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PISO'S CURE FOR CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in time. Sold by druggists. CONSUMPTION

LITTLE FEET.

I.

Dear little feet that lie in my hand!
Dear little feet from a far-off land,
Come to us, come to us, come to us newly
Out of a far-off fairy Thule.
You have run to us out of the greater day—
Can you give no hint of the winsome way?
For we who are grizzled and gray and old
Would fain step out on the streets of gold.
What was the way? What was the road?
Was the pathway easy, and smooth, and broad?
It must have been strewn with roses, I think,
For here is their white, and here is their pink;
And forget-me-nots, and violets, too,
Have stained sweet lilies of delicate blue
Yes, rose leaves white and rose leaves red
Were a carpet meet for your dainty tread,
And forget-me-nots and violets blue
Lent you a hint of a heaven new.
Tell us the way! Ah! youth forgets,
And the dew soon dries on the violets.

II.

Dear little feet, you will go some day
Down by a dark and a cruel way,
Out to a country dim and far,
Where cool, great waters and green grass are.
But the way is sharp, with many a stone,
And, dear little feet, you must go alone—
And it's oh! that I might lay down my heart
To ease for a moment just one little smart.
For my heart is tender and soft and true,
And 'twould be as the silk rose leaves for you—
As the rose leaves white and the rose leaves red,
Warm and soft to your timid tread;
As the rose leaves red and the rose leaves white
To gleam in the dark with Love's own light;
As forget-me-nots and violets blue,
To keep you in mind of the heaven in view.
And oh! it would stretch for you all the way,
On through the night, on to the day.
But, dear little feet, you must go alone,
Alone, alone, and all alone.
—A. Macsenzie, in Good Words.

THE SALTERTON SLIP CARRIAGE.

By W. S. Smith.

OF THE many incidents in my career which had a railway for the scene of operations, none, I think, was more remarkable for the neatness and dispatch with which it was carried out than that in which the Salterton slip-carriage formed the pivot upon which the various details were hung.

My colleague in these little affairs had somehow got to know that a parcel of "stones," which, if they brought us only half their intrinsic value, would yet be a nice little haul, was to be forwarded by a certain train from St. Pancras to Salterton; and, with a promptitude which was commendable under the circumstances, had posted straight off to me with the information.

"Guv'nor," he whispered, hoarsely, as, seated in my room, we discussed the matter, "I tell yer it's the chance of a lifetime. A fousand quid, for very little more than the asking, so ter speak. Don't it make yer mouf water ter fink of it?"

"Well," I said, cautiously—I rarely shared Braggs' optimism in these matters—"a thousand's not to be sneezed at in these days, and, to tell the truth, it would come in very handy indeed just now; but it's a thing that wants looking at carefully. People don't consign diamonds in that fashion without a good many precautions. Who did you say they were for?"

"Some feller named Chalcraft. 'Is daughter's getting married nex' Tuesday; an' 'e's asked Slint & Co. ter send 'im a few fings down on appro."

"I see. Special messenger, of course?"

"No; that's just the beauty of it! Nuffink of the sort, so far as I can make out; they're going precisely as an ordinary parcel."

"Throw the responsibility on the company—that's the game, eh? Well, we'll have a look at it, at all events. Pass the Bradshaw, will you?"

He did so, and I whipped over the pages until I came to those headed "Midland Railway."

"What train did you say, Jim?"

"Six-fifty; next Friday."

"H'm! a slip-carriage. That rather complicates matters. I don't know, though," I continued, reflectively, "perhaps it will be just as well for us—better, in fact."

"What did yer say it was, guv'nor?"

"A slip-carriage. The train itself doesn't stop, but simply drops the tail carriage off at Salterton, or 'slips' it, as it is called," I explained. "See?"

"Yes; I fink I twig."

If I must state my opinion, it was that Braggs, notwithstanding his assertion, did not "twig;" but as he did not pursue the point I suppose he was satisfied.

"An' 'ow's it going ter be better for us? What's yer plan?"

"Well, I've hardly had time to figure it out yet, but I've got an idea. Look here; suppose you let me have till tonight to consider it; then we can meet again and talk things over."

"Right y'are, guv'nor; that'll do for me. 'Arf-past nine?"

"Suit me admirably," I replied. "Call round then, and I hope to have things ship-shape."

With that Mr. Braggs took his departure, and I stayed indoors to cudgel my brains as to the best way of relieving the Midland Railway company of the little consignment which was to be intrusted to its care.

