

ANOTHER REPRISAL

By HELEN EVANS

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WHEN WILLIS, who had been downpours so prevalent in Rome during the summer months, he was still possessed by the sense of injury that had been his ever since he had hurried down the slope of the hillside an hour before, he had turned to see little Rosetta's face after the last meeting.

At their last meeting, as she told him, between the bursts of weeping, of her father's determination to have her wedding take place within a month, Willis had understood the necessity of the situation. He had known that she had been responsible for the delay. He had all been loyal and innocent enough. Being a good fellow in the main, and moreover, not wildly in love, Willis was capable of a sharp twist of conscience when he realized the child's distance for a marriage which she had at first prattled happily enough. But Rosetta's protest, so full of distress! Who could resist the temptation of seeing her once more? Besides, had he not promised himself to speak wisely and bravely, to become mature at 23, when arriving in the city of Rome?

Such, however, is man's inconsistency that when the trusting place appeared, void of the trusting maiden, he experienced none of the satisfaction popularly supposed to reward the victor. It is one thing to confront a girl of beseeching black eyes in the room of a sister, or to see a girl, and quite another to see her in the street, and the play played out and the curtain drawn, without any of the joys of a dear to self-sacrifice.

Now, avoiding a procession of people, in whom the odor of humanity precluded any thought of duty, the young man strolled down the street, his head lowered, his eyes fixed on the ground, his hands in his pockets, his heart bitterly intent upon the inconsistency of woman. Thus he did not notice the girl who had been the cause of his misadventure, until she was close to him. As he recalled it, she rose in the air and he saw it was a rude fellow carrying water to some workmen who were repairing the mosaic in the courtyard. He had seen her in such methods, his glance following the unwieldy contrivance until it reached a haven under a board stretched from side to side of the railing surrounding the dome.

"The signore might perhaps like to see the workmen," he said, with a very interested and somewhat voluble voice, as he pointed to the group of men who were busy with their tools.

"I have a brother among them," he said, "and I am taking him to the macaroni" holding up a small basket.

"He spoke of you," Willis spoke his head impatiently, he added: "The old scarristan is also my uncle, so, if the signore pleases, I will gladly conduct him to the dome."

Willis looked at the man with a most interested expression, and he said: "I heard the signore speak to a beggar at the door."

Evidently the fellow had been following him. That he should wish to conduct him to the dome was a most curious coincidence, but he dismissed the probable idea of any stronger motive than the hope of a possible fee, and, moved by an unexplainable impulse, he determined to accept the offer, he had been on the point of declining.

Ten minutes later, stepping through the doorway opening upon the narrow platform surrounding the dome, he heard a sharp click behind him, and turned to see his companion coolly pocket the key he had just removed from the lock.

"The signore appears surprised," he said, regarding Willis with a smile of triumphant malice. "He has perhaps never seen a key before."

Understand, he must first regard the scaffolding closing the platform on the left side, and then the scaffolding on the right. He could pass to the right.

Still that smile of triumphant malice, he made a step forward, but recognizing rather late the value of discretion, paused before the steely glint of a stiletto. Nevertheless he returned the Italian's gaze without flinching, leaning against the wall, and thrusting his hands nonchalantly into his pockets.

"The signore will remain without stirring—or?" The gesture was significant.

"I understand. No need to illustrate," said Willis. "Besides there's nothing in my pockets, but the signore has a key in his hand. Now, if you will be good enough to explain—"

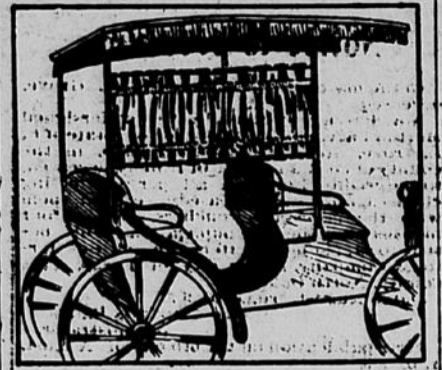
ROAD AND FARM IMPROVEMENT

THE FARM CARRIAGE

There is no reason why it should not be comfortable the year around.

A little device illustrated by the Rural New Yorker will add much to the comfort of riding in a canopy topped carriage. The annoyance is frequently felt from the sun shining in at one side or other of the back, it may be.

A piece of cloth, preferably of the same



SHUTTING OUT THE SUN

color as the upholstery of the carriage, is pulled over two bands of elastic. Hooks are sewed at the ends of these bands, as shown, the hooks being covered with cloth. This little curtain can then be stretched and hooked to the uprights on either side of the carriage or across the back, putting it at the right height to protect the face from the sun. It will also serve excellently as a wind-break. If the hooks are covered with rubber they will be less inclined to slip.

CARE OF DIRT ROADS

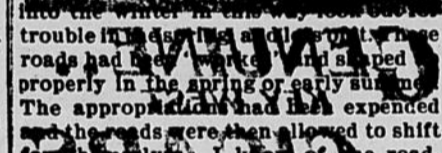
It should not be relaxed in the attention for more substantial highways.

