aranteed Circulation, - 1200.

SUBSCRIPTION RATES. TE To persons residing outside of the county ents additional per year will be charged to

no event will the above terms be deed from, and those who den a consult their interests by paying in advance must not exto be placed on the same footing as those who Let this fact be distinctly understood from

Pay for your paper before you stop it. if stop ou must. None but scalawage do otherwise.— ; it be a scalawag—life is too short.

cents in stamps to the Mack Publishin and 530 Washington Street, New York

oks." It is a novel, unique, and in work to every person of refinement.

QUINEPTUS

ner biller drugs, either solid or finid. Price, of its per Pint Battle. Prescribed by the mends of ystemas in Europe and America. Formula re impanies every bottle. For Sale by Dangerts.

The Academic Pharmaceutic Co.,

LONDON AND NEW YORK.

-536 WASHINGTON ST., NEW YORK CITY.

f over twenty-five years of most entinent

in the hospitals in every part of Europe, ally helpful to ladies, children and peo-

of sedentary habits attrety vegetable; free from harmful drugs,

In Handsome Packages, Price 50 Cts.

Prepared solely by

LONDON AND NEW YORK,

Queen and to the Royal Family.

NEW YORK BRANCH:

DOLLAR DILLO

RUYAL PILLS.

boxes, 30 pills to box, for 25 cents.

OR SALE BY ALL DRUGGISTS.

EMEMBER THE BIG FOUR!

megar Bitters CORD.AL, delicious toste,

legar Bitters POWDERS, 50 doses, 50c.

negar Bitters, new style. | plantant | \$1.00

Inegar Bitters, old style, bitter taste. \$1.00

e World's Great Blood Purifler

aly Temperance Bitters Known.

e past afth of a Century the Lending Family Medicine of the World.

VINECAR BITTERS

SAN FRANCISCO AND NEW YORK.

H. McDonald Drug Co., Proprietors,

NO MORE OF THIS!

and Life Giving Principle.

30, 132, 134 Charlton St.

he Royal Pharmacentic Co.

nists by appointment to Her Majesty the

JAS. C. HASSON, Editor and Proprietor.

Cambria Arreman.

\$1.50 and postage per year in advance.

EBENSBURG, PA., FRIDAY, JANUARY 30, 1891.

NUMBER 4.

VOLUME XXV.

ADIES! KENDALL'S their beautiful illustrated "Lacies" SPAVIN CURE On receipt of ten cents in stamps they will ad postpaid a full set of their famous housecents they will also send a book containing words of "The Mikado," and most of common songs, together with ten exquisite

The Most Successful Remedy ever discovered, as it is certain in its effects and does not blister. Read proof below:

BROGELYS, Conn., May 5, 30.

Dn. B. J. KENDALL Co.:
Sira:-Last Summer I cured a Curb upon my horse with your celebrated Kendall's Spavin Cure and it was the best job I ever saw done. I have a dozen empty bottles, having used it with perfect success, curing every thing I tried it on. My neighbor had a horse with a very bad Spavin that made him lame. He asked me how to cure it. I recommended Kendall's Spavin Cure. He cured the Spavin in just three weeks.

Yours respectfully.

Wolcorr Witter.

COLUMNUS, Ohio, April 4, "20.

Dear Sirs:—I have been selling more of Kendall's Spavin Cure and Flint's Condition Powders than ever before. One man said to me, R was the best Powder I ever kept and the best he ever used.

Respectfully, OTTO L. HOFFMAN.

DR. B. J. KENDALL Co.,
Dear Sirs:—I have used several bottles of your Rendall's Spavin Cure with perfect success, on a valuable and blooded mare that was quite lame with a Bone Spavin. The mare is now entirely free from lameness and shows no bunch on the foint.

Respectfully, F. H. HUTCHINA.

KENDALL'S SPAVIN CURE.

MONROS, La., May S, '90. Monrox, La., May 8, '90.

Gents:—I think it my duty to render you my thanks for your far famed Kendall's Spavin Cure. I had a four year old filly which I prized very highly. She had a very severe swollen leg. I tried mout eight different kinds of medicines which did no good. I purchased a hottle of your Kendall's Spavin Cure which cured her in four days.

I remain yours.

Manion Downes.

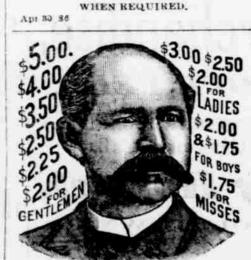
Price &i per bottle, or six bottles for \$5. All drugit or can get it for you, or it will be sen DR. B. J. KENDALL CO., Enosburgh Falls, Vermont. oct10.90.ly.



UNDERTAKER,

AND MANUFACTURER OF and dealer in all kinds of FURNITURE, Ebensburg, Pa.

