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He Kept His Course.

"Men in our line of business have plenty of queer experiences," said a veteran bar pilot, "but I think the strangest that ever fell to my lot happened in 1893, right after the great hurricane that swept down the south coast and drowned so many poor fisher folk on the little islands. The storm blew itself away on a Sunday, the pilot went on, and next Sunday morning, having nothing in particular to do, I decided to take our steamer, which was a handy little 12 knot craft, and go for a two hours' run into the gulch from South point to see what I could see. The water was still full of driftwood and wreckage from the fishermen's cabins, but we noticed nothing in particular until we had been out about an hour; then one of the men on the boat sighted a big red can buoy over to the south-west. It was a government mark that had drifted away from its moorings, and he suggested that we go and see where it belonged. Ordinarily I would have said all right, but something—I don't know what—made me refuse. We said 'we won't change our course. Keep her head straight for an hour more, and maybe we'll see something better than runaway red cans.'"

"I had no idea that my words would come true, but in half an hour we came in sight of a little raft dead ahead of us and as we neared it we made out that it seemed to be a child on top of it. We ran to within a couple of hundred feet before we stopped, and then we saw that the raft was evidently the floor of some fisherman's cabin. The child was a boy of 14 or thereabout, and he was sitting on the floor with his head buried in his breast and his arms stretched out, clutching the planks. He looked for all the world as if he were dead, but he was only asleep and when I rang the bell he straightened up all of a sudden and glared at the ship like a person in a dream. All he had on was a little shirt. And while we lowered a small boat and pulled over to him he sat so, staring and saying not a word. He had strength enough to climb in, but when we reached the ship he fainted."

"The poor boy had been on that floating floor for 7 days and 12 hours," continued the pilot. "He was the son of a Gascon oysterman who lived on Grand Isle and the hurricane had caught him alone in their cabin. It tore the ramshackle hut to pieces, and he found himself adrift on the floor, which had hung together. How he lived through it, no one is sure of those mysteries that can never be explained, but he was carried far off the coast and next morning was out of sight of land in the open gulf. Then followed a solid week, spent without food, water or shelter of any kind, but he was practically well when a week he had been in the water. Fortunately, however, he hailed the fruiter Breakwater and got a little brandy and a can of condensed milk and it was marvelous how a few spoonfuls of nourishment revived the lad. At quarantine I turned him over to the doctor, and in a week he was practically well. Then an uncle came and I have never heard from him since."

"I have often wondered," said the old pilot in conclusion, "where the strange impulse came from that made me insist upon holding my course that Sunday morning. If I had turned aside, as the men on board desired, the castaway would undoubtedly have been lost. It was not within the limit of possibility that he could have lasted another day."—New Orleans Times-Democrat.

Lincoln's Plan to Raise Vessels. "My father came west," said Jesse W. Welk of Greencastle, "on the same boat that carried Abraham Lincoln from Buffalo to Sandusky. Lincoln was returning from a term in congress and thought he would not be missed because of his attitude in regard to the Mexican war. The steamer ran on the shoals somewhere along the shore, and Lincoln watched the crew pull air tight empty barrels under the hull of the vessel in order to raise it. From that time Lincoln conceived the idea of putting a device for raising stranded vessels. He thought he had found something to fall back on when he abandoned politics. His device was a series of empty leather bags fastened to the exterior of the hull of a vessel. When occasion demanded, they were to be pumped full of air from above, and the vessel thereby raised so that it could be floated. Perhaps not many people know that the invention still may be seen at the patent office in Washington. The visitor can see it if he asks. Nothing practical was ever accomplished."—Indianapolis Press.

Ruskin's First Lesson. Mr. Ruskin, who wrote so many famous books, said that the first lesson he learned was to be obedient. "One evening," he says, "when I was yet in my nurse's arms, she wanted to touch the top of my urn, which was boiling merrily. It was an early taste for bronze, I suppose, but I was resolute about it. My mother bade me keep my fingers back; I insisted on putting them forward. My nurse would have taken me away from the urn, but my mother said, 'Let him touch it, nurse.' "So I touched it, and that was my first lesson in the meaning of the word liberty. It was the first piece of liberty I got and the last which for some time I asked."—Youth's Companion.

The Boy and the Piano. Among other things passing over the hill and out of sight is the boy who learned how to play the piano. The people are becoming so practical that not only boy in a hundred these days is given a musical education, and when he is it is an evidence that his mother rules his father. No one is sorry to see him go. It looks bad enough to see a girl pinned to a piano stool; it is worse to see a boy there.—Atchison Globe.

Advice For Papa. Henrietta of Catonsville says: "My papa objects to my admirers sitting on the steps and talking with me until a late hour at night. He claims that he cannot sleep on account of our noise. What would you advise?" Baltimore American.

Subscribe for the WATCHMAN.

Tested His Patience.

One of the proprietors of a big department store decided the other day to find out how customers were treated in his establishment. He is so seldom seen around the place that few of the clerks know him by sight; hence it was not necessary for him to assume a disguise or formulate an elaborate plan for the success of his undertaking.

Going into the shoe department he sat down to be waited on. A clerk who had been in the store only a few weeks hurried forward and asked: "What do you want?" "Yes," the merchant said, "I would like to look at some, but I don't know as I'm ready to buy a pair today." "Very well," said the clerk, "we'll see what we can find." Then he made some inquiries as to the style his employer preferred and the size he wore and began taking down boxes. One shoe after another was tried on, but the customer could not be suited. The toes were not right or the shape was wrong or it didn't fit or there was something about every shoe the clerk produced that was not as it should be.