As you will have gathered, I did not look upon the task as altogether hopeless. And here I might explain that my eight years' service on the Great Mid-Western aided me not a little in coming to this opinion.

I never regretted the time thus spent, for it furnished me with a store of information in regard to railway men and railway methods which I was able to turn to very considerable account in many a little way afterwards.

The fact of the Salterton traffic being accommodated in a slip-carriage was in itself proof that there was not much of it, and this was in my mind when I said to Braggs that it would perhaps be just as well for us; for, the ordinary luggage and so forth being light, the parcel of jewels would, in all probability, be left to the care of the usual guard, and not placed in charge of a special man, as would infallibly have been the case had it to be conveyed by a busy train. So much might safely be assumed; and with only one man to deal with, the problem narrowed considerably.

I decided early that to effect the capture at St. Pancras was not to be thought of, and that the only chance of success lay in obtaining possession of the jewels during the journey. But then the difficulty arose how to escape detection subsequently. If we remained in the slip-carriage and were deposited at Salterton with the rest of the passengers, it was inevitable—an absolute certainty. It was a point which bothered me for some time, but ultimately I evolved a scheme which, if audacious to the verge of recklessness, I saw no reason to consider impossible of accomplishment.

This was nothing less than to operate, not from the carriage itself, but from the main portion of the train. How I proposed to do this you shall learn in due course; sufficient for the present that when Braggs called a second time I had fully mapped out my plan of campaign. He acquiesced, as I knew he would, in all that I proposed; and when we parted all the details were agreed, and we had drunk a bumper to success.

On the night in question, therefore, we met at St. Pancras, and after booking first-class tickets to Manchester walked to the train. It was absolutely necessary that we should have an empty compartment, and, the travelers by the train being luckily few in number, we were able to secure one with only another passenger compartment and a guard's locker between us and the slip-coach. We could not possibly have been better situated.

Before getting into the carriage I took a good look at the couplings which united us to the carriage which was to be dropped off at Salterton and watched them put into position ready for work. In less than five minutes later we were off, and Braggs and I were congratulating ourselves that so far nothing had happened to interrupt our plans. We had observed a little parcel being placed in the rear carriage, which seemed to excite a slight interest even in the languid porters and guards who were hanging about. There was also a detective surveying it with a coldly professional air; and if they had only known that two—but that is "another story," as a celebrated author has said somewhat frequently.

Now came the real work. Braggs quickly unfastened one of the bags and began to extract from it various articles which I had instructed him to procure. There was a "jemmy," a skeleton key or two, a good, stout cord of several yards' length, with a few fair-sized weights attached to it at intervals, another bundle of cord and a tiny bottle of chloroform.

When all was ready and I had pocketed what I wanted, I buttoned up my coat, and, quietly opening the off-side door, stepped out on to the footboard. You do not realise, on simply reading it in cold print, what this means, but I can say with perfect confidence that it requires a pretty good nerve to travel in that position.

Fortunately the night was so dark as to render observation of my movements a matter of difficulty, if not impossible. Braggs handed the weighted cord to me through the window, and, thus equipped, I proceeded with gingerly steps along the narrow ledge, bending low as I passed the windows of the next compartment. The great feat was getting from the carriage on which I was to the "slip" vehicle in rear of it; and it was a few seconds before I could nerve myself to take the little jump which was necessary. I did accomplish it at length, and immediately made fast the cord to a rail on the door, so that I could easily obtain possession of it again when I needed it.

Braggs, I should explain, retained the other end and paid out the cord as I walked; and the weights served the purpose of keeping it low and prevented flapping against the windows, which might have attracted attention we by no means coveted.

The next thing I did was to break the bottle of chloroform over my handkerchief, and I was then ready for action. I took a peep through the window at the guard in the carriage. He was calmly reading a newspaper, and I chuckled as I saw how the game was playing into our hands. Gently I turned the handle and allowed the door to open. He looked up as the draught of cold air caught him; but I was too quick for him, and had the handkerchief to his nostrils before he had time to think, much less make any attempt at resistance. As he sank in an unconscious heap to the floor I pulled the door to again, with a sigh of inward thankfulness and the hope that no watchful signalman had noticed the temporary irregularity.

To gag and bind him was not a task that took up much time, and this I did with the bundle of cord in my pocket. I was sorry for him, certainly, but sentiment is misplaced when it interferes with business, and, anyhow, the inconvenience would be only temporary.