GA tull line of Caskets always on hand."60 **Bodies Embalmed**



W. L. DOUGLAS \$3 SHOE and other special-ties for Gentlemen. Ladies, etc., are war-

C. T. ROBERTS.



FOR RESIDENCES, CHURCHES, CEMETERIES, FARMS GARDENS, Gates, Arbors, Wildow Guards, I MATS, Fire-proof PLASTERING LATH, DOOR MATS, Ac, Write for Illustrated Catalogue: mailed free CENTRAL EXPANDED METAL CO Hardware Men keep it. Give name of this paper

-ELY'S - CATARRH Cleanses the Nasal Passages. Allays Pain ad HAMFEVER Inflammat.on, Heals Sore Eyes Restores the senses of Taste and Smell.

Try the Cure. HAY A particle is applied into each nostrils and is agreeable. Price 50 cents at Druggists; by mail registered, 60 cts. ELY BROS.. 56 Warren St., New York.

Saddle and . and keep stables one hundred head of a size, from four foot to the large mule hing table by a re D. Arnheim & Co., 52 and Avenue, Pittsburgh, Pa. Mules ship o all parts of the State on order. Nothing by highest stock to be found in their stables.

picked stock to be found in their stables, DRAG SAWS For 1, 2, 4 and 10 H. P.

PICKET MILLS

dur flome and Factory use. MARSHSTEAM PUMP for Stationers and

B. C. MACHINERY CO. 301 Levi Street, Battle Creek, Mich. ONANZA TO ASELITS SAMPLES FREE TENDERNESS.

Not unto every heart is God's good gift Of simple tenderness allowed, we meet With love in many fashions when we lift First to our lips life's waters, bitter sweet: Love comes upon us with resistless power Of curbless passion and with headstrong will; It plays around like April's breeze and shower, Or calmly flows, a rapid stream, and still It comes with blessedness anto the heart That welcomes it aright, or bitter fate-It wrings the bosom with so fleroe a smart That love, we cry, is crueler than hate. And then, ah! me! When love has ceased to

Our broken hearts cry out for tenderness. We long for tenderness like that which hung About us, lying on our mother's breast; A selfish feeling, that no pen or tongue Can pruise aright, since silence sings it best; A love as far removed from passion's heat As from the chiliness of its dying fire; A love to lean on when the failing feet Begin to totter and the eyes to tire. n youth's brief heyday hottest love we seek, The reddest rose we grasp-but when it dies, od grant that later blossoms, wolets meek,

May spring for us beneath life's autumn

God grant some loving one be near to bless Our weary way with simple tenderness,

—All the Year Round.

A Glimpse at One of Uncle Sam's

AMONG STRAY LETTERS.

Little Cometeries. There are some queer things in Uncle Sam's household, and none more eurious than the Dead-Letter Office. People in general have a vague idea of its importance, and of the amount of work done in that apparently insignificant branch of the Post-Office Department. But they have no conception of the wit and wisdom interred in that little cemetery of Uncle Sam's in a twelvemonth.

More than six million letters drifted into that office of buried hopes in a single year, and something over a hundred thousand magazines, papers and packages. The daily supply of "dead letters" is about eighteen thousand. "Not so very many," some one remarked, "when you remember that there are more than sixty thousand post-offices to be heard from." But enough, surely, to prevent there being many idle hands in the Dead-Letter Office, as most of the letters have to be opened. All those containing money are sent to the clerk, who keeps a record of the amount received each day. By the end of the year it sometimes reaches the snug little sum of thirty five or forty thousand dollars, which shows that there are people who have faith in the postal arrangements of our country. And their confidence is not usually misplaced, as most of the money is restored to the owners; however, when there is no clew and it can not be returned, the United States Treasury is the gainer. In 1888 over eight thousand dollars was thus added

to the much-talked-of "surplus." Why mail matter goes astray is acaccounted for in various ways, although many persons are inclined to hold Uncle Sam responsible for all mishaps. No doubt postmasters are sometimes at fault, but sins of omission on the part of the senders are more often the cause of loss and delay-thousands of letters are not stamped, while others have no address. Of course, no one will believe there are many of the latter, nevertheless, in one year nineteen thousand one hundred and ten of those blank envelopes were sent to the Dead-Letter Office. Then again, people are careless as well as absent-minded, and often misdirect or only partially address letters, which never reach their destination, unless the clerk in the Dead-Letter Office can supply the missing link. In three hundred and sixty-five days over four hundred thousand such epistles were received. So it would seem that a thorough knowledge of cities and towns, as well as patience, practice and considerable shrewdness, is necessary to correct the blunders of the writing publie. Who but a Dead-Letter-Office clerk with all her wits about her-for a woman has charge of that branch of the work-would imagine that "Bill Town," Kan., was intended for Williamstown in