In driving over a number of dirt roads last fall, it is noticed that, almost without exception, they were in a deplorable condition to leave for winter. It is true that we had a hard summer for roads, but that only makes it the more imperative to look after them and get the water running off properly before the ground freezes. The side ditches should be cleaned out and the sluice openings cleared of silt and fallen grass. In places the water had broken across the road owing to an obstructed ditch, and there were flat stretches where drainage was so bad that water was almost on a level with the wheel track. When roads go into the winter in this condition, the trouble lies not in the dirt, but in the fact that the roads had not been properly cared for in the spring or early summer. The appropriate attention should be given to the roads before the winter sets in. It is not necessary to go over the road with a shovel immediately after the rain, but a few added shovels removed here and there would save many dollars of expense later on, and keep the road in a much better shape. One never sees any loose stones in the road bed in that district, either. But, as the farmers who are busy with their affairs at home to think about the roads at such a time.

A HAY FORK CARRIER

Device for Returning a Horse Hay Fork to the Loaded Wagon.

It consists of a wire rope (C) stretched from the end of the track (A) to a wooden cylinder (B), 4 inches in diameter and 18 inches long, around which a few turns are given. Two short stakes (DD) are cut from a 4x4-inch scantling and driven



slantingly into the ground to hold the roller in position. A grooved pulley (E) runs freely on the wire, and from its axis is suspended a 50-pound weight (F) as shown in the cut, given here by the rope (G) shown over the pulley (H), which is firmly attached to the lower side of the track. The wire rope is made of two number 12 wire, common fence wire twisted together. When in use the upper end of the rope that runs through the pulley is attached to the hay fork pole, while the lower end is carried by the hay fork and brings it back by gravitation when empty. Try it and see how much labor it saves you. Norman Atkins, in Epitomist.

Notes on Separating Milk

J. W. Newman, in a talk to a Canadian dairyman, said: "Milk fresh and warm as it comes from the cow is in the best condition for separation. Otherwise aerate and cool to 40 degrees. When ready to separate heat the milk again above 100 degrees. Use a continuous heater that will hold sufficient milk to keep the separator going at least five minutes. Butter fat is not a good conductor of heat, not equal to skimmed milk, therefore, sufficient time for expansion of the fat should be allowed before milk is fed into separator. Heating milk reduces its viscosity, increases its capacity and insures more exhaustive separation. Avoid vibration, low speed, overfeeding separator, low temperature, or making very heavy cream by adjustment."

Selection of Seed Corn

It is very important to depend upon some seed corn for the main part of the crop and not to import seed. Select ears of corn that have uniform kernels of uniform size and shape as possible, otherwise it will be impossible to secure an even stand in any planting. Some of the ears should be cylindrical from butt to tip; this means even regular, deep kernels, resulting in a uniform stand in the cob. The top of kernels should run parallel with the cob, straight and regular.

TREES AND ROADS

Appropriate Foliage in Great Trees Add to the Beauty and Value of Rural Property.

Col. William F. Fox, state superintendent of forests, New York, in his recent pamphlet, "Tree Planting on Streets and Highways," discusses the relationship of trees and roads, especially in reference to the dryness of the latter. He says:

"Trees should be set out along every road for shade. In addition, the farm lanes can be lined advantageously with fruit or nut bearing trees that will bring money to their owner and add to the attractive appearance of his surroundings. Objections may be made in some localities to planting trees along a public road, because their shade would tend to make it wet and muddy. If such conditions exist the fault is in the road, and not in the trees; there are some very ready highways along which nothing has been planted. Although a row of trees may retard somewhat the evaporation of moisture at the surface of the roadbed, at the same time they drain its foundation by the rapid absorption of water through their roots. When a roadbed is properly constructed, drained, and ditched, the trees will do no harm, on the contrary, they will furnish a grateful shade to the traveler, and prevent dust without creating mud.

"There are roads along which no trees are allowed, because some residents argue that the sun is needed to dry up the mud and sloughs which in spring make traveling slow and difficult. But in summer the sun-baked mud is pulverized under the wagon wheels, creating clouds of dust that are worse than mud. With a well built highway shaded by trees, both of these nuisances would be avoided. Even a poor road will permit of one or more trees which should be placed on the south or west side, as its direction may require. The tempering heat of the afternoon sun, one of the finest, smoothest roads in the state may be found in the Adirondack Park, near St. Hubert's Inn to the Ausable lakes—and yet it is well shaded by trees that meet overhead, shutting out the sun except where the road is flecked with light that streams through the small openings in the leafy canopy. But the road was constructed in proper shape and of suitable material.

"Trees purify and cool the air, increase the value of surrounding property, and are pleasing to the eye. They should be placed along the highways on our village and city streets, on lawns and in parks, and wherever shade of shelter may be needed. Planted in commemoration of persons or events, they become living monuments that endure when the inscriptions on the wall of a monument are no longer legible.

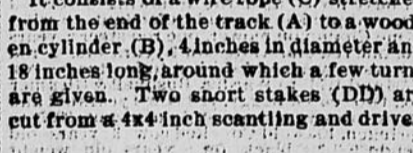
"We are entering on an era of good roads. But the good work of the road builders will not be complete until trees are planted at proper distances on each side of the highway. In his annual report for 1901, the state engineer of New York states that the actual cost of 124 miles of stone macadam roads was \$7,955 per mile. It takes 196 trees to plant each side of a highway for one mile. Having put \$7,000 or \$8,000 on the roadbed, there should be no objection to paying \$150 or \$200 more in order to have a cool, shady driveway. Why not amend the law so as to include tree planting?"

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