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BIRDS MARK MAPLE. WOODPECKERS ARE RESPONSIBLE FOR BIRDSEYE.

In All Spots Where Their Sharp Little Bills Penetrate the Bark There Appear the Red Spots that Beautify the Wood.

After having spent more than sixty years and more than \$10,000 in hunting bears and studying the ways of wild creatures, Greenleaf Davis, of Paten, Me., has begun to raise tame woodpeckers with the purpose of using them to convert ordinary rock maples into the rare and costly wood known as bird's-eye maple. Mr. Davis is more than 80. Sixty years ago he inherited a mill property valued at \$10,000, which he soon sold and then he went to the woods under the side of Mount Katahdin. Here he built a log camp and spent much of his time on the trail of bears and Indian devils, of which he has killed more than any other man in Maine.

It has been Mr. Davis' belief that no creature should be kept in captivity more than a month. If the creature he caught chose to remain with him after that period they were welcome to such fare as he could afford to give. If they wanted to go the doors were open. In this way he has tamed squirrels, muskrats and woodchucks until they and their offspring nearly overrun his camp. With birds he has been less successful, because most of them went away south at the annual migrations, and when they came back, if any did come back, they were ungrateful enough to prefer their liberty to anything that Mr. Davis could offer. He has two crows, one of which is more than 30 years old, which have stayed by him and never sought the society of their kind. Two robins lived with him for three years, but perished one cold night when the camp fire went out. His great success has been with woodpeckers, of which he now has nearly 100. They are of the hairy and the downy species in about equal numbers, but more than both of these in number and esteem are the red-headed sapsuckers, which pick round holes in the bark of trees, making them look like the bottom of an old-styled colander.

As these woodpeckers did not migrate Mr. Davis had company the year round. He put up boxes for them to occupy as homes and in a few years the maple grove back of his camp was filled with birds. The yellow hammer is the only species of the woodpecker family that will live without insect food, and after the sapsuckers grew very numerous Mr. Davis had much trouble to feed them. He dug up the ant hills and sifted the sand out to get the insects for his birds, but in spite of his labors the red-headed woodpeckers made sad havoc in his sap orchard, digging holes in his best maples and impairing the flow of sap, from which much of his living was derived.

It was impossible to kill the birds because of the company they afforded and it was equally impossible to live without the income from the sap orchard. The old man spent weeks in his grove, watching the result of the wounds which the birds inflicted on the bark. As the scars healed he noticed that there was a bright red spot left on the wood directly below the wound. If the tree was badly marked the red spots were more numerous than they were on trees which had suffered less, while on trees which the woodpeckers had not visited there were no traces of red.

About this time it occurred to him that as the beautiful markings of bird's-eye maple were due to the red spots in the wood, and as nobody had ever been able to account for them, it was possible that the variety of maple known as bird's-eye might owe its origin to the work of the woodpeckers. If so he had made a discovery that had baffled botanists for years. He had also learned how to make his colony of tame woodpeckers self-supporting.

By mixing the ants, which he sifts from the sand, with a paste formed from elm bark boiled down to a thick batter, he can smear the trunks of thrifty maples with such food as the woodpeckers require and while they are getting a meal from the bark their bills are boring new holes in the trees that shall transform ordinary maple wood, worth no more than \$12 a thousand feet, into bird's-eye maple that sells anywhere for \$50 and \$60 a thousand, and the dealers cannot get all they want at those prices.

ORDERED A STRIKE FOR FUN. How a Telegrapher's Tie-Up on the Santa Fe Was Brought About.

"The recent strike of the operators on the Santa Fe," said an old telegrapher, "reminds me of the strike which took place in 1891. I had been down in Texas and by easy stages was working back toward this city, and was in St. Louis when I met Ramsey. I forgot Ramsey's first name. He was a good fellow. I knew him when he used to work on the L. & N., and then heard he had quit to study law. At that time he was practicing law in East St. Louis. Ramsey was the head of the O. R. T. "He was a little fellow, full of grit, and a good talker. The boys put him in at the head because he was a lawyer and it was thought best to do things according to Hoyle in the organization. Like everybody else that comes out of Texas, after a siege of it I was anxious to get back to God's country and spend the balance of my ill-gotten gains among the people of my birth. When I met Ramsey he asked me if I was an O. R. T. man, and I told him I was. He told me there was liable to be a strike on the Santa Fe and asked me to stay about for a few days. You can always use a

strange face in a strike, and I was a soda card in a new deck, so far as St. Louis or Chicago was concerned. "We were about St. Louis for a few days shaping things, and Ramsey was having conferences with persons in the offices of the company. A cipher had been arranged so that when the time came and it went out over the line everybody could quit. Every man in the order knew the signal and was waiting for it or some announcement that the matter had been fixed up.

