop, if you please," says he "you're out in that, my boy, anyhow—I am sure 'twill fit you completely; and, I'll tell you what," says he, "I'll bet you a gallon of porter," says he, "that if you'll only try and get in, there'll be plenty of room for you."

"The serpent was as thirsty as could be with his walk, and 'twas great joy to him the thoughts of doing Saint Patrick out of the gallon of porter; so, swelling himself up as big as he could, in he got to the chest, all but a little bit of his tail. "There, now," says he, "I've won the gallon, for you see the house is too small for me, for I can't get in my tail." When, what does Saint Patrick do, but he comes behind the great heavy lid of the chest, and, putting his two hands to it, down he slaps it, with a bang like thunder. When the rogue of a serpent saw the lid coming down, in went his tail, like a shot, for fear of it being whipped off him, and Saint Patrick began at once to bout the nine iron bolts.

"Oh, murder!—won't you let me



THE GAP OF DUNLOOH.

Where Legend Says Saint Patrick Destroyed the Last Snake in Ireland.

as the color is entirely owing to a purple stratum of slaty rock, whose shivered fragments cover the upper parts of the mountain. Glens and Toomies are branches of this mountain; and the former is more particularly remarkable, for what, in some degree, characterizes the whole mountain—namely, the lap-like form of its parts. Glens, when viewed from the lake, exhibits a series of concave lines from top to bottom.

Some of the crags in the Gap are very lofty, and almost perpendicular, and the whole is an exceeding romantic scene. "Tooty-toote-Tooty-toote."

"A tolerable echo that, Spillane;—Hark! how it rings through the mountains! What a wild spot—this dark lake, with its surrounding hills! See, how its black waves roll against the shore, and break upon the rocks with an angry growl. It seems the very abode of melancholy; and I should not wonder, if there was some wild story connected with the place."

"By the bye, sir," said Spillane, "I believe there is a story, something about a great serpent, I think—do you know anything of it, Picket?"

"The serpent, is it?" said Picket, in reply. "Sure, everybody has heard tell of the blessed Saint Patrick, and how he drove the serpents and all the venomous things out of Ireland. How he 'bothered all the varmint,' entirely. But for all that, there was one old serpent left, who was too cunning to be talked out of the country, and made to drown himself. Saint Patrick didn't know how to manage this fellow, who was doing great havoc; till, long at last, he bethought himself, and got a strong iron chest made, with nine bolts upon it.

"So, one fine morning, he takes a walk to where the serpent used to keep; and the serpent, who didn't like the saint in the least, and small blame to him for that, began to hiss and show his teeth at him like anything. 'Oh,' says Saint Patrick, says he, 'where's the use of making such a piece of work, about a gentleman like myself coming to see you. 'Tis a nice house I have got made for you, agin the winter; for I'm going to civilize the whole country, man and beast,' says he, 'and you can come and look at it whenever you please, and 'tis myself will be glad to see you.'

"The serpent hearing such smooth words, thought that though Saint Patrick had drove all the rest of the serpents into the sea, he meant no harm to himself; so the serpent walks

out, Saint Patrick?" says the serpent "I've lost the bet fairly; and I'll pay you the gallon like a man."

"Let you out, my darling," says Saint Patrick, "to be sure I will—by all manner of means—but, you see, I haven't time now, so you must wait till to-morrow." And so he took the iron chest, with the serpent's bit, and pitches it into the lake here, where it is to this hour for certain; and it's the serpent struggling down at the bottom that makes the waves upon it. Many is the living man," continued Picket, "beside myself, has hard the serpent crying out, from within the chest under the water, 'Is it to-morrow yet? Is it to-morrow yet?' which, to be sure, it never can be; and that's the way Saint Patrick settled the last of the serpents, sir."

T. CROFTON CROKER.

BROOKED NO FAILURE.

Unbending Severity of Lord Kitchen-er in Dealing with His Men Humorously Illustrated.

