

## WAR GAVE WORLD PEACE HANDSHAKE

Hat Raising and Other Conventional Customs Also Date Back to Fighting Days

### WHY HOST'S GLASS IS FIRST

Frock Coats Bear Stamp of Warriors' Sword Belts—Practice of Mounting a Horse from Left Side Traced to Same Source—The Glove Courtesy.

Few persons realize, when shaking hands with friends or performing any of the ordinary courtesies of the day, that they are assisting in the perpetuation of customs established centuries ago. Handshaking, for instance, dates back to the old fighting days, when every man of any consequence whatever wore a sword.

When warriors met in those days and wished to be friendly they extended the right hand, or sword hand, to show that they didn't have a knife concealed up their sleeves. That explains why we shake hands with the right hand to-day.

The custom of taking one's glove off, preliminary to shaking hands, also originated in that period. Gauntlets were worn by all fighters then, and were made of such stiff material that they had to be removed before the handshaking courtesy could be gone through.

When persons do not take their right hand glove off to shake hands, but apologize for not doing so, they are apologizing, in reality, in deference to an old custom.

But handshaking is not the only custom that dates back to the old fighting days. Our army officers to-day wear their swords attached to the left side of their belts just as the warriors did centuries ago. Curiously enough, this habit of wearing the sword in a belt and at the left side, is responsible for two other customs besides that of shaking with the right hand.

Perrons who ride horseback to-day mount from the left side as that practice has been carried on from the day that the old time warriors were compelled to mount from that side because their long swords interfered with their mounting from the right. When it is remembered that they wore their swords on the left side the logic of their mounting from that side will be understood for had they attempted to mount from the right, the sword would have interfered with their throwing the left leg over the saddle.

The buttons which adorn the back of men's frock coats and dress coats constitute another survival of the sword days. The buttons were necessary then, as they supported the sword belts.

Still another relic of the days "when knights were bold" is the custom of tipping or raising the hat. When a knight or warrior wished to greet another and show that he was not afraid of having his head crushed in with a battleaxe, he took off his helmet. When helmets were abandoned the custom transferred itself to "hat raising."

The practice of a host pouring the first few drops from a newly opened bottle of wine into his own glass, although it has a practical as well as a polite use to-day, has also been handed down to us from our ancestors.

The custom was established in Italy several centuries ago before air tight corks were invented. In those days the cork of a wine bottle was immersed in olive oil before it was placed in the neck of the bottle. This was done to render the bottle as air tight as possible, the oil being used the same as paraffine is to-day.

Naturally a drop or two of the oil would settle on the top of the wine and as olive oil is not especially palatable in wine, the host would always pour the top of the bottle into his own glass before serving his guests.

As has been mentioned this custom has a practical value to-day, for it is not an unusual thing for fragments of cork to drop into a bottle of wine when it is opened. These float on the top, just as the oil did in olden times, and are poured by the host into his own glass.

### Church Too Poor for Offertories.

The Bishop of Bath and Wells, who is making a tour of his diocese, visited one of its smallest parishes this week. This is the parish of Langridge, which consists of four farms and six or seven cottages. The income of the living is £23, and the rector, the Rev. W. Burland, pays for everything himself.

When he entered upon the living Mr. Burland found that the offertories on a Sunday amounted to ninepence or a shilling, and so, as he explained to the Bishop, he declined to hurt the poor people's feelings by collecting from them.—London Daily Mail.

Robin Hood.

There is no evidence to show that Robin Hood was ever anything more than a mere creation of the popular imagination of the time. Robin Hood was the creation of the nascent democracy of the age, which took that way of voicing its indignation at the high-handed way in which the privileged classes were oppressing the masses of the people. Robin Hood was the personification of the wild justice which waylaid and robbed the rich, and of his spoils gave unto the poor, who had been robbed by the blood and conscienceless aristocracy.

## PLUTOCRATIC PIONEERS.

Men Who Go West Now to Make Money Must Take Some Along.

Of the 924,695 aliens admitted to the United States in 1903, 71 per cent. went to New York, Pennsylvania, Illinois, Massachusetts and New Jersey, and more than 95 per cent. of these sought the larger cities of the States named. Fifteen per cent. of the remainder went to other suburban centers as laborers and the bare 14 per cent. were distributed in the West and South.

The West to-day and the South want specialists, says the Van Norden Magazine. With opportunities as boundless almost as they were when the first schooners crossed the prairies or the first pioneer went south along the Atlantic coast, still there is no room for the class described as "ignorant of a trade, lacking in resources, of criminal tendencies and with an aversion to country life."

