

# Age Of the Masterpiece

Records Show an Average of Fifty Years for Performance of the Masterwork.

By W. A. Newman Dorland.



HE "summum bonum" of a man's life—who shall say when or what it is in any given case? It becomes almost a work of supererogation to attempt to designate any single act or performance as the one most valuable in any man's career. Reduced to the ultimate, it becomes, after all, only the expression of an individual opinion, save in those striking instances in which by general consent a certain achievement is recognized as the man's greatest work. No one would deny that in "Paradise Lost" Milton attained the highest expression of his mentality, that Wellington achieved his greatest fame when he won the field of Waterloo, that Bacon's "Novum Organum" is his greatest accomplishment, and that "Don Quixote" exceeded anything else that Cervantes ever did. In other life-records one act may appear equal to another at different stages in the man's development; or to one observer the influence of one deed may far outweigh that of another, and contrariwise. This difficulty has been exceedingly hard to overcome, and without any attempt at dogmatism, but with the earnest desire to ascertain the truth as far as may be possible, has the decision been made in the disputable records.

Having been arranged in this manner, the records give an average age of fifty for the performance of the masterwork. For the workers the average age is forty-seven, and for the thinkers fifty-two. Chemists and physicists average the youngest at forty-one; dramatists and playwrights, poets and inventors, follow at forty-four; novelists give an average of forty-six; explorers and warriors, forty-seven; musical composers and actors, forty-eight; artists and divines occupy the position of equilibrium at fifty; essayists and reformers stand at fifty-one; physicians and surgeons line up with the statesmen at fifty-two; philosophers give an average of fifty-four; astronomers and mathematicians, satirists and humorists, reach fifty-six; historians, fifty-seven, and naturalists and jurists, fifty-eight. As may be noted, there is a rearrangement of the order at this time, but the thinkers, as before, and as would naturally be expected, attain their full maturity at a later period than the workers.

The corollary is evident. Provided health and optimism remain, the man of fifty can command success as readily as the man of thirty. Health plus optimism read the secret of success; the one God-given, the other inborn, also but capable of cultivation to the point of enthusiasm.—The Century.

# The Man and His Job

By Herbert J. Haggood.



A man cannot serve two masters, neither can he hold down two jobs at the same time. When the firm is paying for your whole time, it is not fair to divide your attention between your regular work and a side line. Every idea which comes to you should be entertained and developed so as to benefit your present employers.

I once knew a man who attempted to carry on a small mail order business while filling a responsible position with a large corporation. He spent his evenings devising new schemes and perfecting his follow-up system. The side line required more attention, perhaps, than he had originally proposed giving to it, and at last he found himself sitting up late into the night mastering the details of his new business.

A man cannot work all the time, and it only naturally followed that his regular office duty showed the effects of his overworked brain, resulting in insufficient rest and recreation. What is more, before many weeks he found that his mail order business was encroaching on his regular office hours, and he gave much time to it that practically belonged to the company which was paying him a salary.

Aside from the idea of justice in the matter, it is unwise for the best interests of both parties concerned for an employe to try to keep two fires going at one time. Most men get pretty busy getting wood for one fire, but when they try to furnish the fuel for two fires, their energy and originality is taxed beyond the bounds of human capabilities.—New York Commercial.

# Significance of Mind

By Benjamin Kidd



IT has been my experience to be able to study animal instincts and animal intelligence, both in the lower and higher animals, in many conditions, for a period now extending over more than twenty years. Deep and lasting, on the whole, has been the impression left as to the results of animal instinct. Nevertheless, it yields place to a deeper feeling as to the character of the enormous interval which separates the highest example of animal instinct from even a simple act of intelligence. The most permanent result of my own studies in animal capacities has been a gradually increasing conviction as to the as yet unimagined significance of mind in the further evolution of the universe. But I think that a first step toward a truer appreciation of the almost inconceivable potentialities of mind in the future is a clearer perception of the difference which marks off its higher manifestations from even the most remarkable examples of animal instinct.—The Century.

# The Definition Of a Railway

By George H. Post.