The next step was to secure the booty. I knew, of course, that it would be placed in the special locker which is reserved for valuables, and with the aid of my tools I soon had this open. My heart gave a little thump of excitement as I saw the package which had been the cause of so much solicitude, neatly tied up and addressed to "J. Chalcraft, Esq., Salterton," and resplendent in blue and red seals; but there was no time to indulge in self-congratulation.

Dropping the window, I pulled in several yards of my cord and attached the parcel firmly to it, after which I gave two pulls, the agreed signal for Braggs to commence hauling in. I felt it slip through my hands as he did so; and soon the return signal came, telling me that he had received the precious consignment safely. I had now to perform another delicate operation, namely—attach the end of the cord which was in my hand to the chain which the guard pulls when he wishes to release the carriage.

Doubtless you can divine my intention. The guard, being obviously unable to slip the vehicle himself, and it being equally obvious that it must be slipped at the usual place unless I would have my little escapade brought under notice, I proposed to do it myself, though not exactly in the usual way. By this time we were not far from Salterton. I knew the line fairly well, having been over it several times, but there was a good chance that at this point I might ruin all by a false move. However, "Nothing venture, nothing have." There is risk in everything, and it had to be done.

I put on the hand brake in the guard's compartment just sufficiently to impart a slight drag to the wheels when the vehicle was running alone, but not enough for the engine driver to notice during the brief time he would still be connected to it—if he did, I fervently hoped he would think the guard was steadying the vehicle just prior to slipping it—and then I stepped out and closed the door behind me. With a little spring I regained the vehicle which held Braggs and the booty, and now—now came the crisis. Where ought I to detach the carriage? All had gone well up to now; would it continue to do so? I had very little previous experience to go upon; but I guessed the distance as nearly as I could, allowing for the fact of the line being on a slight falling gradient.

Another 50 yards—20—now! I took hold of the cord and gave it a sharp jerk—and held my breath. Was it to be a failure or success? There was a slight swerve, a "clink-clank" as the couplings parted—and I knew that my good luck had not deserted me. The carriage had separated from the train and the whole length of cord flew swiftly past me into the darkness.

I do not know that I need say much more. It only remained for me to get back to the compartment where Braggs was anxiously awaiting my appearance, and this I did without mishap. When two soberly-attired individuals descended from the train at Manchester, who was to connect them with the daring affair at Salterton, supposing that particulars of it had yet reached there, or who was to guess that the very ordinary-looking black bags which they carried in their hands contained something like a thousand pounds' worth of stolen diamonds?

At any rate, no one challenged us; and we returned to London by different routes, highly pleased at the success of our scheme. I am not sure that the railway authorities know even now how their carriage was slipped; but I understand that there was something like consternation among the local officials when the state of affairs was discovered, a fact which I can quite believe.—Tit-Bits.

AMERICAN INDIAN GAMES.

They Have Proven of Great Value in the Study of American Folk-Lore.

Our ideas of a game are primarily associated with mirth, amusement, play, such, indeed, being the original meaning of our English word. A careful examination of games, however, reveals the fact that they originated not as pastimes, but as serious divinatory contests. This is especially true of the games of those we call primitive people or savages.

We quickly find that a distinction may be drawn between these sacred and divinatory games and the mimetic plays of children. Children play at real games as they play at every other serious business of life. They thus perpetuate games that have otherwise disappeared. Hence the value of children's games in our study.

At the same time this derivation applies chiefly to the higher cultures. In savagery we deal with the games of adults—first of men, then women—with games so complex that no child mind could grasp their principles or objects; with games so wrought and interwoven with primitive concepts of nature and the universe that no modern mind could create or invent them.—Journal of American Folk Lore.

The Effect of Persecution.

In matters of conscience nothing is easier than to rivet erroneous and mischievous beliefs upon a man's mind by the use of persecution. But all force applied to the conscience, however well meant, is necessarily persecution. No doubt we generally restrict the word "persecution" to the application of force in cases where we agree with the persecuted, but in reality all constraint of the conscience is persecution. Sometimes, of course, persecution is perfectly right and necessary—it would be clearly so in the case of a sect of pessimists who held it a duty to kill all persons over 80—but that does not make it any the less persecution or alter its stimulating character. We do not doubt that inflicting very heavy penalties on those who conscientiously preached euthanasia would greatly spread the creed.—London Spectator.