The modern pioneer goes west with money and he makes money. There is to-day county after county in the middle West in which there is not a single mortgage on farm property recorded. In these districts the average bank deposit is greater than that in rural France held up for long as the model of the world. It is not the country to which an immigrant bringing an average of eighteen dollars could go and succeed. The competition is a little too strong and he knows it.

Nansen's Carrier-pigeon. One day a carrier-pigeon tapped at the window of Mrs. Nansen's home in Christiania. Instantly the window was opened, and the wife of the famous Arctic explorer and another messenger covered a little messenger with kisses and caresses.

The carrier-pigeon had been away from the cottage thirty long months, but had not forgotten the way home. It brought a note from Nansen, stating that all was going well with his expedition in the polar regions.

Nansen had fastened a message to the bird, and turned it loose.

The frail carrier darted out into the blizzards air, flew like an arrow over perhaps a thousand miles of frozen waste, and then over another thousand miles of ocean and plains and forests to enter the window of its waiting mistress and deliver the message which she had been awaiting so anxiously.

We boast of human pluck, sagacity, and endurance; but this loving carrier-pigeon after an absence of thirty months, accomplished a feat so wonderful that we can only give ourselves up to amazement and admiration.—Nansen's Arctic Explorations.

### Undeveloped Brazil.

It is very sad to note that at the time when Spruce visited the Amazon—with the exception of a very few spots at long distances apart—the mighty river, with its vast network of tributaries, was practically deserted. The traveler speaks of the Rio Negro as "the dead river." The immense area contained only scattered groups of Indians, with here and there a few half-breeds. Some progress, with the introduction of steam navigation, has been made since the period with which these volumes deal, but still the far larger part of the Amazonian regions is, to all intents and purposes, uninhabited. To any one who has studied the history of exploration and settlement in the basin of the Amazon from the days of Orellana, Teixeira and Samuel Fritz to those of La Condamine, Humboldt and Schomburgk, the salient fact that stands out is the failure alike of Portuguese and Spaniard to utilize the splendid waterways and rich territory which they had had the good fortune to acquire. All the earliest records show the banks thickly populated by native tribes.

### About Heat Lightning.

All sorts of popular fallacies spring up, and grow, and spread until they become matters of common belief. Here is that one so-called "heat lightning," for example, the broad gleams that often appear just above the western horizon on a warm evening. We see flash after flash, but there is no accompanying thunder, and the absence of the latter has given rise to the notion that it is "heat lightning," for if it were ordinary lightning there would be thunder, of course!

As a matter of fact, there is no heat lightning as that term is generally used. The display referred to always takes place where the weather is warm, but that is only because warm weather produces thunder storms. The so-called heat lightning is merely the lightning of a distant storm. We do not hear the thunder because the storm is too far away for the sound to reach us. This term of heat lightning is merely a corruption of the legitimate term sheet lightning.

Keeping Ahead of Nipper. "Yes, Nipper's a good one," said Mason, trying to speak coolly of the bull-terrier at his heel. "My wife and I are awfully fond of him, but we don't make fools of ourselves over him as some folks do over dogs that are not a patch on Nipper."

"He looks all right," said Rand, with as much warmth as could be expected from a man whose interest is in tumblers and pointers. "He is all right," corrected Mason, with dignity. "Why, that fellow knows everything you say to him. In German and French as well as English. We've proved it again and again, and only last night my wife said that if we wanted to keep anything from him we'd have to learn a new language. 'I think,' concluded Mason, gravely, 'that we shall take up Esperanto when the evening gets longer.'"

## ZEPPELIN'S VIEWS ON AERIAL FLIGHT

Says That Airships Are Practicable for Commercial Purposes and Exploring

### HE PRAISES THE RIGID BALLOON

Count Claims It is the Only Kind of Craft Which is Suitable for Long Distance Flights—Traffic Regulations Needed on Air Paths.

Count Zeppelin, the inventor of the great Zeppelin dirigible war balloons, has written an article on "The Conquest of the Air," which is printed in Putnam's Magazine. The Count, for the most part, confines himself to facts and figures tending to prove that his rigid balloons are the only kind of airships that are thoroughly practicable for long distance flights, but occasionally he gives a glimpse of what the future has in store for the coming race of aerial navigators. The Count does not entirely disregard the field of usefulness of the small airship, which he says may be of great use within narrow limits, but he takes up the questions of long cross-continental flights, and reaches some astonishing conclusions.

