

THE EMPRESS'S REVENGE.

AN INCIDENT CONNECTED WITH BISMARCK'S FALL FROM POWER.

Her Defeat Accompanied by a Remarkable Story of Her Own and Her Widow's Treatment of the Noble Members of the Reichstag Upon Her by the Man of Blood and Iron.

The New York Sun publishes the following account of the circumstances which brought about the resignation of Prince Bismarck, first printed in the London Times, and vouched for as accurate:

"France now begins for the first time to understand the cause of Bismarck's fall, and the circumstances, unknown till of late, which accompanied it. All these revelations are such that the ex-chancellor's bitterest enemies hardly venture to discuss what a shadow he cast in his descent from power.

"The iron rule of Bismarck had of late been an obstacle, an embarrassment, and a cause of irritation to everybody and a constant difficulty in the dispatch of public affairs. Lately he had seen none of the ministers of whom he was the chief, had listened to none of their objections, and gave positive and definite orders, as if the opinions of his associates in the government were of no value. He was almost inaccessible, and received those only whom his caprice invited round him. He tolerated no objections, listened with a condescending smile which condemned beforehand the ideas submitted to him by his young master, the emperor.

"He even ceased really to work, while complaining bitterly if the slightest decision was come to without consulting him, and yet professed himself overwhelmed with labor whenever documents were sent to him to sign. He had become a terror to all who were obliged to come near him. Nobody ventured to contradict him; even the Emperor William II saw him only occasionally, either because his majesty was afraid of disturbing or of irritating him.

"At last the moment came when his pupil—now his master—confronted the fact that he was not master, but only chief servant. The long restrained imperial discontent broke into open quarrel on a minor question, and poured forth in such a torrent that the chancellor, taken by surprise and disconcerted, suddenly said:

"Then I can only offer your majesty my resignation."

"The emperor was silent and Bismarck withdrew. Two hours afterward, the resignation not having arrived, the emperor sent an aide de camp. The chancellor greeted him very affably, being convinced that the emperor wished him to return and to reconsider his idea of resignation; but, to Bismarck's horror and surprise, the aide de camp had been sent to demand his written resignation. The prince, very uneasy, made the lame excuse of not having yet drawn it up, and deferred the matter till the morrow. Next morning the aide de camp reappeared. This time Bismarck was calmer, but again made the same excuse, saying that before preparing a written resignation he was bound to pay a visit.

"Accordingly he did pay a visit which, incredible as it may appear, we can vouch for, was to the Empress Frederick. Yes, in a panic at his fall, this man, who but the day before had been the great chancellor, now stooped before her whom he had so long humbled and explained the danger to the empire involved in his fall and the fatal consequences which the young emperor risked in thus overturning the founder of the empire. He begged her majesty to intervene and prevent the disaster to Germany, and the remorse that her sovereign would feel at this unmerited humiliation of his most faithful servant.

"The empress heard him out. She saw humiliating himself before her husband and herself, and who had so long distrust father and son. No doubt she enjoyed the spectacle of seeing at her feet this bitter enemy, now dismissed by the very son whom he had reckoned on making his tool against her, and in a single sentence, becoming an empress, a mother, and a woman, she returned to this cringing diplomatist all the insults he had heaped upon her.

"I much regret being quite powerless. I should have been extremely glad to intervene with my son in your favor, but you so employed all your power in estranging his heart from us, making his mind foreign to mine, that I can only witness your fall without being able to ward it off. When you are no longer there my son will, perhaps, draw nearer to me, but then it will be too late for me to help you."

"The prince withdrew with downcast head, and returning home found the aide de camp, who for the fourth time had come for his resignation, with the fallen statesman handed to him."

"The Phonograph Trade. A field that is now opening is the peddling of phonographic accounts of speeches, sermons, concerts, dramas, and operas. It will be a very simple matter before many years are past for a man to have delivered at his house on Sunday afternoon any sermon that was preached in the city in the morning; a lawyer to hear the testimony given in some case in which he is interested; for an invalid of musical tastes to hear a diva who sang the leading part in an opera the previous evening, or for a jury to listen to the examination of a criminal taken long before by the minor magistrate. In fact there seems to be almost no limit to what can be done in this respect. In regard to those utterances which have a great intrinsic, artistic, or literary value, it is said to be already possible to reproduce them wholesale in metal, and so enjoy any desired work a thousand times over in the masterpieces of such great singer or actor with the same facility as they now do wood cuts or even paper.—[The Phonograph.]

