

What hand has laid those colors there?
 Ah, yes; 'tis He who framed the world—
 'Tis He, my father's God—and mine.

He dipped His pencil in the sun,
 And painted on the piled-up cloud,
 And wrought out for the dying day
 No sinner, but a glorious shroud.

The evening shadows, falling fast,
 Gather the colors He has given—
 Emblem of light along the way
 That leads from earth, through death, to
 Heaven.

Aye! on life's gathering field of clouds
 He paints with Heaven's sunlight fair
 A shroud of peace for death's dreamland—
 Yet robes as bright as angels wear.

So when the evening's shadows fall,
 And tell the end of toil and care—
 May all our clouds be tinged with light—
 Our robes be bright as angels wear.
 —Rev. A. H. Sembower, in Baptist Union.

The Freight Crew That Stole a Jail

Manikee was a small town, but it did not know it. In its own estimation Manikee was a metropolis, and it pained Manikee that the C. J. & F. K. railroad had not recognized that fact.

Manikee felt certain that the C. J. & F. K. railroad owed most of its prosperity to the fact that Manikee was on the line. Yet the railroad seemed singularly unmindful of all that it owed to Manikee.

Several things had happened to widen the growing breach between the town and the railroad. One of the things that hurt Manikee most was the running of the St. Louis cannonball express through the town at the rate of about a mile a minute. If the people of Manikee wanted to go to St. Louis on this particular train they had to drive six miles south to a town named Hamptonville, the hated rival of Manikee.

Manikee had wailed loudly over what it called the unjust discrimination of the railroad company, and the company had sent a man all the way from St. Louis to explain to Manikee that the reason the train stopped at Hamptonville was because there was another railroad there which crossed the C. J. & F. K. at grade, and, therefore, both roads were compelled by the state law to bring their trains to a dead stop at the junction.

But Manikee refused to accept the apology. The express stopped at Hamptonville, and therefore, it ought to stop at Manikee.

To be sure, there were hardly three persons a week who would have boarded the train at Manikee if it had stopped there, and one of these

a brakeman or conductor at a time when the justice of the peace could not be found at his office or in his house, so that the railroad men would have to be confined in the calaboose until the magistrate returned.

One night three brakemen were arrested for keeping the crossing closed for four minutes. The agent piteously protested that the freight train could not be delayed, but the president of the town board was relentless, and the three men were locked up, and the freight train had to wait on the side track until a crew could be sent down from Hillton to take the places of the men being held in durance vile.

The three brakemen did not remain in jail quite as long as the jubilant citizens of Manikee thought they would. The brakemen got tired of staying in the calaboose about midnight, so they broke down the door and went away on the midnight passenger train.

After that it was hard to keep the railroad men in the calaboose. They had a way of breaking down the door or tearing the bars out of the chimney that was discouraging.

Finally the town of Manikee voted money to build a new calaboose with. It wasn't to be large, but it was to be tighter than a drum, and so constructed that there would be no breaking out of it. It was built within a couple of weeks, as it was not more than 12 feet long by about ten wide.

But it was made of heavy timber and the door was of oak that would have defied an ax to chop it down. There was one little window near the roof not more than six inches wide and about two feet long, so that even if the iron bars were pulled out it would be impossible for the slimest brakeman on the C. J. & F. K. railroad to squeeze himself through.

"Now, gul dara ye," said Marshal Salters, as he shoved Conductor Tom Donovan and Brakeman Jim Rodgers into the hot little hole, "I'll guess ye won't break out of that in a hurry."

"Good heavens," said Jim, as he sat perspiring in the mean little calaboose, "I would sooner be shut up in a smoke-house. If this is what we're going to get as a regular thing in this town I think I'll hunt another job."

"It's pretty tough," said the conductor, "but the worst part of it is that we will both be fined about \$20 apiece to-morrow, and we'll have to pay it. The company has had so much to pay out in this town, and has had so much trouble with these people, that strict orders have been given the train crews to avoid any unnecessary collision with their blue laws here, and the old man farther says that when any of us are clearly proven to have kept that blessed crossing closed longer than the time allowed, why, we'll have to pay the fine ourselves, that's all. And you know I did keep that crossing closed about six minutes to-night. I thought that old tin-starred marshal was at his supper, where he belonged."