The gift of overcoming apparently insuperable difficulties which the sirdar's officers possessed in such a marked degree was very largely due to the unbending severity with which he treated all failures, whether high or low were responsible for them, says Blackwood's Magazine. A thing was ordered; it had to be done, and consequently it was done; no excuses prevailed for an instant. So when an officer lost a Nile steamer through the stupidity of a subordinate he was a ruined man; when the wires failed to connect K. with his base at a critical moment the young officer in charge lost all the fruits of his long and meritorious labors. If no child ever acknowledged more fully and generously good work well done, no one also was ever more unforgiving of failure, to no matter what cause the failure might be due. One in the hottest moment of a blazing Sudan summer I incautiously reported that D. had got sunstroke and therefore could not execute some order. "Sunstroke!" K. replied, "what the devil does he mean by having sunstroke; send him down to Cairo at once." However, D. being a friend of mine, I wired to warn him that he was under a delusion and was quite well, and the order was carried out and nothing more heard of the matter, while poor D. lived to get himself handsomely killed before Mekeking.

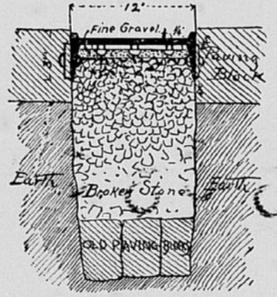
AGRICULTURAL HINTS.

TRIAL STEEL ROADWAY.

A New York Experiment Which Is Being Watched with Interest by Road Builders.

An experimental steel highway has recently been laid in Murray street, between Broadway and Church street, New York. The Automobile club of America has been instrumental in securing this trial, and President Charles M. Schwab, of the United States Steel corporation, furnished the steel at his own expense. Gen. Roy Stone, formerly head of the bureau of road inquiry, department of agriculture, has charge of the experiment.

At present there is only a single roadway up the center of the street, on which loaded teams coming from the North river piers are given the right of way. The accompanying sketch shows a section through one of the rails, the depth of foundation shown, however, being somewhat greater than that finally adopted. The rail section is very similar to that of a 12-inch channel, the main difference



HOW THE TRACK IS LAID.

being that there are slight ridges along the outside edges of the wearing surface, which tend to keep the wagon wheels in the track. The rails came in 40-foot lengths and were riveted together by means of three splice plates, one on the under side of the main web of the channel, having three rivets for each rail, countersunk on the top surface. The other two plates connect the flanges, each with two rivets to a flange. The rails are spaced 5 1/2 feet apart, center to center, and every 13 1/2 feet longitudinally they are bolted together with 3/4-inch rods, bolted through the outside flanges. The foundation for the rails is 12 inches of broken stone resting on the old paving blocks replaced by the rails. The under surfaces of the rails were coated with tar and the rails then bedded on a thin layer of fine gravel.

In addition to this roadway in Murray street, which will be subjected to the heaviest kind of traffic, it is proposed to lay another stretch of the steel road on Seventh avenue, in the neighborhood of One-hundred-and-twentieth street. There the pavement is an old macadam, and there will necessarily be modifications of the foundation and the methods of construction to suit the locality. A trial will also be made on some dirt road, for the advantages of the steel rail are considered to be as great for a country road as for city streets.

At the present price of steel it is stated that the rails can be furnished for \$4,000 per mile. The cost of construction would, of course, vary with local conditions, and as the work so far done is experimental and workmen had to be taught how best to perform the various operations of laying the track, no reliable estimate has been made as to the total cost of laying this roadway.

A thorough series of traction tests are to be carried on in connection with the roadway in Murray street, and the other places where the rails are laid. A dynamometer will be used and the tractive force necessary to draw a truck over the granite paving will be compared with that necessary to draw it along the steel roadway. In addition to this test, records have been made showing the amount and weight of traffic on the street previous to the improvement, and further observations will be taken from time to time to see whether there is any increase in the traffic passing up this street.

Gen. Stone has made a very exhaustive study of steel highways, and has had several patents issued to him in regard to constructive details. These he states are to be entirely free to the city of New York to make use of, should the experiments prove as successful as is hoped. In rolling rails for further experiments it is proposed to make use of a special roll having slight projections on its surface, perhaps an inch square. The last time the rail goes through the rolls this will be put on and will leave corresponding depressions in the finished rail. The object of this is to reduce to a minimum the danger from horses slipping, and is an important consideration. However, it is claimed that the use of steel rails will so reduce the amount of tractive force required that under ordinary conditions there will not be much danger from that source. Another proposed modification is to have the head fluted so as to prevent wheels from skidding as they leave the track. In some cases it might also be advantageous to have the flanges of the rail flaring outward from the web on both sides, thus preventing a wider base.