Spurgeon Stopped the Coughs.

Here is a good anecdote of the late Mr. Spurgeon: "One day, many years ago, the services at the Tabernacle were disturbed by a perfect hurricane of coughing. Spurgeon stopped in his discourse and said: 'My dear friends, I have a cough; you have coughs. But I think we can stop them if we try. So let us have a cough, a good cough, and a cough altogether. Now—' The result, says one who was present, was terrific, but after a minute's uproar, Spurgeon concluded his sermon in perfect silence."—London Truth.

CHRIST CRUCIFIED.

International Sunday School Lesson for June 4, 1899—Text, John 19:17-30—Memory Verses 28-30.

[Specially Adapted from Peloubet's Notes.]

GOLDEN TEXT.—The Son of God, who loved me, and gave Himself for me.—Gal. 2:20.

LESSON EXPOSITION.

I. Jesus Bearing His Cross.—V. 17. "And He, bearing His cross, went forth:" From Pilate's palace court, where had been the solemn mockery of a trial and the jesting mockery of the soldiers. "Into a place called the place of a skull:" (See "Place" above.) Golgatha. A Hebrew word meaning "skull," like the Latin word Calvaria (Calvary), and the Greek kranion (cranium).

II. The Daughters of Jerusalem also "bewailed and lamented Him" on this weary walk. It was probably just outside of the city that Jesus turned and spoke to them. Forgetting His own sufferings, he apppealed to them to use their influence to avert the terrible doom of the city, which was to fall so heavily on the women and children.

III. The Crucifixion.—V. 18. About nine o'clock (Mark). The hour of the usual morning sacrifice of the lamb, which was the type of Jesus, the Lamb of God, slain for the sins of His people.

IV. The Title Over the Cross.—Vs. 19-22. 19. "And Pilate wrote a title:" According to the Roman custom that the criminal should have upon his cross the nature of the crime for which he suffered.

V. Parting His Garments.—Vs. 23, 24. 23. "Then the soldiers," who had charge of the crucifixion of Jesus. The clothes of executed criminals were the perquisites of the soldiers on duty.—Cambridge Bible.

VI. The Mocking Crowd.—From nine o'clock till noon, when the darkness interfered (Matt. 27:39-44; Mark 15;29-32; Luke 23:35-37).

VII. The Death of Jesus.—Vs. 28-30. The Darkness. From twelve to three o'clock there was darkness over the land. Darkness was typical of the powers of darkness which seemed to be prevailing; of the great sufferings of the atonement for sin; of the darkness brooding over Jesus' heart; of the dark hour of sin and depravity that could crucify God's beloved Son; of the darkness of sin over all the earth, which was to be dispelled by the cross of Jesus and by His resurrection from the dead.

The Accompanying Signs. Jesus died at the time of the evening sacrifice. 1. As Jesus expired, the great veil of the temple that hung between the Holy Place and the Holy of Holies was rent in twain. The veils before the Most Holy Place were 40 cubits (60 feet) long and 20 (30 feet) wide, of the thickness of the palm of the hand. The rending of the veil typified that the veil that shut out the vision of holiness from the hearts of the people had been taken away (2 Cor. 3:14-16), and the way into the Holy Place, the state of holiness, and the place of holiness, was now opened. 2. At the same time there was an earthquake of such power as to rend the rocks and open the tombs; indicating the greatness and importance of the event and prefiguring the resurrection of the dead and the moral resurrection of the world.

THE SEVEN WORDS FROM THE CROSS.

1. The First Word from the cross was probably spoken in the first agony of the act of crucifying. It was: "Father, forgive them, they know not what they do."—Luke 23:34. Each of the seven words from the cross expressed some characteristic element of His nature or His work. This one expressed His feeling toward His enemies then and through all time.

2. The Second Word from the cross. Jesus said to this robber: "To-day shalt thou be with Me in Paradise."—Luke 23:39-43. This sentence expresses the very central mission of Jesus, to redeem sinners from sin and suffering, and to bring them into the kingdom of God on earth and in Heaven.

3. The Third Word from the cross. "Woman, behold thy son! * * * Behold thy mother!"—John 19:26-27. The mother was to be comforted in her bereavement by having as her adopted son the most loving heart among the disciples; and he was to care for her as his own mother.

4. The Fourth Word from the cross was: "My God, my God, why hast Thou forsaken Me?"—Mark 15:34. Spoken toward the close of the darkness.