It is said that the tourist season brings 24,000,000 yearly into Switzerland.

Cast Iron Bricks.

Most of the building materials now in use have been employed with greater or less skill for thousands of years. Since primitive man discovered the adaptability of stone, wood, and burned bricks composed of clay and sand for house building, no equally useful building material has been added to the list. According to the American Furniture Gazette, a German mechanic has recently patented an invention which has certain many advantages over the old-fashioned brick of clay, though it may not prove it to be in all respects superior.

Its practical design and ingenuity are characteristic of the modern tendency of inventions. It is in the form of and about the size of an ordinary brick, but is composed of cast iron and is hollow. The shell is so thin that the brick weighs less than one made of clay. A wall is built of such bricks without the use of mortar, and no skilled labor is required in laying them. The upper and lower sides of the bricks are provided with grooves and projecting ribs, which fit into each other easily and perfectly and form a wall of great strength.

There are also two large circular openings in the upper side of each brick, arranged so as to receive projections on the lower side of the brick that is to be placed above it. One of these projections is hook shaped, which insures a solid hold. A wall of the bricks is very quickly put together.

After the wall is built it is covered with paint. This closes all the cracks, renders the wall airtight, and prevents the bricks from rusting. By the use of good paint the wall can be made highly ornamental. The bricks are very durable, and a building made of them is perhaps as nearly fire proof as possible.

A wall thus constructed can be taken down or rebuilt as readily as it can be put up. There is no mortar to be removed, as there is when clay bricks are used. A house with such walls is cool in summer and warm in winter, for the large air spaces prevent the passage of heat.

With a supply of such bricks a man can put up his own house and be entirely independent of bricklayers, mortar mixers, and hod carriers. If he does not like his house he can take it down and build another with the same material, which is always as good as new.

Who Are the Happiest People? The Earl of Derby answered this question recently in an address to the Scientific and Technological School, of Liverpool, an institution of which he was one of the founders. He said:

"Having known men of many professions, I should say that the happiest lives are those which have been devoted to science. Every step is interesting, and the success of those who do succeed is lasting.

"What general, what orator, what statesman, what man of letters can hope to leave a memory like that of Darwin? An invalid in health, a man who seldom stirred from home; a man until his later years was very little known to the outer world, but who from his quiet study revolutionized the thought of Europe, and will be remembered as long as Newton and Bacon.

"If fame be ever worth working for (I do not say it is) that kind of fame is surely the most durable, and the most desirable of all."

These words are true of the disinterested men of science. We have never had in this country men more uniformly cheerful and good tempered than Franklin, Rittenhouse, and Jefferson, who spent most of the leisure of their lives in the pursuit of knowledge; and Professor Agassiz was noted for the buoyancy of his spirits in every company where he felt at home. But we can say something similar of every person who has a pursuit suited to his talents and circumstances.

The happy people are they who have an occupation which they love, apart from any advantage it may bring them, one that pursues with generous ardor. It is the element of disinterestedness that cheers their lives, whether they are engaged in ordinary or extraordinary avocations; and this is the reason why earnest students have such a keen enjoyment of existence.—[Youth's Companion.]

The New Continent. Now if we compare the map of Africa 10 years ago with the present map, we find immense changes. No parallel can be found in the history of the world. At the present time the whole of the vast African continent, except the central portion surrounding Lake Tchad, has been divided up, and six states have allotted themselves immense dependencies. However unprecedented the proceedings attending this partition have been, all friends of humanity can but rejoice at the result. In the first place, the most admirable principles have been admitted to govern all the central zone, including free trade, liberty of worship, equality for all alike, and peace based on neutrality. Even on soil where the states pursue their own interests will arise centers of civilization and progress. One inestimable benefit will result from this remedy, namely, the suppression of the slave trade, which devastates the Dark Continent, and which, it is calculated, condemns yearly about half a million human beings to death from ill treatment or starvation. The slave trade is, therefore, destined to succumb, it will cease to profit those who carry it on. The United States, which abolished slavery at such an immense cost, can not fail to applaud this result. In point of fact an entire continent has just taken its place in the economic and social world precisely as if it had just been discovered. No one as yet can foresee what will be the consequences of these great changes.—[The Forum.]

During all ages the strange fashion of mutilating and adorning the human ear has been practiced, and has been in vogue all over the world. It has especially enjoyed great favor among the Orientals, and by Persians, Babylonians, Lydians, Egyptians, and Carthaginians. The earring was worn as commonly by men as by women.

