

ELECTRICITY AND THE MAI.

Talk of a More Extensive Use of Wires in the Postal Service.

It has recently been pointed out that already the telephone is used, by actual count, ten times as much as the telegraph, the annual figures being put now at about 75,000,000 telegrams and 750,000,000 telephone talks. The long distance telephone system is paralleling the older telegraph lines all over the country, and in the cities the average of use of the telegraph, owing to rapid transit, messenger service, special delivery letters, and, above all, the telephone, has dropped much below one message per head per year.

A suggestion lately put forward by Mr. P. B. Delany, an inventor and electrician of high standing, is the subject just now of warm discussion in electrical circles. Having in mind the statistics quoted above, Mr. Delany announces his firm conviction that it is time to get out of the telegraph its full working value, and that it ought now to be used for the carriage of the mails, not in the physical sense, but literally, all the same. He believes that 40,000 or 50,000 letters of about 50 words each between Chicago and New York could every day be profitably sent over a couple of copper wires at a rate of 12 cents or 15 cents apiece. Thousands of such letters now pay 12 cents in the mail to insure the saving of half an hour after a journey of 24 hours, whereas, by Mr. Delany's plan, correspondence between two such metropolitan centers could easily be interchanged in an hour, and the documents be delivered in clean typewriter print.

The plan is based necessarily on "machine telegraphy," which has been on trial before, and not gone very far, but the growth of the great cities and the undoubted desire for swifter, cheaper intercommunication of private and public news give more plausibility to Mr. Delany's arguments than they have had hitherto. His idea is to give the public a low priced telegraphic mail on the same lines that Rowland Hill first started his universal postal service, and his contention is that the function of railways is to handle passengers and freight, but not anything so intangible as correspondence and news.—New York Post.

Whence Comes Croft?

The origin of "croft" itself, even more than of its sister words, is "wrop in mystery." It is a very old English term, appearing in the charters or title deeds of estates as long ago as the reign of Edgar, where the phrase "at the croft's head" is quoted by Dr. Murray, but it remained long unrecognized in the literary language. The old English form, like the modern one, is "croft," meaning an inclosed field. In lowland Scotch it appears generally in the form "craft," which is still employed in many derivatives, but the only other Tonic equivalent in the sister languages is the Dutch word "kroft," which means "a piece of high and dry land," "a field on the downs," "a rocky headland." In the north of England, according to Ray, the word "croft" implies neighborhood to a house, but in the south it is applied to any small inclosure, near a building or otherwise.

Dr. Murray's English dictionary gives several uses of croft in early times, though not for the most part in what can fairly be called literature. "As he stood in his croft," says a legal writer of the thirteenth century, whose spelling and grammar I mercifully modernize. While Piers Plowman writes, "Birds come into my croft and crop my wheat." Early in the sixteenth century Fitzherbert defines a curtylage (whatever that may be) as "a bytill croft or court to put in castell for a tyme." In the seventeenth century the phrase occurs, "All odd tenants shall have a croft and a meadow," which sounds as if it came out of a crofter commission report. But it was Milton who first ennobled the plebeian word by admitting it frankly into immortal poetry. The spirit in "Comus" says to the elder brother:

This have I learned Tending my Books hard by 't' hilly crofts That brow this bottom glade, —Cornhill Magazine.

The Usefulness of a Jest.

He stood upon the platform of his car serene and smiling, when every car driver and truckman on West street was swearing and cursing. The jam was tremendous, and the street was packed from curb to curb. Yet whenever he spoke it was with some good natured jest, and the truck drivers turned out of his way and let car 78 go by. He hailed them all with merry badinage, and the surliest of them grinned from ear to ear and gave him back all that he sent. "It's easy," he said to me confidentially. "When once you get a man to smile, he'll do anything you want him to do. Did you see that chaffy chap driving the beer wagon? I kept smiling at him until I got him to laughing, and when a man once lets a smile chase over his face, he's a goner. I tell you, my friend, that even down here in West street good nature will go farther in getting your own way than all the yelling and cursing."