"After a harmony conference one day at noon everything on the Santa Fe quit working. The signal went out and there was not an operator from Chicago to Gainesville, Texas, that cared to work. It was a complete tie-up. The railroad people blamed Ramsey and said he had acted in bad faith. He denied having given any order to quit. He called the men back to the keys, but the damage had been done. The story was a couple of days getting out.

"In Wichita there was a fat operator named Williamson, who refused to consider life anything more than a joke. It made no difference to him whether his name was Williamson, or Jones. He could change name with every job, and jobs after every pay day. He conceived the happy idea that the thing to do was to tie up the Santa Fe. The more he thought of it the funnier he thought it was, and finally he opened up and sent out the cipher order to strike. The result was that, believing the strike was on, many of the boys decided the thing to do was to become a grievance committee of one, and in two hours, there was a string of operators from Illinois to Texas declaring their intention of never sending another word for the Santa Fe till the strike was won.

"Ramsey sent out a circular over the wire, and some of them returned to work. It took a couple of days to get them all to understand that some one had played a joke on the order and the road. The man in Wichita was black-listed by the roads and the order, and from that time on until to-day he has been kept busy changing his name. The last I heard of him he was on a branch of the Santa Fe, satisfied that he would be discharged as soon as the pay car came along and he was recognized as the man who ordered the fake strike." - Chicago Inter Ocean.

RUSSIA'S GREAT FEAT.

Railway Ferry at Lake Baikal a Triumph of Modern Engineering. The most interesting portion of Russia's great 4,000 mile railway is the steam ferry across Lake Baikal, in Central Siberia. The lake has an extent of over 13,000 square miles, and is more than twice as wide as the English channel at Dover. In places it is as deep as 4,500 feet, and parts of it have never been plumbed. It is surrounded by some of the hardest mountains which a railway engineer could encounter. The plan of the Trans-Siberian Railway includes a railway around the southern end of the lake to connect the two lake shore terminals, but the enormous difficulty and the expense, which is an important matter to Russia at the present time, of constructing such a line conspire to indefinitely postpone its completion.

To link the two ends with a steam ferry which would be able to break through the ice which covers the lake from the middle of December to May was doubtless suggested by the excellent work of the Yermak ice-breaker in the Baltic. Sir William Armstrong, Whitworth & Co., of Newcastle, were the constructors of the Yermak, and to the order of the Russian government they constructed a second and larger ice-breaker which was christened the Baikal.

The Baikal has three lines of rail laid upon her main deck to carry one passenger and two goods trains across the lake. The trains enter the ice breaker at the bow, which is run up against a pier. The rails are connected and the trains run into the vessel. With this load she will cut her way through three feet of ice at a speed of 13 knots an hour. A screw at the bow with a separate engine sucks away the water from underneath the ice at the bow which thus splits from its own weight; the two stubby-bladed propellers at the stern at the same time force the vessel through the broken ice sheet. The actual track of the Baikal measures thirty-nine miles.

Renews Its Bark.

The cork tree is an evergreen, an oak, querous suber, about the size of our apple tree and grown largely in Spain for commercial uses. The bark is stripped in order to obtain the cork, which is soaked and then dried. The moment the bark is peeled off the tree begins to grow another cork skin, and each new one is better than the last, so the older the tree the better the cork. The trees are stripped about every eight years, and so strong does it make them that they often live to the age of 200 years. After the bark is stripped off it is trimmed and dried and flattened out. Then it is packed and shipped to all parts of the world.

Moscow's Great Hospital.

The municipal hospital of Moscow, which was founded in 1794, has accommodations for 7,000 persons, and in the course of a year it receives 15,000 patients. The institution has on its staff twenty-six physicians and over 9,000 nurses. In 1812, when Napoleon was retreating from Moscow, he gave orders that this hospital be spared.

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