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Try a Bottle To-day! Are you low-spirited and weak, or suffering from the excesses of youth? If so, SULPHUR BITTERS will cure you.

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No matter how many cures nostrums you have taken, how much discouraged or, what anybody says, rely upon the Cactus Cure. It will remove all diseases from impure blood, whether scrofulous or specific. No natural, no failures, no relapses. Sold by G. A. McKelvey, Druggist, Main St., Bloomsburg, Pa.

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Camp life has a peculiar charm; but, to truly enjoy it, you must be prepared for all kinds of weather. Did you ever catch your rubber coat on a sharp twig or rough rock, and spoil it the first day? Ask any hunter or sportsman who uses a Fish Brand Slicker, or how he likes them. He will tell you it is tent, blanket, and coat, all in one. Light, dry, and warm, and will stand any amount of hard usage. No need of being concerned about the weather. Why do you wait till it rains, when you can be provided for all weather if you buy a Fish Brand Slicker? Don't wait. A day's delay may be the cause of a month's sickness. Can you afford to take the risk? Beware of worthless imitations, every garment stamped with the Fish Brand Trade Mark. Don't accept any inferior coat when you can have the Fish Brand Slicker delivered without extra cost. Particulars and illustrated catalogue free.

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DR. J. J. KENDALL, Bloomsburg, Pa., Nov. 2, 1892. Gent:—In praise of Kendall's Spavin Cure I will say that a year ago I had a valuable young horse become very lame, hock enlarged and swollen. The horse owned here (two have no Veterinary Surgeon here) pronounced his lameness Blood Spavin or Thoroughpin, they all told me there was no cure for it. He became almost useless, and I considered him almost worthless. A friend told me of the merits of your Kendall's Spavin Cure, so I bought a bottle, and I could not say very much about it until I had used it. I was satisfied that it was doing him a great deal of good. I bought a second bottle, and before it was used up my horse was cured and has been in the stable ever since. I have all the season since last April, showing no more signs of it. Consider your Kendall's Spavin Cure a valuable medicine, and it should be in every stable in the land. Respectfully, J. J. DEWITT.

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Leave Philadelphia 10.00 a. m., 6.00 p. m. Leave Reading 11.50 a. m., 7.57 p. m. Leave Pottsville 12.30 p. m. Leave Tamaqua 1.31 a. m., 8.55 p. m. Leave Williamsport 9.30 a. m., 4.15 p. m. Leave Catawissa 7.00, 8.40 a. m., 1.30, 3.30, 6.10, 11.02 p. m. Leave Rupert 6.21, 7.08, 8.47, 11.36 a. m., 1.38, 3.31, 6.18, 11.30 p. m. For Baltimore, Washington and the West via B. & O. R. R. through trains leave Girard Avenue Station Phila. (P. & R. R.) 4.16, 8.01, 11.37 a. m., 1.34, 4.24, 8.35, 12.23 p. m., Sundays 8.16, 8.02, 11.37 a. m., 4.35, 8.55, 12.23 p. m.

ATLANTIC CITY DIVISION. Leave Philadelphia, Pier 7, Chestnut street Wharf, and South 11th Street, W. H. T. Trains for Atlantic City. Week days—Express, 9 a. m., 1.00, 4.00 p. m. Accommodation, 9.00 a. m., 5.00 p. m. Sundays—Express, 9.00 a. m., Accommodation 8.00 a. m. and 4.30 p. m. Returning, Leave Atlantic City. Depot corner Atlantic and Arkansas Avenues. Week days—Express, 1.30, 8.00 a. m. and 4.00 p. m. Accommodation, 8.00 a. m., 4.30 p. m. Sunday—Express, 4.00 p. m. Accommodation 7.30 a. m. and 4.30 p. m. A. A. McLEOD, C. C. HANCOCK.

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BLOOMSBURG DIVISION. STATIONS. NORTH.

Table with columns for station names and times. Stations include Northumberland, Chambersburg, Union Deposit, etc.

STATIONS. SOUTH. SCRANTON, BELLEVILLE, TAYLORVILLE, etc.

Table with columns for station names and times. Stations include Scranton, Belleville, Taylorville, etc.

Connections at Rupert with Philadelphia Reading Railroad for Tamaqua, Tamaqua, Williamsport, Sunbury, Pottsville, etc.

Pennsylvania Railroad.

