With the be cast? Ah, the jayou fleeting, Of our primal meeting, And the lateful greeting Of the How and Why! Ah, the Thingness flying From the Herene's, sighing For a love unlying That fain would die!

Ah, the Ifness said'ning, The Whichness madd'ning, And the But ungladd'ning, Cast lie behind! When the signless token Of love is broken In the speech unspoken Of mind to mind!

But the mind perceiveth When the split grieveth, And the heart relieveth Itself of wor, And the doubt-mists lifted From the eyes love-gifted Are reut and ritted In the warmer glow.

In the inner Me, love, I seem to see, love,
No Ego ther,
But the Meness dead, love, The Theene's flet, love, And born instead, love, An Usness rure!

## How to Borrow the Wherewithal.

Boston Globe. "Some men are never able to keep along with a good deal, while other men seem to have an excellent time of it on noth-

ing, "muse I the philosopher.
"I have often observed that phenomena myself," returned the disciple. "How do you account for it?"

"The principal reason, as I view it, my young friend, is knowing how to bor-row the wherewithal. When you haven't got it, and somebody else has, if you only know how to do it you can generally manage to keep up a healthy circulation. It is only necessary that you have a large and ever-increasing circle of acquaintances, my son, and know how play your cards, and you can't help winning. This borrowing business is the most ancient chestnut in the world, but it s always fresh and new to the victims. The world is made up of fleecers and persons willing to be fleeced, and if you are a man of infinite variety you may continue to make merry at your friend's expense as long as you live. Here are my rules for borrowing. Study your man before you tackle him. If he is of a sensitive and confiding disposition, take him aside and pour a tale of woe into his ear. If he is neither sensitive nor confiding, never ask him except when he is surrounded by acquaintances. Then he will be ashamed to refuse. Between injudicious sympathy and false pride you can find a field large enough for your talents. Once in a while you have to change your base, you know. An expert borrower told me it took about two years to exhaust a single community. Always borrow a dollar three times and pay back again, and the fourth time stick him heavy. That's my rule. It is in-

#### The Senator's Daughter. [Washington Cor. Cleveland Leader.]

She came into the 3-cent car as it was going up Pennsylvania avenue with a full load of passengers, and without a word of thanks plumped herself down into a seat politely given her by a young colored man. She had diamonds in her ears; a sealskin cloak upon her back and beneath this shown out a dress of flowery velvet brocade. Her bangs were cut in the latest edition of fashion's dictates, and her nostrils dilated almost contemptuously as she pressed her dress carefully away from the cheap threadbare but clean coat of her colored neighbor. She evidently thought herself on a plane many degrees above him, and when she handed him her change in three coppers I noticed that she was careful that her hand should not touch his. She held it so far off, indeed. that one of the pennies dropped, and falling between the close, net-like crate of the floor, reposed serently, a copper island in the midst of a sea of tobacco spit.

The young lady with an angry glance looked up at the man, and said: "Can you pick it up?" He politely stooped over and made the attempt, but it was impossible. As he reached the coin it slid further into the filth, and without saying a word he reached up and paid the young lady's fare out of his own pocket. As for her she noticed that the coin was still there. She glanced at it and said nothing, not even a thank you. As the car rolled on the passengers silently drew comparisons and I can tell you they were not in favor of the senator's daughter.

# Wanted-Frivolous Young Men.

Boston Courier.1 "It is no use," a young lady recently re marked, despairingly, "there are no frivol-ous men any more, and it is quite useless to try to have parties. Nobody comes but the solemnly dudish empty-brains that it gives one cold chills simply to look at, and if one of the fellows that is really interesting does stray into a ball or an assembly he has the air of having made a dreadful mistake and he gets away as quickly as possible. Everybody is so dreadfully in earnest either for working or being a fop that there isn't a good comrade left." The lively young creature had more to say in much the same style and to the same general purpose, the burden of her complaint being that there were no society men who seemed, as she phrased it, worth while, and that the individuals who were really worth while-whatever that mysterious formula may mean-could not be dragged into those gay assemblies whither the belles of the town repair to criticise each other's dresses and to meet the op-

# Abyssinian Cleanliness.

[English Illustrated Magazine. The excessive disregard to cleanliness is quite a mania with Abyssinians. It is not from a want of water. There is plenty; and the famous soap-tree, called indeed, grows everywhere, the seeds of which, when carefully dried in the sun, may be worked into a good lather, that is very cleansing. An Ethiopian will tell you without a blush that he is necessarily washed at birth, washes bimself on his marriage morn, and hopes to be washed after death; that once every year he dips himself in the river on the festival of St. John, and every morning he wets the end of his toga with the moisture from his a huge reservoir of petroleum, and they mouth and freshens up his eyes. Whenever he feels hard and uncomfortable he will annoist himself with mutton fat till his head and body glisten in the sun.

