

RARE COPPER CENTS.

Coin Collectors' Theory to Account For Their Scarcity. That some of the rarest and most valuable of the United States cents, particularly those dated 1799 and 1804, owe their scarcity to the fact that Fulton built the steamboat Clermont in the theory held by some coin collectors. They believe that thousands of the old time large copper cents went toward making the copper boiler for the pioneer steamboat.

This theory would explain the mystery that has long puzzled coin collectors as to the reason for the almost total disappearance of the cents of the dates mentioned.

The first cents struck at the United States mints at Philadelphia were of large size. The copper blanks, or planchets, were imported from England, being sent over in kegs.

Copper at this period was a scarce article in this country. With the exception of the small quantity produced at the only copper mines then known in the United States, those at Granby, Conn., nearly all the metal used here came from England.

Builders of steam engines in those days were of the opinion that boilers constructed of iron were unsafe and impracticable, and as a consequence boilers were made of copper, all the boilers that came from England being, it is said, constructed of that metal. Fulton was likewise of the belief that copper was the only fit metal to be used in boilers.

It is therefore possible that, finding a scarcity of metal with which to construct the boiler of the Clermont, he finally resorted to the most convenient source of supply, which happened to be the large United States copper cents. Of course the cost of such a boiler would represent a large sum, but it is on the records that the steam frigate Fulton, launched in 1815, the year of the inventor's death, had a boiler entirely constructed of copper, which alone cost the large sum of \$23,000.

That the supply of cents of this period was large enough to meet such a demand is also likely enough. From 1793 to and including 1795 1,066,033 cents were coined and in 1796 974,000 were struck.

DINING IN WALL STREET.

What Lunch Hour Means to New York's Financial District.

When one descends upon Wall street, either from the Broadway slope of Trinity church or from the Nassau street hill, at noontime any week day the air is fraught with many conflicting odors of the kitchen. From over the roars of the clamoring curb folk way down in the valley of Broad street there arises from a score of cookeries and "handouts" a decided smell of the stewpot blended with the ever glorious onion. From the eaves of the New York Stock Exchange come the more pretentious fragrance of spiced meats and strong coffee. From the basement and attic alike, from cloud tickler and antiquated frame house as well, come all sorts of fuming evidences that the men of affairs are eating. To realize what this luncheon hour means to the thousands of persons who are in that small district of the city at this particular part of the day. Hundreds of restaurants meet the rush with their doors swung wide, and their keepers have grown rich upon nickels and dimes that fall into their tills like a mighty rattaplan during those brief hours of midday. Men have grown rich and retired to palatial mansions in the suburbs selling cup custards, and "sinkers" to millionaires, stenographers, clerks and bankers alike during the busy hour or two at noon. Thousands of pounds of meat, countless oysters and clams, barrels of gravy, unaccountable gallons of coffee and tea and tons of bread are consumed every day in a very brief period of time, and here, of all other places, the foreigner has found justification for his criticism of Americans for fast eating.

Babies in the East.

In Cypress, at the important date of the first tooth appearing, friends gather, singing songs, while the child is bathed in water and boiled wheat.

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Afterward thirty-two of the boiled grains are strung on a thread and stitched to the baby's cap, which, of course, promptly produces the safe cutting of the other teeth.

A pretty custom prevails on the Isle of Rhodes, for there, on the eighth day from birth, the infant, after a final bath of wine and myrtle, is tenderly laid in a cradle surrounded by lighted tapers while a child approaches, touches its lips with honey and says, "Be thou as sweet as this honey."—Los Angeles Times.

The Brute.

"Such an angel of a hat," chirped the vain woman as she twirled before the mirror "Yellow and white. What does it remind you of, my dear?"

"The big man in the embroidered slippers looked up from his paper. "Yellow and white!" he repeated. "Well, now, on the level, it reminds me of a fried egg."—Chicago News.

Transformation.

She—I hear Jack Gale christened his new boat the Lobster. He—Yes, but it's no longer a Lobster. She—Why? He—Because it turned turtle.—London Scraps.

And the World Isn't Theirs!

There are hundreds of men today who are richer than Monte Cristo ever dreamed of being.—New York Globe.

No man is a hero to his wife's relatives.—Life.

A Libel.

"I see by the county paper," said the visitor, "that Jonas Jones, the prosperous druggist of your town, is sojourning—"

"I saw that, too, and it's a libel," exclaimed the native, with some heat. "Why, isn't he your druggist?"

"Yes, but this town's too healthy for him to be prosperous."—Catholic Standard and Times.

A Sure Way.

Country Doctor—That's the worst case of wryneck I ever see. Peleg, how'd you get it? Peleg—Drivin' that new mare o' mine an' evertastin'ly lookin' behind 'r see if an auto was comin'.—Puck.

No Giving Up.

"I am determined to collect this bill eventually," said the dun. "I assure you I'll never give up."

"Neither will I," replied the man who disputed the debt.—Exchange.

A girl generally plays with a man's heart just about as carefully as a baby toys with a watch.—Dallas News.

Turning the Tables.

"I reckon dat nigger's chances fer life is mighty good," said Brother Dickey.