WELL, what is a railway? A railway, as we understand it in the states, is a railroad, which for the purpose of the issue of a lot of new securities must find a way, so we call it road. We build railways because the people who live in territory where they are not, pray for them, clamor for them, and say that the railway would be the greatest blessing that could come their way, but when the railways are built, and they have derived all the blessings that come with them, they are the worst things that ever happened. The principal uses of the railway is to furnish office seekers with something to howl about; agitators with a topic for unlimited conversation, and everybody with something to try to beat. The motto of politicians in dealing with rail ways is, "Soak it to him."

## GOOD-NIGHT TO DAY.

The long gray beach with its spur of rocks  
Sprinkled with pebbly spray,  
With a face upturned to greet the sky  
Is wooing the last of day.

And the stormy waves toss up their hands  
And echo their moaning cry,  
And scream of the gulls is harshly heard  
As home to their nests they fly.

"Leave us not," cries the sand, the waves,  
The birds,  
"Leave us not, O Golden day."  
But "Hush my children," replies the sun,  
"For now I must speed away."

The lonely traveller bows his head,  
And is bathed in the day's last light,  
And the sun bends down to kiss the earth,  
"Good-night," she murmurs, "good-night."

And her streaming locks of red and gold  
Line the sky with a glory bright,  
And she pulls night's veil across her face,  
"Good-night," she says, "good-night."

And the lighthouse keeper folds his hands,  
"Dear God," he murmurs low,  
"Save the children throughout the night  
Whom the waves toss to and fro."

And lo! as the earnest keeper prays,  
There gleams a radiant light,  
And God's lamp to guide his children safe  
Is shining through the night.

One by one the stars peep out,  
And the ocean reflects their light,  
And the sands and the sea and the birds  
and men  
Cry, "Good-night, O world, good-night."

All night long from the lighthouse tower  
Flashes a steady light,  
And God's own lamp, the moon, and stars  
Are watching on earth to-night.

So fear not ocean, nor birds, nor man,  
For God will make all things right,  
And with perfect trust in him and his  
Murmur, "Good-night, good-night."

### A UNIQUE EXPERIENCE.

Part of the Story of the Boy Who Rode on the First Train.

Mary K. Maule in St. Nicholas.

There is a boy in New York, who— but wait a minute, he isn't a boy any more, come to think of it, he is ninety-four years old, and that is hardly a boy, is it?

But he was a boy once, and a lively, healthy, hustling boy he was, too, away back in the early '30's, and he did something that no boy had ever done before, and that no boy will ever do again—for he was the first boy that rode on the first train in America.

His name was Stephen Smith Dubois, and he was just as fond of fun and excitement, and of going to places and seeing things, as boys are today. In the autumn of 1831, after the crops were harvested, and he had in his pocket the money he had earned as a farm hand, he thought he would give himself a great treat. So he put his little bundle on a stick over his shoulder, and started to walk all the way from Providence, Saratoga County, up to Albany, to visit his uncle. He was fifteen years old then, and a forty mile walk was nothing to his active young limbs.

He had been living on a farm, and the sights of Albany kept him at a fever heat of interest for a week, at which time he felt that he would have to start on his return journey. He did not in the least mind the prospect of the long walk, but when he mentioned the matter to his uncle, he was told that if he would remain a little longer his uncle would take him on the trial trip of the new railroad then being built, and which was the greatest experiment that had ever been undertaken in that part of the country.

What boy could possibly resist the opportunity to ride in a brand-new invention that was the talk of the whole country, and which, moreover, it was predicted, would run away or blow up, or go over into a ditch at the first trial!

"The name of the engine was the 'De Witt Clinton,' but somebody called it the 'Brother Jonathan,' and it was afterward known as the 'Yankee,' I suppose on account of the English engine being called the 'John Bull.'"

"It was a pretty funny looking little contraption compared to what locomotives are now. It stood high and spindling, had a straight, small smokestack and the boiler was about as big as a kerosene barrel. Behind the engine there was a tender, just a sort of a platform on a truck, and on this were two barrels of water, a couple of baskets of fagots, and an armful of wood. Behind the tender were the coaches, hooked together by three links. Did you ever see an old fashioned stage coach? Well, these coaches were made just like them. Regular stage coach bodies, placed on trucks and supported by thorough braces with a "boot" at each end for baggage—and four seats inside, each holding three people, two seats in the middle, and one on each end. There were five coaches that day, and all of them were packed full when the train finally got started, so there must have been something like seventy-five people aboard.