"Well," said the brakeman, "I guess we're up against it, but the worst part of this business is to think of the boys sweltering in this bake oven in summer. What train is that whistling? Guess it must be the weeking train that's been here to put those

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SHE SCORED ONE.

He—Women are a delusion and a snare.

She—It is curious how people will hug a delusion, though.—Fun.

Money for Her.

Mr. Gull—I dreamed the other night that I was going around in rags.

Fortune Teller—Ah! that means money.

Mr. Gull—Does it, really, ma'am?

Fortune Teller—Yes, indeed. One dollar, please.—Philadelphia Press.

Her Plan.

Mrs. Smith—But do you manage to get along with your cook?

Mrs. Jones—Oh, I let her have her own way in everything. I act merely in an advisory capacity.—Brooklyn Life.

Would Do Her Part.

Mr. Goodcatch—I'm half-way in love with you.

She—Well, I'm willing to meet you half-way.—Puck.

More Fashionable.

"Does your daughter attend the natatorium?"

"Oh, no. She is in the social swirl."—Chicago Record-Herald.

Woman a Riddle.

Silicous—Woman is a riddle. She keeps us guessing.

Cynicus—And yet we would rather be kept guessing than give her up.—Philadelphia Record.

The Innocent Condemned.

Many an innocent man is condemned—to serve on a jury.—Chicago Daily News.

Good and Bad Thunder.

Winter thunder is considered throughout Europe to be of very ill omen. But April thunder is considered to be very beneficial.

PENNSYLVANIA RAILROAD

IN EFFECT MAY 26, 1901

Going East From Florin	
Lancaster Accommodation	7 07 a m
Seashore Express	12 25 p m
Lancaster Accommodation	3 43 p m
Lancaster Accommodation	5 05 p m
Philadelphia Mail	7 44 p m
(Sunday) Philadelphia Mail	7 41 p m
Going West From Florin	
Way Passenger	7 00 a m
Mail	10 17 a m
Lancaster Accommodation	4 10 p m
Lancaster Accommodation	6 10 p m
Harrisburg Express	7 37 p m
(Sunday) Way Passenger	7 09 a m
Going East From Mount Joy	
Lancaster Accommodation	7 12 a m
Seashore Express	12 29 p m
Lancaster Accommodation	3 47 p m
Lancaster Accommodation	5 08 p m
Philadelphia Mail	7 47 p m
(Sunday) Main Line Express	4 03 p m
(Sunday) Philadelphia Mail	7 41 p m
Going West From Mount Joy	
Passenger	6 55 a m
Mail	10 14 a m
Lancaster Accommodation	10 48 a m
Lancaster Accommodation	4 07 p m
Lancaster Accommodation	6 02 p m
Harrisburg Express	7 34 p m
(Sunday) Way Passenger	6 55 a m
(Sunday) Niagara Express	10 48 a m
(Sunday) Fast Line	2 46 p m

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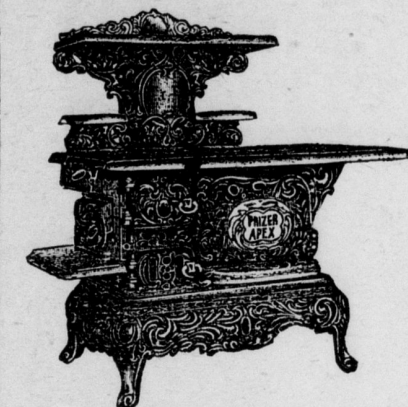
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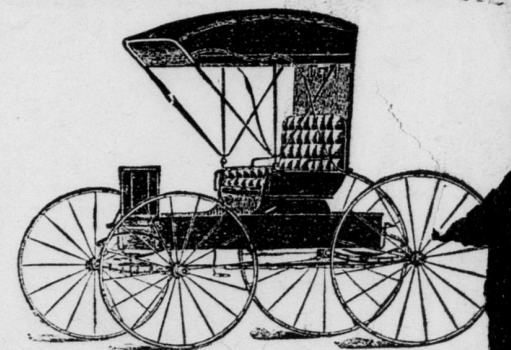
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