5. The Fifth Word from the cross: "I thirst."—John 19:28. This expression of personal desire, the only favor asked, was an example of patience, and of the right of expression of such a request.

6. The Sixth Word from the cross: "It is finished."—John 19:30. This is one word in the Greek, and it has been called "the greatest single word ever uttered:" What was finished? His life on earth, His life's work, the cup of suffering, the atonement for the sins of the world, the old era and dispensation, the proprecies of Scripture, the darkness of the night.

7. The Seventh Word from the cross followed close upon the sixth: "Father, into Thy hands I commend my spirit" (Luke 23:46). This word teaches us how to die. It was a prayer. It was from the Scripture, an inspired prayer. There are times when only God's will will suffice. It was a prayer of faith and hope. It brought immorality to light.

PRACTICAL.

Thus men can still help Jesus by bravely bearing His cross.

The cross declares in "letters that can be read from the stars" God's love to man. Christ was God Himself and expressed God's own heart.

The cost of salvation smites all indifference to religion. If Christ was willing to die that we might be saved, what ought not we to do?

The cross expresses God's feelings toward sin, His readiness to forgive sin, the terrible evil and danger of sin that costs such a sacrifice for deliverance from it.

GRANDMA
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CONSUMPTION

and I am afraid I have inherited it. I do not feel well; I have a cough; my lungs are sore; am losing flesh. What shall I do?

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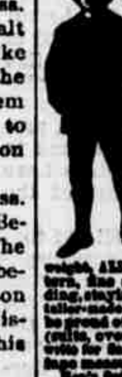

3,000 CELEBRATED "KANTWEAROUT" double seat and double knee, Regular $3.50 Boys' 2-Piece Knee-Pant Suits going at $1.95. A NEW SUIT FREE for any of these suits which don't give satisfactory wear. Send No Money. Cut this Ad. out and send to us, state age of boy and say whether large or small for age, and we will send you the suit by express, C.O.D., subject to examination. You can examine it at your express office and if found perfectly satisfactory and equal to suits sold in your town for $3.50, pay your express agent our special offer price, $1.95 and express charges. THESE KNEE-PANT SUITS are for boys from 4 to 15 years of age, and are retailed everywhere at $3.50. Made with double seat and knees, latest 1899 style as illustrated, made from a special wear-resisting, heavyweight, ALL-WOOL Oakwell cassimere, neat, handsome pattern, fine serge lining, Clayton patent interlining, padding, staying and reinforcing, silk and linen sewing, fine tailor-made throughout, a suit any boy or parent would be proud of. FOR FREE CLOTH SAMPLES of Boys' Clothing (suits, overcoats or ulsters), for boys 4 TO 19 YEARS, write for Sample Book No. 90C, contains fashion plates, tape measure and full instructions how to order. Men's Suits and Overcoats made to order from $5.00 up. Samples sent free on application. Address, SEARS, ROEBUCK & CO. (Inc.), Chicago, Ill. (Sears, Roebuck & Co. are thoroughly reliable.—Editor.)

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For sale in Middleburgh, Pa., by Middleburg Drug Co., in Mt. Pleasant Mills by Henry Harding, and in Penn's Creek by J. W. Sampsell.

$2.75 BOX RAIN COAT A REGULAR $5.00 WATERPROOF MACKINTOSH FOR $2.75.

Send No Money. Cut this ad. out and send to us, state your height and weight, state number of inches around body at breast taken over vest under coat close up under arms, and we will send you this coat by express, C. O. D., subject to examination; examine and try it on at your nearest express office and if found exactly as represented and the most wonderful value you ever saw or heard of and equal to any coat you can buy for $5.00, pay the express agent our special offer price, $2.75, and express charges. THIS MACKINTOSH is latest 1899 style, made from heavy waterproof, tan color, genuine Davis Covert Cloth; extra long, double breasted, Sager velvet collar, fancy plaid lining, waterproof sewed, strapped and cemented seams, suitable for both rain or overcoat, and guaranteed greatest value ever offered by us or any other house. For Free Cloth Samples of Men's Mackintoshes up to $5.00, and Made-to-Measure Suits and Overcoats at from $5.00 to $10.00, write for Book No. 80C. Address, SEARS, ROEBUCK & CO., CHICAGO, ILL. (Sears, Roebuck & Co. are thoroughly reliable.—Editor.)