that enterprising State? In the foreign department letters are not opened. "It would be impossible," said the brisk little woman in charge. "You see, we receive a thousand letters a veek from Italy, about two thousand from England and the same number from Germany, not to mention other countries. We look them over, and, if we have any information that furnishes a clew, try again to find the owners; otherwise they are returned unopened

to the postal administration of the country from which they come." Foreigners have a way of ignoring the States that causes dire confusion. A letter directed to Fairfield, America, s as many-sided as the tariff question, and about as hopeless. "St. Duskin, America," was easily located as Sandusky, O., but some letters become "all tattered and torn" in going to and fro throughout the States seeking an owner. "The Russians give us the most trouble," volunteered a bright woman who for thirteen years has been deciphering hieroglyphics, and understands all languages, except Chinese, sufficiently for her work. Who would imagine that it required such a linguist to straighten out the tangled web of foreign correspondence? Considerable general information is also needed, a knowledge of many countries and nations, and of the various States where the different nationalities most do con-

gregate-and even then eternal vigance will not insure success. What becomes of all the "dead mail matter?" is often asked. The thousands of magazines, illustrated papers, picture-cards and valentines that can not be returned to their owners are "distributed," by order of the Postmaster-General, "among the inmates of the various hospitals, asylums and other charitable institutions of the District of umbia." So they are made to serve a good cause by carrying brightness and change into many weary lives, and happiness to the little waifs without a

Although every effort is made to find owners for the various things that drift into the Dead-Letter Office, so many packages remain unclaimed that at the end of each year an auction is held. It is a sort of departmental housecleaning. No other sale in the city draws such a crowd as Uncle Sam's annual sale of "dead mail matter." The packages are sold unopened, and although the contents are known, the value is not; it is what an Irishman would call "buying a pig in a sack." Of course, it is a heterogeneous collection, as in these days almost every diamonds, _____

thing goes by mail, from a tuning-fork to a wedding trousseau-which latter was bought in New York several years ago, and sent in the mail-bags across the continent to the pretty bride on the

Pacific coast. The museum of the Dead-Letter Office always interests visitors. There they see what extraordinary things people try to send through the mails and many interesting relies. There are two big axes on exhibition which look formidable enough for Administration weapons and cause the practical sightseer to wonder whose purse was long enough to-pay postage on such weighty articles.

"A hitching-post, a loaded revolver" and sleigh-bells form a trio of curiosities most unexpected among mail matter. An Indian scalp and a skull are very appropriate relies for Uncle Sam's cemetery, but they must be uncanny objects to find in a mail pouch. Among the odd things which attract attention is a letter from the far Northwestwhere lumber is evidently more abundant than paper-written on a large

It has long been an open secret that alligators, horned toads and all sorts of reptiles are smuggled through the mails if possible, and Uncle Sam has on exhibition several specimens of the animal kingdom which he has confiscated. Surrounded by many strange and incongruous things is an old mail-bag stained with blood, which tells the story of a brave man's devotion to duty

-even unto death-an Arizona mailcarrier who was killed by the Apache Indians in 1885. Another interesting relic is the ancient leather-bound volume of fifty-three pages in which Benjamin Franklin Rept the accounts of the Government when he was Postmaster-General. In a still smaller book is a record of the uncalled-for or misdirected letters during eleven years-from 1777 to 1788-which numbered three hundred and sixty-five. We have made rapid strides in a century to reach an average of eighteen thousand "dead letters" a day. Although many of these letters are resurrected, sent out into the world again, and finally reach their destination, there are multitudes, of ourse, beyond the ken even of a Dead-Letter-Office cleric that can not be returned to their owners. Alas! what misery and misunderstandings may have been caused by the loss of some of these letters! The happiness of a lifetime, perhaps, or the success. Never-

Uncle Sam's door, for you know not what you may have left undone that you ought to have done. George Canning once said: "I can prove any thing by statistics except the truth." Those people who are of his opinion may still have doubts, in spite of a peep behind the scenes of the efficiency of the Dead-Letter Office, as the public no longer accepts the tradition that figures will not lie.-E. F. Giddings, in N. Y. Ledger.

theless, do not lay all the blame at

CAPACITY OF THE EARTH. Its Present Population and the Number

It Will Hold. When will the earth have all the people upon it that it can accommodate? That is a question which some sober economists and sociologists have lately thought fit to take into serious consideration, bringing to bear upon it the light of statistical research.