The saddest hour in any young man's its borders has only 20,000 population. iffe ignate in which he first becomes possessed of the idea that there is an ensire and etter way of acquiring money than by severy and for your relation.

#### THE SCIENCE OF TRAVELING.

The Dangers of Hurrying-Fast Trains the Most Fatiguing. [Cassell's Family Magazine.]

Hurry to or from trains should in all cases be avoided. It is dangerous to the healthy habitual traveler as well as the invalid. Many a one has suffered permanent dilatation of the heart in hurrying to eatch a train; many a one has dropped down dead from the same cause.

Hurrying in catching trains tends to weakness of the nervous system, to indigestion, and to heart disease, to say nothing of the risk of catching cold from sitting down in the carriage heated, in cases where the person has to walk quickly instead of riding.

For a large number of different kinds

of complaints change of air and scene is prescribed for patients, and long journeys have to be made in railway carriages; it behooves the invalid therefore to look well after his comforts in traveling, and not to neglect the slightest precaution to make the journey easy.

Let him not—or, rather I should say let her not, for ladies are more apt to err in this way than gentlemen; let her not, then, tidget and worry herself a week before-hand, thinking of the journey, the perils of the road, including the fatigue. Once on board and started, invalids never fail to be quite astonished at the strength they possess, and at "how well they bear the journey." This is very pleasant, but I am sorry to tell them that their strength, in nine cases out of ten, is more apparent than real, and is due to the concussing action on the brain, of which I have already spoken. For railway traveling has a numbing—I had almost said a narcotising—effect upon the sense. From this semi-lethargy the patient awakes next day, but it is very agreeable while it

There is as much difference between the method of traveling adopted by these people and that of most commercial men as there is between the flight of a hive bee

and that of a blue-bottle fly.

Those people who have business in the city, but go home every night to the country to dine and to sleep, have only themselves to blame if they do not derive more benefit from that mode of life than staying constantly in town. To one not accustomed to railway journeys, the noise, the rattle and dust are very fatiguing, but

your constant traveler soon gets over this.

"When I have to make a journey of fifty miles by railway," said a well known author to me the other day. "I always go first-class for cheapness' sake." The explanation is the explanation is this: Did this gentleman travel third-class, he would be incapaci-tated for clear, steady brain-work next day, and would thus be out of pocket far more than the difference between the two fares. The jolting of the railway carriage over the smoothest line tends to concuss the brain, to stupefy, to stultify it, and a period of rest must ensue before it is again fit for brilliant mental labor. Brain-workers, like my friend the author. not much used to traveling, would nat-urally be more cognizant of this than others. And invalids cannot travel over-carefully as regards their comforts, when they travel at all.

#### Catching the Expression.

[Gentleman's Magazine.] I called at Park's studio one morning and was informed that he every minute expected a visit from the great general, Sir Charles James Napier, for whose character and achievements he had the highest admiration. He considered him by far the greatest soldier of modern times, and had prevailed upon the general to sit to him for his bust. Park asked me to stay and be introduced to him, and nothing loth, I readily consented. I had not long to wait. The general had a nose like the beak of an eagle—larger and more conspicuous on his leonine and intellectual face then the duke of Wellington had face than the duke of Wellington, whose nose was familiar in the purlieus of the horse guards. It procured for him the title of "conkey" from the street urchins, and I recognized him at a glance as soon as he entered.