"All the 'big bugs' and dignitaries of the whole state were there. I reckon no boy ever rode in more distinguished company. Most of them were directors of the road, senators, governors, mayors, high-constables, editors, and all sorts of celebrities. Many of them were old men, even then, and most of them were middle-aged or over while I was the only boy on the excursion and I was only fifteen. That's why I say that I know that I am the only person now living that was on the Mohawk and Hudson on its first trip with passengers over the road.

"Well, as I said, we had a terrible time getting started, but at last we got off, and then it did seem to me as if we fairly flew. I had never felt anything like it. There were big white stone mile-posts all along the road, and it seemed to me that I no sooner would get through dodging one than another would come by. Oh, it was grand riding, I tell you!

Man by the name of Jervis—John B. J. is, I think it was—was chief engineer, John Hampson was the fireman, and John Clark, the fellow they called 'resident engineer,' acted as conductor. They didn't have a regular conductor. I remember that they filled up the boiler when we started, but at what they called the 'half-way house' we had to stop at a tank and take on water to carry us through.

"By the time we'd left the half way house she was getting right down to her work, and it did look to me as if we were going at a terrible speed—although I guess about eighteen miles an hour was the best time we made.

"I saw some of the passengers turn pale and clutch their seats like grim death when we rounded the curves; and others of them, solemn old fellows, looked at each other and shook their heads, as if they knew that going at such a rate as that was almost wicked, and that they surely were tempting fate. But I wasn't a bit scared. The faster we went the better I liked it. The engine couldn't go too fast to suit me.

"People all along the way ran out to look after the train as dumbfounded as if it had been an airship or a comet, and the horses and cows and pigs and chickens took to the hills, bawling and quawking as if they thought the very fiends were after them."

## ENGLAND'S BAYONET.

It is New and Superior to its Predecessor as a Weapon.

The order for the manufacture of 55,000 new bayonets recently placed by the war office is one of the most important given for some time. As is well known there has long been dissatisfaction with the type of army bayonet now in use, which, it is said, is lacking in thrusting power and is generally inefficient as a weapon of war. A glance at the new and the present pattern will show at once the great gain in thrusting power which is obtained by the new style. Apart from an additional five inches in length it is a more formidable and useful instrument from almost every point of view than the present knife bayonet.

One consideration which no military expert can leave out of his calculations is what may be called the fatigue of a bayonet. In addition to the grim purpose for which it is mainly devised a bayonet should combine, with a minimum of weight and cumbersome, a maximum of usefulness for cutting away brushwood and other rough hacking work. Here again it will be seen that the swordlike shape of the new weapon is infinitely more practical than the daggerlike form of its predecessor. To some extent the latest bayonet is a reversal of the old triangular bayonet pattern and resembles the bayonet used by the Japanese and French infantry.

"Undoubtedly it is the best bayonet of any European pattern," said a manager of the firm before referred to, when seen by a representative of the Globe yesterday. "It is a longer pattern blade and the design is an exceedingly good one. Its manufacture, moreover, involves the most highly skilled workmanship, as the hardening, tempering and grinding of the steel is a very careful performance. No, I have not the slightest doubt that it is a far superior article to that which is about to be discarded.

"We shall get to work on the order in the next two months, and I should say it will keep us employed until the new year. It will mean the regular employment of 200 or 300 men at our razor and bayonet department at our works at Acton.

"Yes, the bayonets are of English manufacture throughout. It is not true that orders for weapons for the British army go abroad. The steel for these bayonets comes up from Sheffield in lengths of about 24 feet, and it leaves our factory in a finished condition. Before the final stage is reached each blade goes through no fewer than 200 operations."—London Globe.

## A Mistaken Applicant.

An Episcopal clergyman had advertised for a butler, and the next morning a well-dressed clean shaven young man in black was ushered into the study. "Name, please?" asked the clergyman. "Hilary Arbutnot, sir." "Age?" "Twenty-eight." "What work have you been accustomed to?" "I am a lawyer, sir." The clergyman started. This was odd. However, as he knew many were called in the law, few chosen. "But," he said, "do you understand the conduct of a household?" "In a general way, yes," murmured the applicant. "Can you carve?" "Yes." "Wash glass and silver?" "I—er—think so." The young man seemed embarrassed. He frowned and blushed. Just then the clergyman's wife entered. "Are you married?" was her first question. "That," said the young man, "was what I called to see your husband about, madame. I desire to know if he can make it convenient to officiate at my wedding at noon next Thursday week."—Bellman.