After giving some preliminary figures which the Count considers necessary for the proper presentation of his subject, leading to the conclusions, he says that in his newest type of airship he has a vessel which can rise from Lake Constance with twelve persons on board and remain four days in the air, covering in this period some 2,500 miles. If necessary, the Count says, the ship could carry twenty men, providing it did not have to travel very high in the air. The airship will carry a completely closed-in room for sleep and work. The radius of movement of his airship, which carries an engine in reserve, is only limited by the supply of benzine, which could easily be replenished at towns along the route.

Traffic regulations concerning the height of paths through the air will have to be made as soon as airships become common, says the Count. During the worst time of the year for high and contrary winds, the Count says that he could travel from Berlin to St. Petersburg, to Moscow, to Constantinople, in approximately four days. With average conditions the journey could be made in forty hours and under favorable conditions in from twenty-two to thirty hours, much less than the best railroad time.

Unknown countries may be explored in safety and with dispatch by companies of men making long journeys, or comparatively short flights of 200 miles at a time. "By such means," says the Count, calmly, "the airship will enable men to open up and annex remote portions of the globe, and to consolidate colonies where there are no railroads."

The Count says that airships will prove perfectly practical as commercial propositions. "I assume, for instance," says he, "the foundation of airship communication between Berlin and Copenhagen. The capital needed for one airship, a main station at Berlin and a landing station at Copenhagen, would be about \$250,000. The revenue, allowing for one hundred flights to Copenhagen and back to Berlin each year (the time of that trip one-half the present system), with an average of twenty-five travelers each paying \$12.50, would amount to \$62,500 a year. The expenses, according to Count Zeppelin, would be \$37,500, leaving a profit of 25,000, or ten per cent. on the capital.

The Zeppelin airships are, then, not too expensive for frequent use. The Count says that only a few very rich men could use them for pleasure, but the number of these men will be greater than those who can purchase ocean-going steam yachts. In war time no expense would be thought too great for the information which the flying scouts could obtain. And nothing will be thought of the outlay on an airship when by its means a colony can be acquired, and unexplored territory opened up for civilization.

The effect of airships will be to create a bond of union between nations, and aerial travel will be regulated by international treaties. Air navigators before starting will obtain from consuls regular ship's papers, giving the number of passengers carried, and the amount of mail matter and merchandise. International communication on these lines will be easily regulated, concludes the Count.

### Far From It.

Reflections on race suicide caused Zell Hopkins of Junction City, to recall the remark made by a woman at whose home a number of people took supper one night, in the political campaign last fall, down in Sumner County. This particular woman, though young in years, is the mother of seven children. Naturally, the children are reasonably close to one size. When the "campaigners" went into the woman's house one of them noticed the bunch of children and said to the woman in a friendly way: "These all yours, or is this a picnic?" "They are all mine," she replied wearily, "and it's no picnic."—Kansas City Journal.

### Its Little Chortle.

"This one," said the pelican, depositing in its pouch the big fish it had caught, "will just about fill the bill."

## Women's Secrets

There is one man in the United States who has perhaps heard more women's secrets than any other man or woman in the country. These secrets are not secrets of guilt or shame, but the secrets of suffering, and they have been confided to Dr. R. V. Pierce in the hope and expectation of advice and help. That few of these women have been disappointed in their expectations is proved by the fact that ninety-eight per cent. of all women treated by Dr. Pierce have been absolutely and altogether cured. Such a record would be remarkable if the cases treated were numbered by hundreds only. But when that record applies to the treatment of more than half-a-million women, in a practice of over 40 years, it is phenomenal, and entitles Dr. Pierce to the gratitude accorded him by women, as the first of specialists in the treatment of women's diseases.

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### DR. PIERCE'S FAVORITE PRESCRIPTION

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### The Birth of the Ohio.

It is a lively picture that the recent studies of geologists afford us of our country in the glacial ages. We see the land tipping this way and that; great lakes formed and afterward drained away; ice-sheets advancing, now from one direction and now from another; valleys plowed out; barriers of debris erected and removed; and rivers springing into existence, and flowing at one time north, at another time south, and at other times in various directions. Recently Mr. Richard R. Hice gave a summary of the geological history of a part of Pennsylvania. Once a river system drained into the Erie basin, but the advance of the "Kansan ice," dammed it, and formed "Lake Monongahela." The water rose, spilled over the divide, and thus the present Ohio River began.

### Origin of the Potato.

In consequence of the outbreak of the potato-disease in the 19th century, botanists have for years been seeking the original wild species of this most useful plant, in order that, by crossing it with the cultivated forms, fresh vigor might be infused into the latter. The search has extended over Chile, Peru, and other parts of America, but until recently, no success has been promised. Mr. Sutton of Reading, England, the well-known seedsman, in whose experimental gardens a great variety of these plants has been tried, has now fixed upon a wild species, the Solanum tuberosum, which has been growing in his gardens for 20 years, as being the original wild species, from which much may be hoped. The Solanum tuberosum for 20 years has entirely defied the potato-disease, and its offspring is identical with the commercial potato.