On taking his seat for Park to model his face in clay the sculptor asked him not to think of too many things at a time, but to keep his mind fixed on one subject, The general did his best to comply with the request, with the result that his face soon assumed a fixed and sleepy expression, without a trace of intellectual animation. Park suddenly startled him by inquiring. "Is it true, general, that you gave way - retreated in fact—at the battle of ——?" (naming the place, which I have forgotten.) The general's eyes flashed sudden fire, and he was about to reply indignantly when Park quietly remarked, plying his modeling tool on the face at the time. "That'll do, general, the ex-pression is admirable!" The general saw through the maneuver, and laughed

# A Story of Schwatka.

[The Critic.] Shortly after his return from King William Land the lieutenant went to a photographic gallery to have his picture taken. "Now," said the photographer, while his subjec t was arranging an Arctic costume over his ordinary New York dress, "you must take some striking at titude—just look as if you saw a Polar bear." Lieut. Schwatka suddenly began to tremble from head to foot, his knees knocked together and his face assumed a look of intense terror. "Hurry up," he exclaimed to the photographer, who was looking on in helpless bewilderment, "I can't keep this up forever." "But what is the matter? What has happened to

[Chicago Times.] Boots made of coarse felted wool are now much worn by lumbermen and city teamsters during the winter, and they would appear to be admirably adapted to the wants of farmers. A wool boot is not "a thing of beauty." but it is productive of comfort and conducive to health. As these boots do not shed water, the lower portions of them are protected by rubber

# Grabbing British Coal and Timber.

(Chicago Times.) American capitalists have bought the oick of the coal and timber lands of British Columbia, and are getting a substantial grip upon the northwest. Minneapo-lis capitalists have purchased a large tract on the Deer river, which, it is claimed, is are now sending to the territory drilling machinery and men.

North Carolina is one of the original thirteen states, yet the largest city within

Victor Hugo: And behind this splendor you caught a glimpso of God, the million-

# AMONG THE RED WOODS

FELLING BIG TIMBER IN A CALIFOR-NIA LOGGING CAMP.

How the Choppers Begin Work on the Sequola Gigantea-Felling Trees with a Cross-Cut faw - The

Barker - Logs.

[California Cer. New Orlean; Times-Democrat.] Here we are at Rockport, in Mendocino county, at a red wood saw-mill, with a capacity of 30,000 feet per day It is 6 o'clock a. m., with a damp, cool air, and the men attired in blanket flannel overshirts, worn outside their trousers, look like sailors in the morning watch. They are about to take the train for the woods, and we will go with them. They are of every nationality, and work under the direction of a foreman, or "boss of the

We stop beneath a monster tree, fully 200 feet high, and eight feet in diameter at the base, tapering gradually to a diameter of about three feet. Standing perfectly erect, leaning neither toward the top ner bottom of the steep hillside upon which it grows, this tree affords a fine example of the methods used. example of the methods used here in felling timber. The choppers first erect a scaffold around it that will elevate them to the height decided upon as most expedient, and which in this instance is seven feet from the ground. Notches are cut in the tree at the proper height, in which each chopper inserts the end of his springboard, a stout, iron-bound board specially prepared for the purpose.

Standing on these spring boards, both on the same side of the tree, they began operations, one chopping right-handed and the other left-handed, and in a short time their vigorous and skillful blows effect a "scarf," or opening, fully three feet through. This done, they dismount from their seeffeld note, they dismount from their scaffold, notch the other side of the tree, shift their spring boards and begin again. It is their design to have this tree fall toward the lower side of the hill, across a space where there are no intervening trees to be injured. To insure this, they insert into the "undercut" a piece of wood called a "gun-stick," which they explain with geometrical conciseness, shows the true center of the tree and the point toward which it will fall,

Having cut into the reverse side of the tree until almost meeting the undercut, Snow Shoe 10:40 p. m. the choppers give several loud shouts of "Hallo! Look out below!" as a warning to any one within range of the tree, and then with a few more blows they send the monster crashing down the side of the mountain. Down, down it goes, leaving a trail like that of a dozen gang-plows, down to the very foot of the mountain, where the top sinks ten or twelve feet Leave Scotia..... into the ground, and the head ong descent

in many respects the methods of felling timber here described is similar to that in use "at the cast," but where the tree leans down hill, or toward other standing timber, the method is unique. The tree is first undercut upon the upper side. Then the scaffolding is shifted to the lower side and a ten foot cross out or folling case is beauty. ten-foot cross-cut or falling saw is brought into requisition and an "incision" made just behind the undercut. When the saw has penetrated a few inches two immense steel wedges, weighing twenty-five pounds each, are inserted in the cut behind the saw and driven in solidly with a twentypound sledge. The monster at first settles on the wedges, but the steel resists the strain, and the position of the tree is gradually shifted until the saw, reaching the centre of gravity, it goes toppling over, lodging safely at the top of the hill. The practice of sawing down timber is not confined to those trees leaning the wrong way but is gradually becoming