## A Wall from the West.

Every woman greedily reads the hints for economical housekeeping in current publications, but I have yet to see any such articles addressed to men. We women are told how to feed hungry families with mock-duck, use milk when we are accustomed to cream and dye last year's fineries.

Why not a cheaper brand of cigars, less clubs, or perhaps more whiskery and a smaller barber's bill? And, too, why not paint the sofa another color and skid the gasoline?—Harner's Bazar.

# Modern Farm Methods As Applied in the South.

Notes of Interest to Planter, Fruit Grower and Stockman

## Improving a Mountain Farm.

J. J. D., Stackhouse, N. C., writes: "I have purchased a small farm in the mountains of Western North Carolina, which has been neglected and needs improvement. The soil is sandy. I will appreciate any suggestions."

Answer: One of the chief needs of a sandy soil that has been abused is undoubtedly vegetable matter. The soil is also likely to be deficient in available supplies of phosphoric acid and potash. You can add the needed vegetable matter to the soil cheaply and to advantage through the use of leguminous crops. Among the crops that are grown to advantage in your locality will be any of the clovers, the cowpea, the vetch, soy bean and velvet bean. The velvet bean will harden mature seed, but it grows well on thin land and makes an immense mass of green material which can first be pastured off, thus making the land produce something of value and if refused plowed under to add vegetable matter to the soil. Animals pasture on the velvet bean to advantage when they become accustomed to it, though, of course, one should look out for bloat, which is liable to happen when animals are pasturing on any green crop that is wet with dew or soaked by heavy rains.

Under your conditions it is important that you adopt a rotation as nearly as possible. One of the best you could use would be to sow the land in cowpeas this spring, using 200 pounds of sixteen per cent. acid phosphate and seventy-five pounds of muriate of potash per acre. If the land has not grown peas for several years get two or three wagon loads of earth from an old pea field and scatter thinly over the surface and work in with a harrow before seeding. Use either the Whipperwill, New Era or Black pea. Cut the first crop for hay and let the second crop grow as long as possible before turning it under. Turn under and seed to wheat, using a complete fertilizer at the rate of 100 pounds of cottonseed meal, 100 pounds of sixteen per cent. acid phosphate and twenty-five pounds of muriate of potash. Apply the fertilizer well away from the seed, as cottonseed meal sometimes has an injurious effect on germination. In the spring seed the wheat down to clover and timothy, or if you prefer, a pasture seeded to clover and orchard grass. Allow to stand two years in grass, cutting for hay one year and grazing the second year. Then turn in the spring and put in corn, seeding to crimson clover in the fall to plow under, and then back to cowpeas and wheat and grass.

You will need to use plentiful supplies of phosphates and potash and if your land is acid, give a good coating of lime, using one ton per acre. This may be purchased in the unslacked form and distributed in heaps and scattered over the soil when properly slacked, or it may be slacked in quantity, and distributed with a machine especially made for the application of lime. Keep all the stock you can on the farm, feed as much of the roughness produced as possible, and utilize carefully all available supplies of farm yard manure, and you should certainly be able to improve your land considerably in a very short time.—Knoxville Tribune.

## Destroying Field Mice and Moles.

J. P. T., Jonesboro, Tenn., writes: "I would like to know how to poison or otherwise kill field mice and moles. They are very destructive in my corn fields and potato patches."

Answer: Moles and mice may sometimes be killed to advantage by the use of carbon bisulphide. Take small wads of lint cotton and thoroughly saturate with the carbon bisulphide and put in the holes and runways if underground. The fresh runways of the mole are easily discovered and if the bisulphide is put in the ground and the place where it is inserted covered with earth and pressed down slightly the fumes will penetrate the channels and often cause the destruction of moles and mice. There is a difficulty in this remedy, however, for the runways are often so near the surface of the ground that part of the carbon bisulphide escapes and becomes mixed with the air and is not effective.