### Americans in Venice.

Two American men in Venice spent their first evening loafing round the lagoons in a gondola—it being moonlight, of course, and all the rest of the sentimental, charming things it is always in Venice.

"Here comes a gondola," stage-whispered one American to the other, "that probably contains a pair of lovers. See how absorbed those two dim figures evidently are in each other; the gondolier, other gondoliers, the witchery of the moonlight, and the place—to all of it they are oblivious. Oh, what a spot for sentiment; the air is full of it!"

And as the two gondolas glided past each other the Americans heard the unmistakable accents of a fellow countryman.—

"I'll see your three and raise you five."

### Pigeons in Surgery.

In the early Italian surgery Benute Cellini tells of a workman who had been chiseling a bar of steel had gotten a chip in his eye, and it was seemingly impossible to get it out. The surgeon came to the rescue with pigeons. The patient was made to lie flat upon his back and the surgeon with a little knife opened a vein in each of the pigeon's wings in order that the blood should run down into the eye. In a few days the bit of steel issued from the eye, and the patient was not only considerably eased, but in a measure recovered his sight.

### The World's Telephones.

The number of telephones in the whole world is estimated at 9,500,000, of which 7,000,000 are said to be in use in America and 2,500,000 in Europe. The industry of statisticians is so great that possibly some one will turn his attention to the number of despairing entreaties made to the young women at the exchange in a year in London alone.

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NORTHWARD.			
	A. M.	P. M.	P. M.
Bloomsburg D. L. & W.	9:00	1:37	6:15
Bloomsburg P. & R.	9:02	1:39	6:17
Paper Mill.	9:14	1:51	6:29
Light Street.	9:18	1:55	6:33
Orangeville.	9:26	2:03	6:41
Forks.	9:36	2:13	6:51
Zaners.	9:40	2:17	6:55
Stillwater.	9:48	2:25	7:03
Benton.	9:56	2:33	7:11
Edsons.	10:00	2:37	7:15
Colos Creek.	10:03	2:40	7:18
Laubachs.	10:08	2:45	7:23
Grass More Park.	10:10	2:47	7:25
Central.	10:15	2:52	7:30
Jamison City.	10:18	2:55	7:33

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Cars leave Market Square, Bloomsburg for Berwick:

A. M.	P. M.	P. M.
5:00	12:50	7:50
5:40	1:50	8:50
6:20	2:50	9:50
6:50	3:50	10:50
7:50	4:50	11:50
8:50	5:50	
9:50	6:50	
10:50		
11:50		

First car leaves Market Square for Berwick on Sunday at 6:50 a.m.

† From Power House.

\* Saturday Night Only.

Cars leave Berwick for Danville:

A. M.	P. M.	P. M.
6:00	12:00	6:00
7:00	1:00	7:00
8:00	2:00	8:00
9:00	3:00	9:00
10:00	4:00	10:00
11:00	5:00	11:00

First car leaves Berwick for Danville on Sunday at 8:00 a.m.

\* Bloomsburg Only.

† Saturday Night to Bloomsburg Only.

Cars leave Market Square, Bloomsburg for Danville:

A. M.	P. M.	P. M.
5:10	12:10	6:10
6:00	1:10	7:10
7:10	2:10	8:10
8:10	3:10	9:10
9:10	4:10	10:10
10:10	5:10	11:10
11:10		

First car leaves Market Square for Danville on Sunday at 7:10 a.m.

\* Saturday Night Only.

† Saturday Night to Bloomsburg Only.

Cars leave Market Square, Bloomsburg for Catawissa:

A. M.	P. M.	P. M.
5:30	12:30	6:30
6:15	1:15	7:15
7:00	2:00	8:00
7:45	2:45	8:45
8:30	3:30	9:30
9:15	4:15	10:15
10:00	5:00	11:00

First car leaves Market Square for Catawissa on Sunday at 7:00 a.m.

\* Saturday Night Only.

† P. R. R. Connections.

Cars leave Catawissa for Bloomsburg:

A. M.	P. M.	P. M.
5:50	12:50	6:50
6:35	1:35	7:35
7:20	2:20	8:20
8:05	3:05	9:05
8:50	3:50	10:50
9:35	4:35	11:35

First car leaves Catawissa for Bloomsburg on Sunday at 7:30 a.m.

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