And the philosophical car driver whipped up his horses and told the charioteer of the wagon in front that no man could stop things up as he did unless he were from Cork. The wagon turned aside, and the man grinned and said that he was from Limerick.—New York Herald.

A Famous French Detective.

M. G. Goron, the famous French detective, is about to retire from the police. He is perhaps the most wonderful and accomplished man in his profession. It was M. Goron who was entrusted with all the arrangements for insuring the safety of the Czarevitch Nicholas during his visit to Paris some three years ago. The Russian prince, accompanied by the detective, made a tour of the lowest quarters of Paris in disguise, and visited some dens of the worst reputation.

GYMNASTICS FOR HORSES.

A Veteran Horse Trainer Thinks Trotting Records Can Be Reduced.

"I have invented ways and means to introduce the horse to a series of gymnastics which will shorten the time many seconds on trotting records, and there is no reason why a well bred horse subjected to my gymnastic exercises cannot make a mile in two minutes," said Professor Bartholomew, the horse educator, recently at Independence to a number of horse fanciers. "Wonderful advancement has been made in breeding and training horses during the past 40 years, but with scientific gymnastics added to a horse's training it is sure to cause yet greater surprises in record breaking. The human body has been wonderfully developed by gymnastic exercises, as every one knows, and had this idea of gymnastics been introduced in the training of horses years ago," Professor Bartholomew continued, "greater advancement would have been made along the lines of speed and endurance.

"A horse can trot a quarter of a mile now in 30 seconds, and it stands to reason that if a horse can make a record of a quarter of a mile in 30 seconds, and it has been done, he can be put in condition to go a mile at the same rate of speed. Crack drivers have failed to put their horses in the proper condition so far, and it is very doubtful if the present system of training trotting horses will ever bring about a two minute record or less.

"Some will ask, How can a horse work in gymnastics? But if the principle had been grasped by horsemen years ago it would have undoubtedly been put in use. I have the principle without mistake, and winter is the time to do the work. In winter horses as a rule are losing speed instead of gaining.

"The exercise I subject a horse to will result in activity and long reach and will cause running horses to make better records as well as produce more speed in trotters. I refuse to tell how these results can be brought about, simply for the reason that some man would undertake to practice my theory without judgment and knowledge of application, and he would fail to produce the desired result. The public would condemn the principle, which I have demonstrated to my own satisfaction. I have never undertaken to prove my theory to the trotting fraternity, but the theory can be demonstrated in the course of a series of gymnastic trainings, say, in four or five months. With horse gymnastics the fleetest horse can improve as much as the slower one that undergoes the same drill. Every muscle and fiber of the horse is brought into play, until, in prize ring parlance, he is in the pink of condition.

"A prizefighter while in training for the ring has his skin, scalp and bones hardened until he is turned into the ring a perfect man physically. Every muscle has been exercised with a view of endurance. He has punched the bag, taken long runs to test his wind and reduce flesh—in short, the condition of the prizefighter is brought about by gymnastics. The same thing can be done with a horse, but the exercise on a race track won't do it. The animal must have gymnastics and be brought to the pink of condition before he can break a record. He must be taught to walk on his hind legs, to strengthen the muscles of the back. He must be taught to lie down, roll over, reach out and gather quickly—in short, he must be put through a scientific course of gymnastics until every muscle shall be brought into play, toughened and strengthened. To do this he must be a trick horse after being trained in gymnastics. Great results will follow in the way of speed and endurance."

Professor Bartholomew is a veteran horse trainer and has enjoyed a national reputation for years as such. He has a ruddy face, deep set blue eyes and wears his iron gray hair brushed back from his forehead. He resides at Independence and owns one of the handsomest residences in that suburban city. He formerly owned the greatest walking horse in the world. The animal could cover a mile in a square heel and toe walk in ten minutes and go the gait day in and out at the rate of six miles an hour. The professor disposed of the animal in California some years ago.—Kansas City Journal.

Anton Rubinstein's Debut.