The choppers having completed their work, the barker comes on the scene. In the midsummer days his work is in some respects lightened by the action of the weather, the bark yielding as much to the heat as to his barking bar, a piece of octagonal steel about seven feet long flattened and sharply pointed at the end, with which he pries off the bark after having cut rings around the tree at intervals of say ten feet. Imagine a tree 200 feet long, lying up and down on the side of a mountain at an angle of 45 degrees, with the top lay layer of bark removed, and a man compelled to walk down on the fallen trunk, leaning from side to side as he pries off the bark, and you have before you the average position of a redwood barker at work. To guard against sliding off the tree, he has inserted in the heels of his boots three iron "calks" sharply pointed and projecting about half an inch from the leather, which he drives into the log after the manner of the line repairer climbing a telegraph pole, except that these "calks" are under the heel. Al-though this bark attains a thickness on some trees of eight to fourteen inches, the barker's labors are lightened by its corrugated form, which causes it to break lonritudinally as it is pried up from the wood. The bark is utterly valueless. It is also the barker's duty to lop off any limbs found on the tree-a duty he is seldom called upon to perform, as the few limbs DAY EXPRESS belonging to a redwood are generally

crushed in its falling. The cross-cut sawyer next appears, and the third stage in the preparation of logs for the mill is entered upon. These saws are always plied by one man only, even on the largest logs, and the tree is cut into is the matter? What has happened to you? I can't make a negative while you are going on in that way." "Oh," said Schwatka, "I thought you said you wanted me look as I would if I saw a Bolar hear."

When there has a when there has a roughly lumber twenty-two or twenty-four feet in length, range from twelve to twenty feet. The cross-cut sawyer's outfit consists of an eight-foot saw, a chopping ax, a maul and two or three wedges are the stands upon the ground alonglengths which, except in rare instances, axes. He stands upon the ground along-side the tree, sometimes seven or eight hours in one spot, making a single cut through one of the monsters. Where the tree lies up and down a side-hill, it is apt to "pinch" his saw and impede its progress. This he remedies by inserting the wedge are conmedies by inserting the wedge-axes on top of his saw cut, and driving them well At times it happens that a tree falls across another, or lies upon and over a number of ridges in the hill side. In this event he props it up on both sides of his saw-cut to prevent its snapping after the

center had been reached. The trees having been sawed into the required lengths two men etch provided with a patent jack, having a cog-wheel and crank attachment used in turning over

Josh Billings: Yung man, don't sware -yu may convince y irself bi swrreing, but yo kele't the other physics.

Rail Roads.	
BALD EAGLE VALLEY R. Time Table in effect May 12,	R
WESTWARD. Exp.	Mai
AM.	PA
eave Lock Haven 4 45	4 0
Flemington 4 48	4 0
Mill Hall 4 52	4 0
Beech Creek 5 01	4 2
Engleville 5 04	4 2
Howard 5 18	4 8
Mount Eagle 5 18	4 4
Curtin 5 22	4 4
Milesburg 5 30	4 5
Bellefonte 5 40	5 0
Milesburg 5 50	5 1/
Snow Shoe Int 5 53	5 19
Unionville 6 02	5 28
Julian 6 12	5 88
Martha 6 22	5 48
Port Matilda 6 29	5 50
Hannah 6 37	6 0
Fowler 6 39	6 0
Bald Eagle 6 49	6 15
Vail 6 53	6 24
rrive at Tyrone 7 05	6 3/
EASTWARD, PM.	AM
eave Tyrone 7 30	8 10
East Tyrone 7 87	8 17
Vail 7 40	8 20
Baid Eagle 7 45	8 25
Fowler 7 54	8 35
Hannah 7 57	8 40
Port Matilda 8 05	8 50
Martha 8 13	9 00
Julian 8 23	9 12
77-1	40 40 4

