

Birds Made a Slave.
 In the mountains of Tennessee a stranger came upon a man who was strolling calmly upon a wooden ledge. Upon inquiry how on earth he got such a curious thing the old man replied: "Stranger, I don't think you'll believe me if I tell you."
 "Oh, yes, certainly," said the man: "I will believe you."
 "Well," said the mountaineer, "it was this way: About five years ago I lived down on the side of the mountain where woodpeckers and other kind of birds is powerful thick. That 'ar thing'—pointing to the slave—'was my door to my cabin. It 'ud mock any bird that flies. I'd just sit there some summer evenings and just move it, and every bird came that way initiated."
 "Howsumever, one day I left my cabin to go huntin' and went preambly down the mountain. Wand, some wind come along and made that 'ar door imitate a woodpecker. First one come and then a whole pile of 'em crepters. They lik in on the door, and when I come it war jest like you see it."
 The man thanked him and moved on. "I declare," said the mountaineer, "I don't believe he thought I war tellin' the truth." And he resumed shoveling coal.—New York Herald.

A Chinese compositor needs a type case at least sixty feet long and has to walk about twenty-five miles a day up and down it.

Thoughtless, selfish.
 Thoughtlessness of others is nothing more than downright selfishness, which is the curse of humanity. The man who on leaving an elevated train passes at the head of the stairs to light his cigar is selfish. He incomes all who are behind him. The woman who insists on passing up or down the stairs ahead of the eager crowd, slowly, indifferent to the haste of others, must be an awful thing in a brute in his family. I see all those things a dozen times a day and wonder what kind of lives such persons lead in the family circle. One of the common evidences of thoughtlessness is seen in those who stand in the middle of the sidewalk to chat while multitudes are forced to shift or make an offset in order to pass them. The more I see of men the greater is my respect for asses, dogs and mules.—New York Press.

The Way to Catch a Porcupine.
 The porcupine climbs the tree as readily as a squirrel would, provided you don't slip up and cut his tail off while he is going up. Somehow or other he can't climb the tree without his tail, and he won't come down without it. If you catch one of these porcupines climbing a tree and chop his tail off, he will stop right where he is and will stay there until he starves to death unless he is taken away.

THE "BANKERO."
 A southern senator was at one time counsel for a small railroad. At a point on the line where it crossed a prominent highway they had an old negro watchman, whose duties consisted in warning travelers of the approach of trains. One night a farmer's wagon was struck, causing a bad accident. The railroad company was of course sued for damages, and at the trial the old darkey was the chief witness for his employers. He answered the questions put to him in a clear, direct manner. Among them was the query as to whether he surely swung his lantern across the road when he saw the train coming, to which he replied: "Deed I did, sah."
 The railroad company won the suit, and the senator took occasion later to compliment his witness on his excellent testimony. The old fellow was profuse in thanks, but before they parted blithely said:
 "Lordy, Marse John, I sho' was skeered when dat lawyer gin to ax me 'bout de lantern. I was afeared he 'was goin' to ax if it was lit or not, 'cause de oil in it dose give out some time before de axident."

The Perfect Head.
 A perfect head, viewed from the side, falls within a perfect square, averaging nine inches for a man and 8½ inches for a woman. The width of the face is equal to five eyes. The distance between the eyes is equal to one eye. The size of the eye is two-thirds that of the mouth. The length of the nose is one-third the length of the face. The ear is, at all ages, as long as two eyes. Although these are the ideal measurements and are approximately adhered to, so fond of irregularity is nature that rarely any face corresponds to them. The two sides of any face are never exactly alike. Strictly speaking, the face extends only from the chin to the root of the nose. Above that point is the brain case. For a well developed brain the width of the head just above the ears, measured with callipers, should be from 5½ to 6½ inches, and the height from the opening of the ear to the top of the crown should be exactly the same. In women both height and width are one inch less than in men, women's heads approaching the type belonging to children.—London Magazine.