"How come?" "Well, de news is dat de lawyers what wuz tryin' ter git de jury ter hang him so confused an' mixed up matters dat de jury went in an' took an' hang itse'f."—Atlanta Constitution.

Good Aim.

Hoax—So young Goldrox has taken a wife. What was her maiden name? Joax—Her maiden aim seems to have been to marry Goldrox, and she proved an unusually good shot for a woman.—London Answers.

His Mistake.

"Yes, sir," said the man in cell 711. "Time was when I was admitted to the very best houses."

"And what brought you here?" "They caught me coming out."—Yonkers Statesman.

Medical.

GENERAL DEBILITY

Day in and day out there is that feeling of weakness that makes a burden of itself. Food does not strengthen. Sleep does not refresh. It is hard to do, hard to bear, what should be easy,—vitality is on the ebb, and the whole system suffers. For this condition take

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ON A FAMOUS OLD FRIGATE.

A Bold Boston Sea Captain Mutilated the Constitution's Figurehead and Then Went to Washington and Defied the Authorities.

The figurehead which was placed on the frigate Constitution is now at the Naval academy in Annapolis. It is a figure of Andrew Jackson, and connected with it is a curious incident.

The original figurehead of the Constitution was a figure of Hercules. This was destroyed by a cannon ball at Tripoli, and then a figure of Neptune was erected. This also came to grief, and at the time the vessel was rebuilt there was no figurehead except a billet.

At the time the new ship was finished Captain Jesse Duncan Elliott of Hagerstown, Md., who had distinguished himself in the battle of Lake Erie, was in command at the Boston navy yard. Captain Elliott was an enthusiastic Democrat and an ardent admirer of President Andrew Jackson.

The president had lately been in Boston and had been most hospitably received, and Captain Elliott conceived the idea of placing a figure of the president at the prow of the Constitution, believing that it would give the people of Boston much pleasure. The navy department gave him permission, and so a wooden figure of "Old Hickory" was put in position on the ship.

This act raised a storm of dissent in the Hub, and Captain Elliott was threatened with a coat of tar and feathers. The excitement was intense, and the language was virulent. Handbills denouncing the act, denouncing the president and Elliott were circulated in the streets, and the newspapers took up the cry, and in this day and generation the partisan violence and vituperation which raged in New England are inconceivable.

On a dark night in July the deck of the ship was invaded, and, although a sentry was close at hand, the head of Jackson was sawed off and taken away. New England was delirious, and for a time the perpetrator of the act was unknown to the public.

Six months later one Samuel W. Dewey, a Boston sea captain, took the discovered head in a bag to the secretary of the navy at Washington and avowed himself as the criminal. That official was amazed at the man's audacity and asked him if he did not know that he would be severely punished. Dewey calmly replied that he had considered the matter and had ascertained that the legal penalty was slight and could not be applied until he was convicted by a jury in Essex county, Mass.

"And if you think a jury in that county," he added, "will punish a man for cutting off the head of Andrew Jackson you are welcome to try it."

The secretary went to the White House for instruction, while Dewey was detained. General Jackson laughed heartily at the whole incident and forbade the man's arrest. Before this Captain Elliott had provided a new head for the figure, and the wooden statue of Jackson that is now at Annapolis was at the prow of the vessel for forty years.

Captain Elliott's last voyage on the Constitution was from the Mediterranean to Hampton Roads in 1838. Here he was removed from command because of charges of severity to the men and of having lumbered the berth deck of the ship on the homeward voyage with jackasses for the improvement of the breed in the United States. The Constitution finally went out of commission for active service at Portsmouth, N. H., after a career of nearly fifty-eight years in the service. In 1890 she was transferred to Annapolis for the use of the midshipmen.

When the civil war began her position there was deemed unsafe, and she was sent to the New York navy yard. In 1865 she was returned to Annapolis, where she remained until 1871, when she was taken to Philadelphia, where she was again rebuilt. In 1878 she was used to transport exhibits to France for the Paris exposition of 1878, and her career at sea finally ended in 1881. The centennial of her launching was celebrated at Boston in 1897, where she was built.—Baltimore Sun.

"Man, Know Thyself"

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Hair Dresser.

FOR THE LADIES—Miss Jennie Morgan in her new room on Spring St., lately used as offices by Dr. Locke, is now ready to meet any and all patients wishing treatments by electricity, treatments of the scalp, facial massage or neck and shoulder massage. She has also for sale a large collection of real and imitation shell pins, combs and ornaments and will be able to supply you with all kinds of toilet articles including creams, powders, toilet waters, extracts and all of Hudnut's preparations. 50-16

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Travelers Guide.

CENTRAL RAILROAD OF PENNA.

Condensed Time Table effective June 17, 1908

Table with columns: READ DOWN, Stations, READ UP. Lists routes and times for various stations including Bellefonte, Harrisburg, and York.

Table with columns: (N. Y. Central & Hudson River R. R.), Jersey Shore, Wm's Port, etc. Lists routes and times for various stations.

BELLEFONTE CENTRAL RAILROAD

Schedule to take effect Monday, May 29, 1908.

Table with columns: WESTWARD read down, STATIONS, EASTWARD read up. Lists routes and times for various stations including Harrisburg, York, and Pottsville.

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