As a young man Anton Rubinstein had to struggle severely for his existence. He ate his bread in tears, nor did he always have bread to eat. Rubinstein, who later in life was a millionaire, did not have enough to satisfy his appetite in the beginning of his career. And his gratitude to those who had faith in his genius and stood by him with their counsel and assistance knew no bounds ever afterward.

In his salon in Peterhof, where he resided during the last years of his life in a castlelike palace as a landed lord, an album was displayed, the first leaf of which showed the photo picture of an old Polish Jew. It was a reminiscence of one of the most noteworthy events in the artist's life. He had, still a lad, advertised his first concert given in a city of Poland. But nobody came to buy tickets. Suddenly an old Polish Jew stepped into the office, put a rable upon the counter and said, "Give me half a dozen seats."

"This my first paying hearer," thus explains Rubinstein, "filled me with such unbounded delight that when a few years later I passed again through that town I had a photograph taken of the old man to preserve his picture."—Milan.

Feminine Curiosity.

She—Women haven't a bit more curiosity than men, so they haven't! He—No, but it is manifested in different lines. For instance, a woman might own a sewing machine for years without finding out how it was made, but she wouldn't have a seamstress in the house a week without knowing all about her.—Indianapolis Journal.

PEOPLE WHO MARK MONEY.

Some of the Queer Things That Result From This Mania.

A mania for advertising and putting strange communications on the back of the paper money of the government has broken out. As a general thing torn bills are used, as that gives the man with the mania an excuse for his work, for he uses the slip with which the pieces are put together for this purpose. On a bill that came into the hands of one man on Dearborn street was a slip on which was printed, "Shake the bottle." When he turned it into the bank, the receiving man, whose quick eye caught it, asked, "Did you bring the bottle with you?" On a \$5 bill handed over a bar on Monroe street was a slip on which was this:

"Touch not, taste not, handle not."

A Dearborn street bank took in a \$500 bill not long ago on the bank of which was pasted a slip that had printed on it the Ten Commandments.

A cashier in a mercantile house on Randolph street has a bill of \$2 denomination on which is a slip, and on the slip is written in a woman's chirography an offer of marriage. The writer puts it thus: "I give up my last money on this. I send it out into the world, hoping it may return to me with a good man who will love me and take care of me." But no address accompanies the offer.

A bill is in a frame in an express office. There is a hole in the bill, and a note explains that the hole was made by a bullet fired by a train robber. The bill was in the side pocket of an express messenger.

A bill handed in at a cigar store on Madison street had this on the back: "Don't come back to me until you can bring your silver brother with you."

A periodical dealer on Washington street received a remittance by mail. The inclosed bill had been pasted up by a newspaper clipping which contained a cut of the newspaper. The sender does not know the dealer, and it is not at all likely that the former ever suspected that the cut was that of the man who was to get the money.

A physician in the Venetian building has a private mark on a \$5 bill which he sent afloat several years ago. It comes back to him about twice a year.

A wholesale merchant over on Adams street was in China and Japan a few years ago. He gave a Japanese functionary a \$5 bill as a souvenir, placing on the same a private mark. About three weeks ago it came into his possession again. He is confident that he is not mistaken in the mark, and does not feel complimented over the idea that his Japanese acquaintance did not think enough of him to keep the bill.

A business man of this city relates this: He went from Chicago to Pittsburg on a sleeper. He paid the conductor for his berth, giving him a marked \$5 bill. He went from Pittsburg to Cleveland the second day, and on the third day he bought a sleeping car ticket for his return trip. The conductor handed him the same bill he had given to the other conductor.

This story was told to a funny man, who told this: "I went down to Washington a few years ago, and just before quitting the train I handed the porter of the car in which I had traveled a \$2 bill and I have never seen it since."

There is a bill floating about the country somewhere on the back of which is a prescription written by a reputable physician several years ago. It is a "sure cure" for the grip, and was put there by the doctor out of a fancy that it might save somebody's life.

Another one is in circulation, presumably, on which is written: "If this should fall into the hands of Ruben Middleman, he will please communicate his address to his brother James, General Delivery, Boston, Mass., on or before January, 1896. After that in England. He knows where."

Then the funny man got hold of one on which he pasted a slip and then wrote, "You are all the world to me because I am stuck on you."