Before the British Association for the Advancement of Science, at its recent meeting, Mr. Ravenstein, a well-known statistician, estimated that, whereas the total population of the earth is now a little less than one billion five hundred millions, there is room on the earth for very nearly six billions of inhabitants. That is to say, when the space on the

earth available for the support of human beings is fully occupied, it will be found capable of maintaining four and a half billions more of people than it now contains, or four times as many people as there are now in the world. This seems, at first glance, to be very encouraging to the human race. But Mr. Ravenstein says it is not, because the race is increasing, in these

days of civilization, security and easy exchange among the nations, so very much faster than it ever increased before that this margin will be exhausted and the world be full in a little over one hundred and eighty years. By the year 2072, according to Mr.

Ravenstein's calculations, the earth will have the six billions of inhabitants who are all that there is room for, and must, as it were, hang out the sign: "Standing room only." Living room there will

It is interesting to know that there were other men of science present at the meeting of the British Association, when these figures were given out, who did not at all agree with Mr. Ravenstein's conclusions. They insisted that it is impossible to calculate, at the present time, what the ratio of increase of the world's pepulation will be a generation or two hence, or what are the earth's real capabilities for sustaining life. Not only may the ratio of increase be sensibly altered, but the nourishing capacity of the earth may be added to many fold.-Christian Union.

EXTRAVAGANT WOMEN.

SARA BERNHARDT'S traveling kit consists of forty-eight trunks, weighing in all over two tons. MISS MARY GARRETT, of Baltimore, has a bath in her home lined with Mex-

ican onvx that cost \$6,000. An American lady has a brass bedstead inlaid with real pearls. Across the top runs a brass rail, on which the owner's name is wrought in pearls. MRS. H. McKAY TWOMBLEY, of New York, is said to own the finest furs of

any belle in that city. She has one mantle of Russian sable which cost An American woman with a pretty foot and well-filled purse is having an order filled abroad for six pairs of boots to be encrusted with precious stones. Evidently the fair diplomat desires to

call attention to her shapely foot. MRS. BRADLEY MARTIN has purchased in Paris the crown of Marie Antoinette -not a coronet which in picture books generally does duty for a crown, but a genuine velvet cap, with the insignia of royalty emblazoned upon it in precious

MRS. EMMONS BLAINE, nee McCormick, paid \$1,700 for her new baby's bassinet and trousseau. The furniture of the toilette basket is ivory bound, with the family monogram variously inscribed in silver, turquoise and small

AFTER DEATH. "Behold Sshow you a mystery." Folded hand and nerveless arm, Shrouded form in icy calm, Wrapped in dranmless, solemn sleep, Never more to wake or weep. Flowers strewn on coffin lid, Soon to be forever hid Where the winds unheeding pass

"HE IS A FREEMAN WHOM THE TRUTH MAKES FREE AND ALL ARE SLAVES BESIDE."

Through the swaying, sighing grass. With a sacred tenderness Press a silent, sobbing kiss On the unresponsive face Still and strange in death's embrace.-Shut from sight. A precious trust, "Earth to earth, and dust to dust," Alt the kisses, all the tears,

All the hopes of future years, All the tenderness I crave, Buried in the darkened grave. What to me is well-meant phrase Kindly word, and mournful praise Leave me with my grief alos Still my love is all my own, Mine to cherish and to keen, Though he lies in dreamless sleep.

I will keen my soul for thee, sweet and fudeless memory! Coffin-lid can never part Heart that's firmly linked to hear-When I drift from earth away, Be with me, my strength and stay, Gently guide my untried feet, Kiss my lips in welcome sweet. Death to me can never bring Pear, distrust, or doubt, or sting. On another, fairer shore,

I shall clasp thy hand once more! Helen N. Packard, in Springfield Republican. A DANGEROUS DOZE.

Result of a Nap Taken by a Telegraph Operator.

In the fall of 1880 I was employed as a telegraph operator on a leading Western road, and located in the thriving little town of X. I was young at the business then, and did not possess the judgment or presence of mind that nine long years of railroad experience has since given me. But to my story. It was a cold, stormy night in the lat-

ter part of December. The snow, which had been falling incessantly since morning, still continued when, lunch-basket in hand, I made my way down the quiet village street toward the depot. Upon my arrival the day man explained to me all the unfinished business, chatted pleasantly on various

town topics for a little time, then donned his overcoat, and on bidding me good night, said: "Charlie, old boy, this storm is raising old Ned with railroading, the trains are all late, and unless it stops soon you will have a busy night of it. Keep your

wits about you.' The night express No. 24, which was due at X at 2:20 a. m., was reported one hour and thirty minutes late, and the east-bound passenger No. 19, the flyer, as it was called among the railroad boys, was due at two a. m., and was reported one hour and ten minutes late. This being a single-track road, these two trains usually met and passed at Coal Switch, a small station

ten miles east. As the clock struck the hour of midnight, and my sleepiness increased, I foolishly resolved to take a short nap before train time, thinking I could easily rouse myself when occasion called, for many had been the night that I had stretched myself full length on the office desk with my coat for a pillow and dozed the long hours away, never failing to respond when my sounder called