Another good way to rid yourself of these pests is to prepare a mash of bran in which you might mix a little cheese, corn meal or any other food that is likely to prove attractive to mice, and saturate the mixture thoroughly with paris green or some other deadly poison. Put small spoonfuls here and there about the places the mice frequent. In this way you might be able to kill a great many of them. The principal objection to using paris green in the mash as indicated is the danger that something

## Words of Wisdom.

Fortune favors the man with a strong arm and a hard fist—if he has a disposition to use them.

It is not a crime to be an egotist, but it is exceedingly bad taste to let others discover it.

Some people are so proud of their humility that they are constantly committing indiscretions in order that they may gracefully apologize for them.

else may eat it. If the field is somewhat remote from the house and the poultry not allowed to run on it, there is not much danger except in the case of dogs.

No other means of ridding fields of mice and moles are known to the writer, though they may exist, but I trust you will find these remedies satisfactory.—Prof. Soule.

## Raising Calves Without Milk.

E. T., Quicksburg, Va., writes: "I would like to know if I can raise a calf only two weeks old without milk. If so, what is the best food, also for older calves?"

Answer: Calves have been raised with fair success with the use of very little skim milk. It would be difficult undertaking to attempt to raise a calf only two weeks old without the use of milk. At the end of thirty days a fair substitute may be made for milk from hay tea. This is best prepared by taking hay that has been cut quite young, covering it well with water, and covering it so as to extract the soluble food elements. The tea should be boiled until it is in quite a concentrated form, and then some flaxseed and wheat middlings should be added to the tea to increase the fattening and muscle forming elements in which hay tea is deficient. Flaxseed jelly may be used to advantage for this purpose. It is made by adding boiling water to oil meal. For a calf thirty days old not more than one-quarter pound should be fed per day with an equal amount of wheat middlings thoroughly stirred into the tea. This hay tea is often used by dairymen who sell milk.

It is quite a simple matter to raise a calf on skim milk when taken away from the dam two or three days after it is dropped by adding a small amount of flaxseed jelly to the skim milk. Not more than one tablespoonful should be used at first, and the amount increased daily as the needs of the calf seem to require. A calf when first taken away from the dam should not receive more than ten pounds of skim milk to be increased gradually up to fifteen pounds, but under no circumstances should it go over eighteen pounds before the calf is five or six weeks old. After that time as much as twenty-four pounds may be fed. Should you attempt to raise a calf on skim milk or hay tea, remember that a small amount fed three times a day is likely to give you much better results than a large amount fed twice a day. Where skim milk is used it is important that it be fed at blood temperature and in a sweet condition.—A. M. Soule.

## Set Out Asparagus in October.

Asparagus may be grown from seed, or set from roots, which may be had at from \$5 to \$6 per 1000, and will require about 6000 plants to the acre. The soil should be moist, rich, sandy loam. The lighter the soil the better the result. Sets should be put out in October, in deep furrows, eighteen inches apart and covered with an inch or two of soil. Well-rotted stable manure in the furrow is the best fertilizer. The ground must be kept soft and free from weeds and grass. In the early spring mulch with a coat of fine straw or pine needles. It will produce from 200 to 300 pounds of shoots to the acre per season and will sell from five to twenty-five cents per pound, although the first shoots may bring as high as fifty cents per pound. But aside from the sale of the vegetable, every farmer should have a bed of it for his own use.

What is more delicious than the first dainty dish of asparagus in the early springtime?—Sincere, in Progressive Farmer.

## Shrub the Pastures.

Briars, bushes and trees are the greatest drawbacks to pastures in this section. These are very anxious to grow and they hold back the grass from growing. No farmer can grow them and do much growing grass at the same time.

There is enough bottom land for pastures on almost every farm if the briars, trees and bushes were out of the way of the grass. It helps very much to remove the briars and bushes if the trees are allowed to remain.

Pastures should be shrubbed at least every two years, and once a year is better. Now is the best time to do this work. Bush axes, grass knives and briar knives are the tools mainly used.

Remember that it takes a little work in the pasture as well as in the field. Without pastures you can not do much with livestock, and without livestock it is impossible to get the biggest crops from the fields.—J. M. Beatty, in Smithfield Herald.

## Odds and Ends.

People who are always trying to look the part sometimes get so busy about it that they forget it.

If you have not seen a girl for a year or more, you don't know whether to describe her to an interested friend as blond or brunette.

Beauty gushes out of poetry, in great robes when you see the author, lacking a shawl, stowing away corned beef and cabbage.