He Swung the Lantern.
 A southern senator was at one time counsel for a small railroad. At a point on the line where it crossed a prominent highway they had an old negro watchman, whose duties consisted in warning travelers of the approach of trains. One night a farmer's wagon was struck, causing a bad accident. The railroad company was of course sued for damages, and at the trial the old darkey was the chief witness for his employers. He answered the questions put to him in a clear, direct manner. Among them was the query as to whether he surely swung his lantern across the road when he saw the train coming, to which he replied: "Deed I did, sah."
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A STORY OF HENRY BERGH.
 One of his New York experiences in protecting Dennis Mahan's.
 Like a well dressed, dapper man he went striding down the busy street, and at University place he found the thing he had expected—a car packed inside almost to suffocation, both passengers packed outside, with men clinging like big bears to bottom steps and dashboard rails, and before it, within a cloud of steam, two ill fed, long horses with bloodshot eyes and wide, red nostrils flaring in their effort to fill laboring lungs with air, with heaving sides and straining backs and flanks, while their madly scrambling feet struck fire from the slippery stones as they strove in vain to start again the awful weight behind them. Curses, oft jerked bell and assisting yells of passengers failed of effect. The driver's whip was raised ready for the stinging blow, when suddenly the straining effort ceased, the horses' heads drooped low, and through the thick air there loomed up before them a tall, dark form, with hand upraised commandingly. And calm and distinct two laconic words reached all ears: "Stop! Unload!"
 "Who the blank are you?" furiously demanded the driver. "And where's your authority for interfering with this trip?"
 He knew well enough whom he was talking to, so silently Mr. Bergh turned back the lapel of his coat to show his badge, for in those days he had to do constabulary work as well as official, then repeated, "Unload!"
 But, being tired, hungry and mad, the floodgates gave way, and the passengers' wrath burst forth. Abuse, satirical comment, threats, filled the air. To a few who remonstrated decently with him he expressed regret, but with grave politeness insisted on lightening the load, telling them they could see for themselves the utter inability of the horses to get them to the end of the line and gently urged them hereafter to note the condition of crowding before taking a place on a car.
 The conductor was especially ugly and became unpleasantly demonstrative. His example worked like a leaven on the rest, and a spirit of riot began to show distinctly in the crowd closing about the tall, calm, self possessed man. All faces scowled, and evil names were tossed upon the air. He had just said, "You are yourselves increasing this delay; you might have moved two minutes and a half ago," when a scurrilous great brute came close up to him and, with an unspeakable epithet, shook a dirty fist directly in his face. Without the flash of an eye or the quiver of a muscle in his quiet face Mr. Bergh caught the ruffian by the shoulder, whirled him around, grabbed the seat of his breeches and the nape of his neck, and, with a splendid "now all together" sort of a swing, he fired him straight across the street, head on into the snow bank.
 A silence of utter amazement was suddenly broken by one great, swelling laugh, and then followed the always thrilling sound of three gloriously hearty American cheers. Many men shook hands with Mr. Bergh before beginning their long tramp homeward. Some admitted their error in adding the overloading.—Clara Morris in McClure's Magazine.

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PENNSYLVANIA RAILROAD.
 BUFFALO & ALLEGANY VALLEY DIVISION.
 Low Grade Division.
 In Effect May 25, 1902. [Eastern Standard Time.]

EASTWARD.		WESTWARD.	
STATIONS.	No. 100 No. 101	No. 102 No. 103	No. 104 No. 105
Pittsburgh	5:15 5:30	5:15 5:30	5:15 5:30
Red Bank	5:28 5:43	5:28 5:43	5:28 5:43
Lawsonham	5:41 5:56	5:41 5:56	5:41 5:56
New Bethlehem	5:54 6:09	5:54 6:09	5:54 6:09
Brookville	6:07 6:22	6:07 6:22	6:07 6:22
Summersville	6:20 6:35	6:20 6:35	6:20 6:35
Brookville	6:33 6:48	6:33 6:48	6:33 6:48
Falls Creek	6:46 7:01	6:46 7:01	6:46 7:01
DuBois	6:59 7:14	6:59 7:14	6:59 7:14
Driftwood	7:12 7:27	7:12 7:27	7:12 7:27
Grant	7:25 7:40	7:25 7:40	7:25 7:40
Benzenette	7:38 7:53	7:38 7:53	7:38 7:53
Tyler	7:51 8:06	7:51 8:06	7:51 8:06
Penfield	8:04 8:19	8:04 8:19	8:04 8:19
Winterburn	8:17 8:32	8:17 8:32	8:17 8:32
Penfield	8:30 8:45	8:30 8:45	8:30 8:45
DuBois	8:43 8:58	8:43 8:58	8:43 8:58
Falls Creek	8:56 9:11	8:56 9:11	8:56 9:11
DuBois	9:09 9:24	9:09 9:24	9:09 9:24
Driftwood	9:22 9:37	9:22 9:37	9:22 9:37
Grant	9:35 9:50	9:35 9:50	9:35 9:50
Benzenette	9:48 10:03	9:48 10:03	9:48 10:03
Tyler	10:01 10:16	10:01 10:16	10:01 10:16
Penfield	10:14 10:29	10:14 10:29	10:14 10:29
Winterburn	10:27 10:42	10:27 10:42	10:27 10:42
Penfield	10:40 10:55	10:40 10:55	10:40 10:55
DuBois	10:53 11:08	10:53 11:08	10:53 11:08
Falls Creek	11:06 11:21	11:06 11:21	11:06 11:21
DuBois	11:19 11:34	11:19 11:34	11:19 11:34
Driftwood	11:32 11:47	11:32 11:47	11:32 11:47
Grant	11:45 12:00	11:45 12:00	11:45 12:00
Benzenette	11:58 12:13	11:58 12:13	11:58 12:13
Tyler	12:11 12:26	12:11 12:26	12:11 12:26
Penfield	12:24 12:39	12:24 12:39	12:24 12:39
Winterburn	12:37 12:52	12:37 12:52	12:37 12:52
Penfield	12:50 13:05	12:50 13:05	12:50 13:05
DuBois	13:03 13:18	13:03 13:18	13:03 13:18
Falls Creek	13:16 13:31	13:16 13:31	13:16 13:31
DuBois	13:29 13:44	13:29 13:44	13:29 13:44
Driftwood	13:42 13:57	13:42 13:57	13:42 13:57
Grant	13:55 14:10	13:55 14:10	13:55 14:10
Benzenette	14:08 14:23	14:08 14:23	14:08 14:23
Tyler	14:21 14:36	14:21 14:36	14:21 14:36
Penfield	14:34 14:49	14:34 14:49	14:34 14:49
Winterburn	14:47 15:02	14:47 15:02	14:47 15:02
Penfield	15:00 15:15	15:00 15:15	15:00 15:15
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