A dollar note in the possession of a La Salle street lawyer has this written across the face of it, "This bill has saved my life three times, but I give it up."

His life or the bill? Who knows what story that dollar bill could tell?

There is a \$5 bill somewhere, if it isn't destroyed, on the back of which is indorsed the statement that the man who had it passed it a number of times at the World's fair—first in purchasing a ticket, then at various times at the cafes, and finally, as he supposed, in Old Vienna. And then he paid his hotel in part with the bill, indorsing that on it the last time he saw it, as he supposes.

A banker on Washington street told the writer that he has a collection of bills on which are written or painted or drawn many strange things and pictures. His collection represents a face value of more than \$200.—Chicago Tribune.

The Conversational Capper.

The "conversational capper" is an unpleasant but by no means uncommon specimen. He's very apt to also be a "conversational usurer," being one of those who find nothing so inspiring as the cackle of their own tongues. But if he gives you a chance to talk at all in your turn don't deceive yourself by fancying that it's because he has any personal interest in what you have to say. He has an interest, to be sure, but it's purely impersonal, concerning itself altogether with how far he can overreach you in his next remark.

Just as soon as he gets a chance he breaks in, "Going you one better." If you have had a fall, he has had two falls. If you contemplate going to Europe, he is thinking of "doing" both Europe and Asia, and if you are going to build a house he's going to build a mansion. Yours is to have a stable? So is his, only it will be twice as big as yours and much more completely furnished and equipped and altogether incomparable. All this is entertaining, but not endearing. Nowhere is the "vaunting ambition that o'erleaps it's selle" so manifest as in the conversational capper.—New York Sun.

DRIVING BACK THE OCEAN.

The Gigantic Work of Reclaiming Submerged Land in Holland.

The people of Holland have undertaken a gigantic work by means of which they expect to recover the larger part of the territory now covered by the Zuyder Zee, the inland sea of the country, and turn it again into a fertile farming region. It is now just five centuries since the inundation of that part of the Netherlands now covered by the Zuyder Zee was completed, the encroachments of the sea having been going on for 225 years, previous to which time the territory was covered with forests.

By the most stupendous exertions about 350 square miles of country have already been recovered by an elaborate dike system, which has gradually reclaimed section after section that was lost, but the new scheme transcends the previous work in extent and importance. The towns of the region, which had become of considerable importance as seaports through the bringing of the waters of the ocean to their doors, have lost considerable of that importance through the difficulties of navigation and the transfer of the trade to the North Holland canal and the Y ship canal, which connects the metropolis with the ocean. On this account the remnants of commerce are not worth as much to the towns as the country would be after it is reclaimed, and therefore there is general acquiescence in the plan to drive the ocean out.

On account of the great cost it will be distributed over a period of 33 years, so as to make it less oppressive and to make the benefits gradually bear their share of the expense. A colossal sea wall is first to be built from North Holland to Friesland, shutting out the tides of the ocean. This wall will be 216 feet wide at the base, and the top will be 17 feet above the sea level, while along the inner side and at some distance below the top will be a track wide enough for a wagon road and a railway.

After the sea is barred out the inclosed space to be reclaimed will inclose within separate embankments four areas containing in the aggregate 750 square miles. One of these areas will be first drained by pumping the water over the embankment, the water finding its way to the sea through the main channel, and as the shallower portions became exposed they will be successively brought under cultivation. It is calculated that within ten years 25,000 acres can be made annually available and in the end the inland sea will be reduced to a channel about 15 miles wide called the Ysselmeer, communicating with the sea by locks at Wieringen, with Amsterdam by a branch three miles wide and by another with the mouth of the Yssel. The plan has received the sanction of the government, and the engineers pronounce it feasible.—Milwaukee Journal.

Travels of a Postal Card.

The Bombay Times states that a post card which, posted in Madras on the 4th of January, 1887, was delivered in Bombay a few days ago. The history is in post marks.

Addressed to a firm in Mount road, Madras, the obliterating stamp is dated "Vepery, 4 Jan. '87." The next stamp bears the words, "First delivery, Mt. Road, 5 Jan., '87."