There have been a few experiments on a small scale in this country with steel trackways, conducted by the bureau of road inquiry, but lack of

means to procure the desired shape of rail has hampered the bureau in its investigations. One of these rails was with an eight-inch trackway on a gravel foundation, the weight of steel being about 100 tons per mile of single track road, furnished at \$35 per ton. The most extended use of steel rails for roadways for which data is available is in Spain on the road between Valencia and Grao, where about two miles of flint stone roadway was replaced by steel rails some ten years ago at a total cost of \$9,500. The surface of the rails was placed somewhat lower than the paved road, at the sides. The cost of maintenance of this road, over which a traffic of 3,200 vehicles passed daily, was at once greatly reduced, and the result was considered satisfactory in other ways. It seems probable that such a roadway as this would be greatly appreciated by market gardeners in the vicinity of large cities.—N. Y. Tribune.

FORESTRY FOR FARMERS.

United States Government Is Doing Much Toward Encouraging Study of the Science.

The farmers of this country own about 500,000,000 acres of woodland, ten times the acreage of all the federal forest reserves. Most of it consists of small woodlots from which the owners derive their timber supplies for farm purposes.

It was to help the farmer in caring for his timber land that the bureau of forestry several years ago undertook to furnish him, without cost, with the services of its foresters. The offer proved popular, and applications for assistance have far exceeded the ability of the bureau, with its limited number of trained foresters, to answer them. During the season just passed the bureau has accomplished more than ever before in putting small woodlots under forest management and in teaching the farmer how properly to treat his timber. Two experts have been employed in the north and south who have examined and have put under management several thousand acres of woodland.

A great deal of wood is consumed every year on the farm for fuel, posts, poles and other uses. Ordinarily, the farmer cuts what he needs without thought as to whether he is lessening the power of his forest constantly to yield its supplies. The result is that the forest becomes poorer every year and less able to furnish the wood its owner needs. The skill the farmer exercises in the management of his crops is not of the kind that enables him to manage properly his timber. He needs the services of a forester.

Usually, only one visit to the farm by the bureau's expert is necessary, and this service is given without cost to the owner. When, as occasionally happens, a second visit is needed, the owner is required to pay the traveling and living expenses of the expert while employed at the work.

NEW FARM IMPLEMENT.

Weeding Hoe, with Adjustable Blades, Suitable for Work in the Vegetable Garden.

The cultivation of long rows of plants is an operation requiring time and skill, and if care is not exercised, the plants, as well as the weeds, may be uprooted and destroyed. While the gardener has used the hoe for this work for years past, and in addition thereto employed the cultivator to good advantage, there is a promising field for the weeding and cultivating implement presented in the accompanying picture. Its lightness per-



NOVELTY IN WEEDING HOES.

mits it to be easily manipulated by hand, covering the ground much more rapidly than could be done with an ordinary hoe, while the adjusting mechanism permits the implement to be readily accommodated to the size of the plants in the row. The invention is especially designed for weeding blocking out and cultivating beets, onions, cotton, etc., and by loosening the bolts which clamp the blades in place, the latter can be adjusted in relation to height and distance apart, thus bringing the cutting disks as close together on either side of the row as is desirable. The inventor is Charles N. Choate, of Detroit, Mich.—Louisville Courier-Journal.

Arranging Flower Beds.

For small yards it is best to plant the flowers along the fence and around the house, and leave the rest of the yard in grass, as a small yard cut up in beds will not show to advantage, says a writer in Rural World. Make a border of about three or four feet and plant with roses and hardy plants, and put hyacinths and tulips along the edge of the border and you will be pleased with the result. Climbing roses and vines around the porch or portico will be splendid. Clematis is a good vine for shade on the porch, for, by giving it plenty of water, it will bloom almost all summer. Clematis can be rooted the same as roses, by taking cuttings in the fall and putting them under glass cans.