Three or four times the proprietor said he guessed he would have to give it up and try again at some future time, but the clerk always persuaded him to wait just a moment. Then he would get another pair and make a new effort to suit the gentleman, setting forth as eloquently as he could the merits of the shoes and expressing confidence in his ability to find what was wanted sooner or later.

At last the merchant looked up at his employee and said: "I don't seem to be worried over the fact that you have wasted an hour here with me." "Oh, I don't think I've wasted the time," the clerk replied. "People are invited to come here and do business if they see what they want. If they can't be suited, they ought to have as much right to complain as we." "Still you have left it all to me. Don't you think you ought to know more about it than I do? You sell shoes every day, you know."

"I sell shoes every day," the clerk said, "but I can't wear yours for you, and I shall not try to persuade you to buy something you don't want." The proprietor went out, saying he might return at some future time and try again. After he was gone the head of the shoe department went over to the clerk and whispered something to him. The latter turned a little pale along the sides of his nose and said: "Then I suppose I may as well begin hunting around for another job."

On the following morning the manager of the store called the saddened clerk into the office and said: "The president of this company went to the shoe department yesterday to get a pair of shoes." "Yes, I know it," the clerk replied. "He couldn't get what he wanted." The clerk gave a long sigh and looked at the manager and said: "You told him you were not anxious to sell goods if people didn't show proper eagerness to buy," the manager went on. "The clerk nodded that it was so. "Well, do you think it would pay us to keep a man like you in our shoe department?"

Feeling that it would profit him nothing to be abject, since he was to be discharged anyway, the miserable clerk replied: "I suppose not, but if I had it to do again I would do as I did yesterday." "Very well. We need a man to take charge of our clothing department, and Mr. — wishes you to have the place because you were kind enough to give him credit for knowing what he wanted better than you did."—Chicago Times-Herald.

What Hats Are Made Of. The silk plush out of which hats are made comes almost entirely from France, all attempts to produce it in the United States having ended in failure. Nineteenths of the felt hats worn in America are made from the fur of the rabbit and hare. Much wool is used in the cheaper grades of felt hats and in the cloth of which cloth hats and caps are made. These latter have come in vogue through the great demand for uniforms and outing suits. Every soldier and sailor has a cloth cap, and every golfer, wheelman, ball player, fisherman, hunter, "bubbler," automobilist, jockey, yachtsman and camerist requires one to complete his outfit. The army of railroad employees, porters, elevator boys, bellboys, steamboat officials, and, in fact, all uniformed help, increase the demand.—New York Press.

Niagara Falls Excursions. Low-Rate Personally-Conducted Trips via Pennsylvania Railroad. September 20th, October 4th and 15th are the remaining dates for the Pennsylvania railroad company's popular ten-day excursions to Niagara Falls from Philadelphia, Baltimore, and Washington. Special train will leave Washington 8.00 a. m., Baltimore 9.35 a. m., and Philadelphia 10.30 a. m.

Excursion of September 20th from Philadelphia will run via Manunka Chunk and the Delaware Valley; special train will leave Broad street station 8.00 a. m.; on other dates special train will leave Philadelphia at 8:30 a. m. Round-trip tickets will be sold at \$10.00 from Philadelphia, Baltimore, Washington, Mt. Holly, Palmyra, New Brunswick, and principal intermediate stations. For descriptive pamphlet, time of connecting trains, stop-over privileges, and further information apply to nearest ticket agent, or address Geo. W. Boyd, assistant general passenger agent, Broad street station, Philadelphia.

Reduced Rates to Philadelphia via Pennsylvania Railroad. For the State League Republican clubs, to be held in Philadelphia Sept. 17th and 18th, the Pennsylvania railroad company will sell excursion tickets to Philadelphia from all stations on its line in the State of Pennsylvania at the rate of one fare for the round trip (minimum rate 25 cents). Tickets to be sold and good going Sept. 15th, 16th, and 17th, and to return until Sept. 22nd, inclusive.

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To Niagara Falls, excursion tickets good to return within ten days will be sold on July 26th, August 9th and 23rd, Sept. 6th and 20th, Oct. 4th and 18th, at rate of \$10 from Philadelphia, Baltimore, and Washington. These tickets include transportation only, and will permit of stop over within limit at Buffalo, Rochester, Canandaigua, and Watkins on the return trip, except on the excursions of Aug. 23rd and Sept. 20th from Philadelphia and tributary points, which will be run via Manunka Chunk and Delaware, Lackawanna and Western railroad. On these two excursions stop over will be permitted at Buffalo on return trip.

Five-day tour to Gettysburg, Luray, and Washington Sept. 15th. Rate, \$25 from New York, \$22 from Philadelphia. Proportionate rates from other points. A nine-day tour to Gettysburg, Luray Caverns, Natural Bridge, Richmond, Old Point Comfort, and Washington, October 9th. Rate, \$65 from New York, \$63 from Philadelphia, including all necessary expenses. Proportionate rates from other points.

For itineraries and further information apply to ticket agents, or address George W. Boyd, assistant general passenger agent, Philadelphia.

Reduced Rates to Richmond.

For the meeting of the Sovereign Grand Lodge, I. O. O. F., to be held at Richmond, Va., Sept. 17th-22nd, the Pennsylvania railroad company will sell excursion tickets to Richmond, from all stations on its line, at the rate of one fare for the round trip. Tickets will be sold and good going Sept. 14th, 15th, and 16th, and will be good to return until Sept. 25th, inclusive.

For particulars in regard to stop-off at Philadelphia, Baltimore, and Washington, consult nearest ticket agent.

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