

## PLAYING THE PENALTY



### CHAPTER VI

Robert Kellogg conducted his cousin Earl through the down town streets of the business center of the coming metropolitan city of the great Northwest, calling his attention to the various points and objects of interest as they progressed, not forgetting the old Federal Railroad depot which had been built in Chicago and which had been reconstructed some four years previous.

The site of the old Illinois bank of course dated. Several of the buildings along the Chicago river, which, by the way, was not in the planned condition that it now is, were inspected. The standard hardware store claimed attention, and then a visit was paid to the Bank of Erie.

It was nearly noon, a clock when the young man entered the door of the bank where they found Mr. Kellogg in his private office.

Earl was not alone. Lawrence Terry, the cashier, George Howard, the bank teller, a clerk and a number of middle class men were in the bank.

Mr. Kellogg had left the bank at four o'clock and reaching his residence had, as usual, inspected the streets from an angle as to their condition.

On this occasion he had found her propped up in bed, looking much more cheerful than usual, while seated beside her, reading from the volume of the "Gospel of the Kingdom" which she had bought.

"Oh, how is she getting on?" he asked, and finally turned his eyes to the man.

"Why, Stephen," said the wife, smiling, "she seems almost as though I had been acquainted with my sister-in-law for years. She is a splendid reader, and I have enjoyed the book much."

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## WOMAN'S WORLD.

### VALUE OF PHYSICAL EXERCISE.

Physical exercise is one of the laws of health and is essential to health and sleep. There is a temptation to all to eat too much and take too little exercise, and while some of us fight against these habits a great many make no effort to overcome them. Food and sleep are, as we know, essential to life and health, and because the need of exercise is not thought of as so essential as these other necessities it rarely receives the attention it deserves.

Every one who must eat regularly each day, whether the weather be fine or rainy, if health and strength are to be maintained, will endeavor to realize that the laws of exercise require as constant treatment. We will consider how much exercise is needed every day, how much will give the greatest benefit and how much will become injurious.

Let us first grant that all forms of exercise are not equally good, and that some are quite injurious, that the best sort of exercise may be overdone and that exercise is not equally good at all times. Persons vary extremely in their endurance of exercise, and a walk which for one person would be innocuous might be quite out of the power of endurance of another.

It is the great difficulty in offering advice for no rule can be laid down in the particular. Every woman must find out for herself what amount of exercise she may take daily without the least fatigue.

For a healthy woman of twenty or thirty, there is no doubt that an hour's bicycling is the least amount of exercise that she should take.

Many people believe that it they take a great amount of exercise one day it is not incumbent upon them to take any the next. This sort of reasoning is not only fallacious, but exceedingly harmful.

All forms of exercise are not equally good—some are beneficial, others are injurious, while others again are downright harmful. Walking is by far the best form. Bicycling is essential to health and no other form of exercise can be substituted for it.

Bicycling, riding, rowing, are good, but none of these possess the value of walking. Many of the outdoor sports are excellent if not carried too far, but active walking or running is a part of them. Golf is especially a game to be cultivated, particularly by those who will not walk for walking's sake alone.

Of the various forms of indoor sports none compare with the outdoor games. A few minutes' double exercise after the morning bath is beneficial if the shoulders are light and no strain is experienced from their manipulation.

Remember that heavy muscles do not mean health or strength. They are a sign of indolence and are a hindrance to the body.

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## GOOD ROADS NOTES.

### The Hoop of the Road Destroyer.

In a recent number of Municipal Engineering Thomas Conyngham says in regard to the destructive effect of horse's hoofs on pavements as follows: "The most interesting phase of this question is, however, the effect produced by the general use of motor vehicles upon the street-paving and very important problems of street-paving, maintenance and cleaning."

At present the effect of the horse's hoof on paved surfaces is one of the most serious difficulties confronting the municipal engineer. If an effective method of destroying our streets were devised, it is doubtful whether anything better could be devised than the hammering, cutting, twisting and grinding of a horse's feet.

Take a ponderous draft horse, weighing close to a ton, show his four feet with heavy, sharp cornered, iron plates as a traction base, harness him to a truck, put on a heavy load and then start him pounding, denting, twisting and scraping from morning to night and you have a very efficient engine of destruction.

All of our paving materials are largely affected by this factor. The granite block pavement, with all its variations, has no other reason for its existence. Asphalt paving brick and the other modern pavements are very greatly modified by the necessity of guarding against the destructive action of the horse's hoof.

Nearly all the repairs required by the modern pavement are due to this cause, and in a lesser degree to the iron-tired wagon wheels with their angular edges.

The hardest granite blocks grind off until too uneven for use and are then either re-surfaced with asphalt or re-laid. Paving brick wears out, and where there is the slightest softness, so to speak, wherever a weak spot occurs in the asphalt, it is found out by the hoofs of horses, and the pavement is only preserved by the most constant maintenance, while macadam streets and roads can hardly be maintained in even tolerable condition.