But I was uncommonly tired that night, and I slept on much longer than I intended. When I woke "A Y" (that stood for the dispatcher's office) was calling me. I rubbed my eyes and, still half asleep, answered him with "I 1-X." He then asked me for No. 19. I thought one brief second, reasoned that if it had passed my station the noise would surely have waked me, then answered "N. Y." which to him meant, not vet. He then called Brockton, the second

station east, and, upon his prompt reply "I I," "B" sent the following order addressed to the operator at X and to No. 27 at Brockton. It read: "No. 27 will run to X regardless of No. 19. Operator at X will hold No 19 until No. 27 ar-

My readers will readily understand that the order was given to help 27 along, and upon the strength of my reporting No. 19 as not having passed my station. Not more than ten minutes after the order was given I heard Brockton send in the signatures of the conductor and engineer of No. 27, heard the order corrected and knew that they had left Brockton and no night office between us.

Then for the first time I commenced seriously to consider the matter; and one after another in quick succession these questions arose: Why don't 19 come? Had No. 19 passed, and if so, what would be the result? My head was spinning like a top.

To ease my mind, and, perhaps because I did not know what else to do, I went out and examined the rails. The storm had ceased and here and there a twinkling star could be seen. The moon was trying to shine from beneath a great bank of wavy clouds, and by its dim light I could see them and they told the story but too well. The rails were clean from snow, and as it had been snowing when I lay down to rest I knew that No. 19 had passed while I carelessly slept.

My brain seemed on fire. I staggered back into the office. The dispatcher was again calling me.

With trembling hand I grasped the key and answered him. Again his former question was asked: "Has No. 19 arrived?" What should I say? Fear advised me to again reply "N Y" and in the time that would elapse before they could arrest me make good my escape. Duty whispered: "Be a man." I heeded it and told him all. He had no time to chide me even had he desired. It was a time for action then. I heard him send this message to the superintendent's of-

"No. 19 and No. 27 will meet in a collision near Conl Switch. Send wrecking crew and physicians at once." I paced the office like a madman, and prayed that God would in his mercy

spare those poor helpless passengers; that He would not stain my hands with their blood; yet all the time knowing how impossible such a thing would be. The minutes seemed hours. Twenty of them passed, then thirty, forty, and still no news from the

I could stand the suspense no longer. seized my hat and started for the door; there I stood undecided, when my practised ear heard Brockton calling the dispatcher's office. He answere and again, half dazed, I listened. The old sounder ticked on without realizing that it was speaking to me words of life and

hope. It said:

"No. 27 is here and -" I heard no more, but fell swooning to

the floor. The terrible strain had been too much for me. I don't know how long I lay thus; when I came to, I found strange faces about me, heard the sound of escaping steam and there before the station stood No. 19. How did it happen,

you ask? Well, I will tell you. No. 19 had passed X while I slept. No. 27 had signed its orders at Brockton and pro-

ceeded on its way. Now comes the strange part of this strange tale, showing how God in His infinite goodness can and does step in when man is powerless and in despair. Near Coal Switch is a deep cut, where the road runs through a small spur of Bearpaw mountain. Into this cut, it seems, the snow had blown all that night from the bank above until the

track was one huge drift. On rushed No. 27. On, on rushed No. 19 until-well-until this blessed snowbank was reached. Then they halted scarcely four hundred feet apart. No. 27 returned to B for help, and No. 19, being short of water, backed to X, where they found me lying where I fell.

In some respects I have never recovered from that night's experience. Of course I was called up to interview the superintendent. I told him all like a man, then bade him good-day, and went out into the world to commence all over

again. Through the official's kindness the newspapers never learned of my criminal carelessness or the averted catastrophe, for all of which I was very thankful. I soon secured a new position in the East, where I have remained ever since. That night's work, however, carried with it a lesson to which I. perhaps, owe my present success.-C. M. Dennison, in Yankee Blade.

THE MONKEY DRUMMER.

An African Story Accredited to Emin Pashs. Emin Pasha, the story of whose reseue-from Central Africa is well known to the world, is an enthresiastic student of natural history, and had made a colper Nile, which he was compelled to abandon.

One of the objects of his interest in the equatorial province was a species of chimpanzee, and Mr. Stanley tells some remarkable stories regarding Emin's observations. According to Stanley's account, the

equatorial chimpanzee is not greatly the inferior in intelligence of some of the human beings found there. The forest of Msongwa is infested by a tribe of chimpanzees of great stature. who make almost nightly raids on the villages and little plantations of the

Mswa natives, carrying away their bananas and other fruits. There is nothing very remarkable about this fact, since many kinds of animals make pillaging forays upon the habitations of men; but the surprising part of Emin's narrative is the statement that in these thieving raids the chimpanzees make use of lighted torones to hunt out the

"If I had not myself been a witness of this spectacle." Mr. Stanley reports Emin as saying, "nothing would ever have made me believe that any race of monkeys possessed the art of making

On one occasion, Emin says, a chimpanzee of this intelligent tribe stole a drum from the huts of his Egyptian troops and made off with it, beating it as he ran.