	4 5:	2 4	07
Beech Creek		4	21
Eagleville	5 04	4	26
Howard	5 18	4	86
Mount Eagle	5 18	4	48
Curtin	5 22	4	48
Milesburg	5 80	4	55
Bellefonte	40	5	05
Milesburg	5 50	5	15
Snow Shoe Int !	5 58	5	19
Unionville (		5	28
Julian (		5	88
Martha 6	22	5	48
Port Matilda 6	29	5	56
Hannah 6	37	6	08
Fowler 6	39	6	06
Bald Eagle (	49	6	19
Vail	58	6	24
rrive at Tyrone 7	05	6	35
EASTWARD.	PM.		M.
eave Tyrone			10
East Tyrone	87	8	17
Vail	40		20
Baid Eagle 7	45	8	25
Fowler		8	35
Hannah	57	8	40
Port Matilda 8		8	50
Martha8		9	00
Julian 8		9	12
Unionville 8		9	24
Snow Shoe Int 8		9	32
Milesburg 8		9	85
Bellefonte 8		9	45
· Milesburg 9		10	00
Curtin 9	15	10	09
Mount Eagle 9		10	14
Howard 9		10	24
Eagleville 9	36	10	36
Beech Creek 9		10	41
Mill Hall 9		10	57
Flemington 9		11	01
rrive at Lock Haven10		11	05
FILVE BE LOCK HEVEH	00	11	00

BELLEFONTE & SNOW SHOE R. K .- Time Table in effect May 14. Leaves Snow Shoe 4:13 a. m., arrivesin Bellefonte 6:20 a. m. Leaves Bellefonte 9:15 a. m., arrives at Snow Shoe at 10:54 a. m.

Leaves Snow Shoe 3:50 p. m., arrives at Bellefonte 5:38 p. m. Leaves Bellefonte 8:10 p. m., arrives at

S. S. BLAIR, Gen. Sup't.

EWISBURG & TYRONE R. R. Time Table in effect May 12, 84. WESTWARD.

	Fairbrook	1	00	5	20
	Penn'a Furnace	1	15	5	40
	Hostler	1	28	5	50
	Marengo	1	35	5	51
	Loveville f			6	00
	Furnace Road	1	45	6	16
	Warriors Mark	2	00	6	20
	Pennington				40
	Waston Mill f				50
	L. & T. Junetion	2	31	6	51
	Tyrone	2	35	6	58
	EASTWARD.				
			Mi	red	
			M.		M
	Leave Tyrone				20
	L&T. Junction	4	24	9	28
	Weston Mill				
	Pennington			9	
	Warriors Mark	5	05	9	
ä	Furnace Road			10	12
	Loveville			10	
	Marengo			10	7.7
	Hostler		-	10	
ы	7) 1- 13		EA		

after May 11, 1884: WESTWARD. ERIE MAIL Leaves Philadelphia ..... 11 20 p m Harrisburg...... 8 20 a m Williamsport..... 7 08 a m Jersey Shore ..... 7 57 a m Lock Haven..... 8 25 a m Renovo..... 9 30 a m Arrives at Erie..... 6 00 p m NIAGARA EXPRESS Leaves Philadelphia .....

DENNSYLVANIA RAILROAD. -

Fairbrook...... 6 05 11 03

Scotia..... 6 25 11 30

Harrisburg...... 11 15 a m

Arr. at Williamsport.... 2 55 p m

Lock Haven..... 3 55 p m Renovo ...... 5 05 p m Kane..... 9 03 p m Passengers by this train arrive in Bellefonne at...... 5 05 p m FAST LINE Leaves Philadelphia ..... 11 10 a m | Large or small, and complete the work with neatness Harrisburg ..... 3 25 p m Williamsport.... 7 10 p m Arr at Lock Haven.... 8 05 p m EASTWARD. LOCK HAVEN EXPRESS Leaves Lock Haven..... 7 00 a m arr at Harrisburg ...... 11 30 a m

Leaves Kane ...... 6 00 a m Leaves Erie ...... 1 55 p m Williamsport .... 1 00 a m

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DIGHTON, Jan. 27, 1882. The Rockford watch purchased Feb. 1879, has performed better than any Watch I ever had, Have carried it every day and at no time has it been irregular, or in the least unreliable. cheerfully recommend the Rockford HORACE B. HORTON, Watch. at Dighton Furnace Co.

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S. P. HUBBARD, M. D.

This is to certify that the Rockford Watch bought Feb. 22, 1879, has run very well the past year. Having set it only twice during that time, its only variation being three minutes. It has run very much better than I ever anticipated. It was not adjusted and only R. P. BRYANT,

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