What Do Farmers Expect? The city of Chicago offered to pay for one-sixth of all the good roads required throughout the State of Illinois, but the former representatives of the Legislature "yelled joyously" when they defeated the good roads bill requiring the State to pay fifty per cent of the cost of roads, the county thirty-five per cent, and the property owners petitioning for the road fifteen per cent.

As one-third of the taxable property of the State is in Chicago, it would seem as though the people of that city would have opposed the bill, but they did not. It was the farmers who jumped on the bill with ghoulish glee and ripped it up with their teeth.

The thinking people of Illinois are now wondering if the farmers would accept good roads, were they offered to them free, with a ninety-nine year guaranty to keep them in good repair.

It is not some of our good farmer friends, who are flourishing in the mud several months every year, are easily in need of some mental phosphate.

Because of its deep soft soil, Illinois is thought to be the champion bad roads State, a distinction it seems to cling to until the farmers come out of their mud-baked lethargy, or the people of the cities and towns present the rural communities with a system of good highways, free of cost.

Regarding Poor Roads. They are bad for the doctor and in many cases bad for the patients, many of whom have died either because the doctor couldn't come at all or arrived too late. They are bad for the school children, many of whom often are compelled to remain at home during certain seasons of the year on account of the mud in the roads.

## THE RALEIGH PEARL.

### Found in an Antiquarian Club by Lucky Philadelphian Connoisseur.

Councilman J. R. C. McAllister, of the First Ward, Chairman of the Dewey Day celebration in a most singular manner has become the lucky possessor of a magnificent pearl of such value that the exact amount has only just been guessed at by leading jewelers of Philadelphia.

While the officers of the former Raleigh were being dined at the Hotel Walton, Mr. McAllister, in virtue of his office, presided at the board. The first course was clams, of which the Councilman is passionately fond.

Definitely impaling one of the fresh ones alive upon a fork he next little time in transferring it to his mouth. His teeth closed heavily upon his favorite delicacy, and the equanimity of the table was then momentarily startled by a smothered gaspulation. All eyes were upon the city father, as clapping his hand to his lips, he removed a hard, shining object, which, imbedded in the body of the clam, had nearly cost him a tooth or two.

The lustre of the substance he had bitten upon aroused the curiosity of the distinguished company. It was recognized at once as a jewel and was passed rapidly from hand to hand. Councilman John Lang of the Twenty-fourth Ward, also a connoisseur, who is a recognized expert in precious stones, at once pronounced it to be a pearl, and one of great price.

Subsequent developments have proven it to be so. A happy inspiration seized Captain Coghlan when the verdict was passed by Mr. Lang.

"Allow me to christen your find," he said to Mr. McAllister. "Hereafter let it be known as the Raleigh pearl," and the Raleigh pearl it has become, which is the primary reason why patriotic McAllister solemnly affirms that he will never consent to part with it.

In shape the pearl is oval, one-eighth of an inch in diameter. At first it was of a peculiar light brown color, but since it has been treated to sun baths and other arts of the trade has been given way to a most dazzling whiteness of a peculiarly pellucid tone. Experts have estimated its value at \$3000. Lieutenant Commander Phelps of the Raleigh, who is an ardent enthusiast on the subject of precious stones, and quite a collector of the same, admits that the "Raleigh pearl" is the finest which has ever come under his observation.

Mr. McAllister has contracted to have the pearl encircled by sixteen small diamonds and mounted as a sapphire.

It is doubtful if the prospects of railway making in China would be so attractive were it not for the rich deposits of coal possessed by the Empire. Coal is said to have been found in every province, and there are good reasons for believing that, in the more or less dim and distant future, China may be the greatest coal-producing country in the world.

In Shansi, in the north of China, is a continuous field, 13,500 miles in area, of anthracite coal, said to be equal to the best Pennsylvania, in extent up to forty feet, and nowhere less than fifteen feet in thickness. In the same province is also a rich bituminous deposit. The southeastern part of the province of Hunan was reported by Richardson to the Shanghai Chamber of Commerce to be "one great coalfield" of 21,700 square miles in extent. Some of the most important of the recent railway concessions have reference to coalfields, though it may be stated that some of the mines are well situated for water carriage.

The coal deposits of Szechwan have been frequently referred to not for the rich deposits of coal, but for the fact that the British found an enormous coal traffic on the Kiating River. All the mines of the interior have been until now worked in a primitive stunted fashion by the Chinese themselves. At Kaiping, however, in the province of Pe-chih, the mines have for some time past been worked under European management, in connection with a railway to the seaboard, and from the Paughan-huen mines Kiating is supplied with coal.

Near to the coal seam of Shan-si are large deposits of iron ore, which the Chinese have hitherto smelted by native methods. This primitive conducted industry is already of great extent. To what extent it may grow, with railway connection and European technical skill, who can say? In several other parts of China coal and iron ore are found in close proximity.

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