The monkey took the drum to the headquarters of his own "people," who were evidently much charmed with it, for the Egyptian soldiers often heard the monkeys beating it vigorously but irregularly. Sometimes in the middle of the night some sleepless chimpanzee would get up and go to beating the

Just what the other chimpanzees thought of this midnight musical performance will never be known positively. But from the fact that no sound of battle and slaughter among the intelligent chimpanzees ever followed, the Egyptians were forced to conclude that they liked it .- N. Y. Sunday Journal.

RARE INSTINCT.

The Wonderful Performances of a Cincin-

nati Dog. A remarkable story is told of a dogpointer-owned by a gentleman in Cincinnati, who three times gave him away to friends at some distance from the city, only to find him back again, once through a blinding snow-storm. very shortly after his banishment. It was resolved to experiment with him, in order to test the fact whether this was the result of memory or of some keenly-developed scent or other sense not known. He was accordingly dosed with morphine and taken to a town in Kentucky, one hundred and fifty miles away. In twenty-eight hours he was at his master's door. It was thought, however, that he might have recovered from his lethargy in time to see in what direction he was going, and so had found his way back by simply keeping to the railroad track. He was therefore dosed with ether, put in a closed basket and taken northeast and southeast, then kept in a dark shed over night and let loose in the morning. He at once set out in a straight line and on a run-not at all like a dog that had lost his waycrossed two broad rivers and three steep mountain ranges, through five large towns and a network of roads and eross roads. Although he had never been in that part of the country before, in four days he reached Cincinnati again. He could not have remembered or known any thing about his journey down, for he was unconscious the whole of the time. What, then, induced him to start in the right direction and keep it until be arrived home? This question has long puzzled the naturalists; for stranger instances of animals finding their way home even than this have occurred. They are, however, rare and suggest the idea that this instinct is exceptional and not common to animals. -Mechanical News. Hard to Understand.

Office Boy-The editor wants the proof of his editorials.

Proof-Reader-What for? Office Boy-He wants to read 'em. Proof-Reader-Humph! No accounting for tastes.-N. Y. Weekly.

-Skinley-"I owe you an apology, Biggs, I-" Biggs-"Never mind the apology, Skinley. Pay the \$5 you owe me,"-Boston Herald.

WHEN THE NEW WEARS OFF.

He was a youth, and she, a maid, Both happy, young and gay. They loved—and life to them was fair The creakers saw this happing

And said: "Ah! love is blind;

You're happy now, but care will come When the new wears off, you'll find." They married, and then their life grew rich . With calmer, riper joy;.
They were as man and wife more fond Than when as girl and boy.

Their "friends" could not endure the sight, And said, with worldly wit: It will not be so bright and fine When the new wears off a-bit." Ah, well, the new wore off, of course, And then, what did they find?

An oldness which was better far, For love is not so blind As smillsh care; and loving hearts New joys will always meet.

So, when the new wears off, they'll find Old love the more complete:

-Myrtle K. Cherryman, in Detroit Free Press. THE "ZONE-TARIFF."

How Railway Fares Have Been

Greatly Reduced in Hungary. A recent number of the Century magazine contains an article on the system recently adopted in Hungary for mini-

fying and regulating the passenger rates on railroads in that country. The writer says: For the method of bailot reform

which is so widely adopted we are indebted to Australia; and now from Hungary we have a suggestion of reform in railway management which premises to revolutionize the passenger business. The "Zone-tariff," as it is called, was

put in operation in Hungary on the 1st of August, 1889. It has, therefore, but a brief experience to justify its practicability; but the results thus far have been so remarkable that its success seems to be assured. The method consists of a division of the territory of Hangary into fourteen concentric zones. Budapest, the capital, being the center. The first zone includes all stations within 25 kilometers-185 miles from the first, the twelfth and the thirteent are 15 kilometers, or a little more than 9 miles in width; the three named are 25 kilometers in breadth, and the fourteen includes all stations more than 225 kilometers from the capital. The fare is regulated by the number of zones which the traveler enters or crosses during his journey. Reducing guldens to cents, the rate is 20, 15 and 10 cents per zone, for first, second and third-class sengers, respectively. If one starts from Hudapest and crosses three zones he travels, therefore, 55 kilometers, or about 34 miles; if he goes first-class, his

fare will be 60 cents; if second-class, 48 cents; if third-class, 50 cents. For local traffic, when the traveler loes not cross the boundary of any zone. there are special rates; if he goes only to the nearest station, the charges will be 12, 6, and 4 - s: if to the second station from his starting-point, 15, 9, and 6 cents; if to the third station, the full rates of the zone are charged.