The card then acquired the legend, "Not in Mt. Road," and back it went to the chief office, where stamp it bears. A number of initials on the card and a multiplicity of postmarks indicate that it had several times been sent out after this to find an owner, and a rough hole in the center suggests that the postmaster, a careful though despairing man, was eventually compelled to file the document for reference.

On the 24th of April last there was evidently a "spring cleaning" in the Madras postoffice, for the card was then withdrawn from the file, and the bold words "Try Bombay" added to the many legends on the side which is intended only for the address.

It reached Bombay on the 28th of April, and after its long hibernation the message reached a well known firm of Bombay photographers.

The eight-year-old message runs as follows: "I would be much obliged if you would take my daughter's photo on Thursday morning. I leave Madras on Friday morning."

Why Dentistry Pays at the Seashore.

The number of dentists' signs on the houses and office buildings in all the Jersey seashore resorts is such as to excite wonder. As one tourist recently expressed it, "One would think the people of New York went there to have their teeth attended to." Between Seabright and Ocean Grove there are as many dentists as should expect to find occupation in a city of considerable size.

"The fact is," said one of the dentists, "that not only the New Yorkers, but the Philadelphians and plenty of folks from other cities as well, do come here to have their teeth fixed. They do not know it when they arrange to go to the seaside, but they find it out when they get here, and their teeth begin to throb with pain. The reason is that the change of air, the tonic effect of the change and the active, invigorating outdoor life which the summer idlers lead strengthens and stimulates them. Their hearts work quicker and with more strength, and if there is a weak spot anywhere about them the pressure of the excited circulation calls it into notice. So it is that teeth which gave no trouble in the cities throb with pain at the seashore."—New York Sun.

A Wonderful New Lighthouse Burner.

The Irish Royal society has recently been experimenting with a new burner designed especially for use on light-house lamps, which has twice the illuminating power of any burner now in use. It is calculated that this burner, in connection with a specially devised system of lenses, can be made to transmit a light equal to about 8,000,000 candle power, which far exceeds any lamp now in use.

B. & B.

It's by having what's wanted, and selling that kind at prices enough less to pay people to come or send here, that we expect to—and will—win even greater business in July than we did in June—had the biggest June this year of 1896 of any in the store's history—proof that choice goods for less prices win.

NOTE THESE:

AGRA LINEN—28½ inches wide—6¼c—all in natural linen color grounds—some with wide, some with narrow, some with clusters of stripes in pretty colorings of blue, green, yellow, pink and lavender—we washed samples of each color combination—washed them thoroughly—not a color faded or run—such goods for 6¼c—and they're all stylish effects.

AMERICAN DIMITIES—5c, 6¼c—largest assortment at 6¼c some of the lot are 10c goods—others 12½c—light colors, and a lot of the 6¼c ones in dark navy blue with neat white figures, which speaks a lot for the character of these, as blue and white is quite in favor—serviceable colors which can be made up without lining.

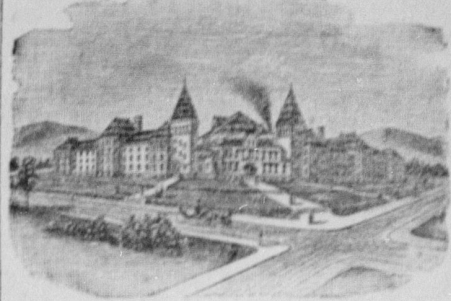
Medium heavy welt WHITE P. Ks.—29 inches wide—10c—nice for skirts—this kind starches better than muslin.

25c GRASS LINENS—29 inches wide—15c—stripes and plaids in colorings of red, blue, brown, etc.—style and worth that would make busy selling at even the full value price—a saving of ten cents a yard will bring great results—people realize that saving money is as good as earning it, or this small profit store wouldn't do such a large proportion of this country's retail Dry Goods business.

WASH GOODS—3c to \$1.25—and if the desired kinds are not mentioned here, let us know your preference and we'll send samples of what's wanted—you'll find prices right for the kinds—less.

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