P. & E. R. R. AND N. C. R. Y. DIVISIONS. In effect Dec. 14, 1890. Trains leave Sunbury EASTWARD.

9:25 a. m. Train 14 (Daily except Sunday) to Harrisburg and intermediate stations arriving at Philadelphia 8:10 p. m.; New York 5:50 p. m.; Baltimore 5:10 p. m.; Washington 5:55 p. m. Connecting at Philadelphia for all New York points. Passenger coaches to Philadelphia Baltimore.

1:20 p. m. Train 8 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 6:00 p. m.; New York, 9:35 p. m.; Baltimore 6:55 p. m.; Washington 5:15 p. m. Parlor cars to Philadelphia and Baltimore. Passenger coaches to Philadelphia and Baltimore.

8:20 p. m. Train 11 (Daily) for Harrisburg and all intermediate stations, arriving at Philadelphia 4:35 a. m.; New York 7:10 a. m. Pullman sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passenger coaches remain in a seep undisturbed until 7 a. m. 1:50 a. m. (Daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:00 a. m.; New York 9:30 a. m.; Baltimore 7:30 a. m.; Washington 7:30 a. m. Pullman sleeping car to Philadelphia and passenger coaches to Philadelphia and Baltimore.

3:25 a. m. Train 16 (Daily) for Leck Haven and intermediate stations arriving at Baltimore 5:10 a. m. and Washington 6:55 a. m. Pullman sleeping cars to Baltimore, Washington, and passenger coaches to Baltimore. WESTWARD. 3:04 a. m. Train 9 (Daily except Sunday) for Canandaigua, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars and passenger coaches to Rochester. 5:10 a. m. Train 3 (Daily) for Erie, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars and passenger coaches to Erie and Rochester. 8:56 a. m. Train 15 (Daily) for Leck Haven and intermediate stations. 1:42 p. m. Train 11 (Daily except Sunday) for Kane, Canandaigua and intermediate stations, Rochester, Buffalo, and Niagara Falls, with through passenger coaches to Kane and Rochester and Parlor car to Rochester. 5:20 p. m. Train 1 (Daily except Sunday) for Revere, Elmira and intermediate stations. 8:54 p. m. Train 21 (Daily) for Williamsport and intermediate stations.

THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Train 15—Leaves New York, 11:15 night, Philadelphia 4:30 a. m., Baltimore 6:45 a. m., Harrisburg, 8:10 a. m., daily arriving at Sunbury 6:35 a. m. Train 11—Leaves Philadelphia 9:30 a. m., Washington 8:10 a. m., Baltimore 6:55 a. m., (daily except Sunday) arriving at Sunbury 6:30 p. m. with passenger coaches from Philadelphia and Baltimore. Train 91 leaves New York 2:00 p. m., Philadelphia 4:20 p. m., Washington 3:30 p. m., Baltimore 4:35 p. m. (Daily) arriving at Sunbury 8:54 p. m. Train 9 leaves New York 2:30 p. m., Philadelphia 9:30 p. m., Washington 7:40 p. m., Baltimore 8:45 p. m. (Daily except Saturday) arriving at Sunbury 2:54 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore. Train 3 leaves New York 8:00 p. m., Philadelphia 11:20 p. m., Washington 10:50 p. m., Baltimore 11:40 p. m. (Daily except Sunday) arriving at Sunbury 6:30 p. m. with passenger coaches from Philadelphia and Baltimore. Train 21 leaves New York 9:00 a. m., Philadelphia 11:40 a. m., Washington 10:50 a. m., Baltimore 11:40 a. m. (Daily except Sunday) arriving at Sunbury 6:30 p. m. with passenger coaches from Philadelphia and Baltimore. SUNBURY HAZLETON & WILKESBARRE RAILROAD AND NORTH AND WEST BRANCH RAILWAYS. (Daily except Sunday) Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m. Train 11 leaves Sunbury 5:35 p. m. arriving at Bloom Ferry 6:20 p. m., Wilkes-Barre 7:50 p. m. Train 8 leaves Wilkes-Barre 11:17 a. m. arriving at Bloom Ferry 12:55 p. m., Sunbury 1:55 p. m. Train 10 leaves Wilkes-Barre 8:12 p. m. arriving at Bloom Ferry 4:34 p. m., Sunbury 5:22 p. m. SUNDAY TRAINS. Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m. Train 8 leaves Wilkes-Barre 11:17 a. m. arriving at Bloom Ferry 6:39 p. m., Sunbury 7:30 p. m. CHAS. S. PUGH, Gen. Manager. J. R. WOOD, Gen. Pass. Agt.