The greatest reduction, however, is in the long distances. For all stations. more than 225 kilometers-150 milesfrom Budapest the rates are the same All stations beyond that distance are reckoned in the fourteenth zone. It costs no more to travel from Budapest to Brasso, which is 729 kilometers distant, than to Nagy Varad, the distance of which is only 245 kilometers. To this farthest point, 442 miles from the capital, the fares of the three classes are, for ordinary trains, \$3.20, \$2.23, and \$1.60. At this rate the first-class fare from New York to Chicago would be only about \$7,00; and the third-class

fare about 83.50. The former rates of the Hungarian railways between the two points now under consideration were \$16.84, \$11.56, and \$7.68. The fare is, therefore, less than one-fifth of what it was under the

It is in these long distances that the reduction is most sweeping: but even the shorter journeys are greatly cheapened. To Arad, which is 253 kilometers from Budapest, the former fare for the three classes was \$6.16, \$4.32 and \$3.08. the present fare is \$3.30, \$2.32 and \$1.60,

a reduction of almost 50 per cent. Besides the reduction in rates, the new system offers great advantages in the way of convenience and simplifiention. The number of distinct tickets always kept on sale in every important hotel office was formerly about 709; the greatest number required in any office s now only 92. This reduces con ably the expense of printing and handling tickets. They are now sold like postage stamps, at news stands, postoffices, hotels, eigar shops and other such places. Any traveler knows what his fare will be if he knows how many zones he is to cross; he simply multiplies the number of the zones he is to enter or cross by the normal rate of fare per zone, which is, as has been explained, twenty, sixteen and ten cents for the three classes respectively.

For a large number of places within fifty-five kilometers of Budapest ticketbooks containing from thirty to sixty tickets are issued at rates still lower Thus for a group of stations averaging about twenty-one miles from Budapest books are sold which make the trip fares sixteen, twelve and eight cents. These books are transferable, and the owner of the book may pay with these tickets the fares of persons accompanying him. Evidently the purpose of this system is to extend these concessions and conveniences as widely as possible, and not, as often in America, to limit and circumscribe them so that the smallest number of people shall get the advantage of them. The reader will be interested in know-

ing what response has been made by the | hanged for a similar offense. Three Hungarian public to these liberal measures. The Hungarian public is not particularly responsive, the population of the country is sparse, they are a poor, unenterprising, home-keeping people; but they seem to know a good thing when they see it. The increase in the passenger traffic has been very great. For the first eight months of the new system the number of passengers carried was 7,770,876; for the correspond' ... months of the previous year the number carried was 2,891,332. It may be supposed that this increase was mainly due to the great reduction in the longdistance rates. On the contrary, the gain is the largest in the traffic between neighboring stations. Of such passengers there were under the old-system 255,000; under the new, 4,367,586.

This vast increase of business has

Advertising Rates. The large and rel note circulation of the Cam-nua Faminas commends it to the favorable consideration of acceptions whose favors will be ibserted at the following low rates: 2 inches, 6 months. 2 inches, 1 year.... S inches tyear

S notamn 6 months

S column 6 months

C column 1 year

(alumn 6 months

1 column, 1 year Rusiness items, first insection, for, per line; subsequent insections, 5c, per line Administrator's and Executor's Notices, 82.50 Auditor's Notices. 2.00 tray and nimitar Notices ten lies dutions or proceedings of any corpora-tion or society and emmunications designed to

tion or society and communications designed to call attentions to any matter or limited or indi-vidual interest must be paid for as advertisements. Hook and Job Frinting of all kinds heatly and excettoner executed at the lowest prices. And don't yet longet it. also been accompanied by a substantial increase of revenues. Comparing the receipts from passengers and baggage of the first six months of the new system with the corresponding months of the previous year, we find a gain of 8361,880. It is also stated that there

ating expenses. Under the old system the cars were not often more than onethird full. It is not to be wondered at that railway managers from all parts of the world are hastening to Hungary to study on the ground this remarkable phenomenon. It is to be hoped that

has been no matertal increase in oper-

some of our own may gound return with new light on a great question. To what extent the experience of Hungary could be made available in America it is not easy to say. Part of the Hungarian railways belong to the State, but part of them are under the control of private companies; it would appear, however, that the right of the State to regulate fares must be concoded. The document from which this information is derived is published by the Hangarian government, and it consists of an elaborate but very intelligible compliation of the rules and meth-

ods of classification under which the business is done. One fact is clearly demonstratedthat reduced passenger fares greatly stimulate passenger traffic, and are advantageous to the companies. There are indications enough of this fact in the experience of American railways, but the managers are slow to act upon them. Perhaps this striking illustra-tion from Hungarian railway history

may quicken their apprehension. The economic and industrial advantages of such low fares should be obvious to all. Whatever tends to promote the mobility of labor is in the interest of thrift and peace. Especially is this true in these times when through changes of fashion production is constantly shifting; if the work-people thrown out of employment in one place could easily and cheaply remove to some other place where laborers are wanted, suffering would be relieved, the center; the second, all more than 25 | pauperism diminished, and the congeand less than 40; all the zones except | tions of labor, out of which many diffiarise, greatly reduced. The high rates of railroad fare prevent the free movement of labor, and aggravate

many of our social ills. SHEEP FOR WOMEN.

The gneer Way in Which Wives Are Obtulned in Russian Turkeystan. Fifteen is the marriageable age, and preliminaries are commenced by the parents of the bridegroom sending a deputation of match-makers to the parents of the bride, offering presents. and among them a dish specially prepared for the occasion, of liver and mutton fat, which signifies that they mean matrimony. After this the compliment is returned by presents and a similar dish sent by the girl's parents to those

of the bridgeroon

The bride's father then summons a meeting of kinsmen to consider the ross arguint to be paid for the bride The kalim may consist of torty, sixty er one hundred, sheep, or from nine to forty-seven head of cattle, besides which the bridgeroom has to give at least two presents of cameia horses cows or fire-arms. These things decided. the bride's father sends to the bridegroom's and for the kalim and one of the presents, after which the bridegroom takes the other presents and poes to see the bride for the first time. The delivery of his present virtually seals the marriage contract, and he is so firmly beirothed that should be die before the time of marriage the intended wife has to go home to his pur-

should die, her parents are bound to give instead their next daughter, or default of one, to return the kulimand pay When the period of betrothal is at an end, the bridegroom goes to the aul of is bride, who is given up by her parents, with a dowry of a tent, a camel or riding horse, cattle and a bride's headdress, besides a bed, crockery and a trunk

ents and be taken for the wife of the

next son. On the other hand, if dur-

ing the period of betrothal the girl

of wearing apparel. On the westling night the priest places the bride and bridegroom in the midst of a tent, puts before them a covered cup of water, and begins the prayers. Then he asks the contracting parties if it is with their full consent they engage themselves to be married. and three times gives them the water to drink.

The completion of a marriage is followed by feasting and games, and then the newly married depart to the bridegroom's aul, with camels carrying the trousseau, and the portion of his wealth which a father gives to each of his daughters on her marriage.- N. Y. Sun-

day Journal. ODD ANCIENT CUSTOMS.

In the middle ages the lower animals were frequently tried, convicted and punished for various offenses. In 1685, when the Protestant chapel

at Rochelle was condemned to be de-

molished, the bell thereof was publicly

whipped for having assisted herelics with its tongue. Amono the legends of the early Celtic saints nothing is more common than the story of the saint being sent to borrow fire and carrying it in his lap with-

out the fire injuring his garment. In ancient Greece a law of Pittacus enacted that "be who commits a crime when drunk shall receive a double punishment"-one for the crime itself and the other for the inclinicly which prompted him to commit it.

In 1266 a pig was burned at Fontancy aux-Roses, near Paris, for having caten a child. In 1886 a judge of Falaise condemned a sow to be mutilated and years later a horse was soleninly tried before the magistrate and condemned to death for having killed a man.

In the days of King Edgar the lives of criminals were sometimes spared on condition of devoting themselves to killing welves, and periodically producing a given number of wolves' tomrura-Several estates in what we now call the Midland counties, notably in Derbyshire, were held on this tenure.

In the diffeenth century it was believed that cocks were intimately associated with witches, and were credited with laying accursed eggs, from which sprang winged scrpents. In 1474, at Bale, a cock was publicly accused of having laid one of these dreadful eggs. He was tried, sentenced to death, and, together with the egg, was burned by the executioner in the market place.



, postage paid, til lary 1st, 1892. Th

IMBER IS ADVANCING. W-MILLS, STEAM ENGINES, SHINGLE MILLS, HAY PRESSES, AC. First-class NAW MILL, oge and special price to introduce A. B. FARQUAK, (Limited , York, Pa.

affering from the effects of youthful errors, early scay, wasting weakness, lost manhood, etc., I will end a valuable treatise (scaled) containing full citiculars for home cure. FREE of charge. A lendid medical work; should be read by every an who is nerrous and debilitated. Address, rof. F. C. FOWLER, Moodus, Conn. NOVERTISERS by addessing Geo. P. Rowell & Co., 16 Spruce SL, New York learn the stact cost of any proposed line of VERTISING in American Newspapers, 100 & Pamph let 10c;

