

FOR THE DRUMMERS.

Dr. Talmage Preaches to the Army of Commercial Travelers.

Caution Them to Start Right on Their Journeys—Condemns Work on the Sabbath—The Duty of Employers.

(Washington, Feb. 19. Copyright, 1899.)

In this discourse Dr. Talmage gives words of good cheer to commercial travelers and tells of their safeguards and their opportunities; text, Nahum 2:4, "The chariots shall rage in the streets; they shall justle one against another in the broad ways; they shall seem like torches; they shall run like the lightning."

It has been found out that many of the arts and discoveries which we supposed were peculiar to our own age are merely the restoration of the arts and discoveries of thousands of years ago. I suppose that the past centuries have forgotten more than the present century knows. It seems to me that they must have known thousands of years ago, in the days of Nineveh, of the uses of steam and its application to swift travel.

In my text I hear the rush of the rail train, the clang of the wheels and the jamming of the car couplings. "The chariots shall rage in the streets; they shall justle one against another in the broad ways; they shall seem like torches; they shall run like the lightning."

I halt the train long enough to get on board, and I go through the cars, and I find three-fourths of the passengers are commercial travelers. They are a folk peculiar to themselves, easily recognized, at home on all the trains, not startled by the sudden dropping of the brakes, familiar with all the railroad signals, can tell you what is the next station, how long the train will stop, what place the passengers take luncheon at, can give you information on almost any subject, are cosmopolitan, at home everywhere from Halifax to San Francisco.

Young man, the dollar that you earn on the Sabbath is a red-hot dollar, and if you put it into a bag with 5,000 honest dollars that red-hot dollar will burn a hole through the bottom of the bag and let out all the 5,000 honest dollars with it.

But you have come now near the end of your railroad travel. I can tell by the motion of the car that they are pulling the patent brakes down. The engineer rings the bell at the crossing. The train stops. "All out!" cries the conductor. You dismount from the train. You reach the hotel. The landlady is glad to see you—very glad! He stretches out his hand across the registry book with all the disinterested warmth of a brother!

congratulate you on all these comfortable articles of apparel. The seasons are so changeable you have not taken a single precaution too many. Some night you will get out in the snow bank and have to walk three or four miles until you get to the railroad station, and you will want all these comforts and conveniences. But will you excuse me if I make a suggestion or two about this valise? You say: "Certainly; as we are having a plain, frank talk I will not be offended at any honorable suggestion."

Put in among your baggage some carefully-selected, wholesome reading. Let it be history, or a poem, or a book of pure fiction, or some volume that will give you information in regard to your line of business. Then add to that a Bible in round, beautiful type—small type is bad for the eyes anywhere, but peculiarly killing in the jolt of a rail train. Put your railroad guide and your Bible side by side—the one to show you the route through this world and the other to show you the route to the next world.

Now, you are all ready to start. You have your valise in the right hand and you have your blanket and shawl strap in the left hand. Good-by! May you have a prosperous journey, large sales, great percentages. Oh, there is one thing I forgot to ask you about—what train are you going to take? "Well," you say, "I will take the five o'clock Sunday afternoon train."

But now the question is still open. Where will you spend your evening? Oh, commercial travelers, how much will you give me to put you on the right track? Without charging you a farthing I will prescribe for you a plan which will save you for this world and the next if you will take it. Go before you leave home to the Young Men's Christian association of the city where you live. Get from them letters of introduction. Carry them out to the towns and cities where you go. If there be no association in the place you visit, then present them at the door of Christian churches and hand them over to the pastors. Be not slow to arise in the devotional meeting and say: "I am a commercial traveler. I am far away from home, and I come in here to-night to seek Christian society."

Again, I charge you, tell the whole truth about anything you sell. Lying commercial travelers will precede you. Lying commercial travelers will come right after you into the same store. Do not let their unfair competition tempt you from the straight line. It is an awful bargain that a man makes when he sells his goods and his soul at the same time. A young man in one of the stores of New York was selling some hosiery. He was binding them up when he said to the lady customer: "It is my duty to show you that there is a fracture in that silk."

Now you, the commercial traveler, have received orders from the head men of the firm that you are to start on a long excursion. You have your patterns all assorted and prepared. You have them put up in bundles or cases and marked. You have full instructions as to prices. You know on what prices you may retreat somewhat. You have your valise or trunk, or both, packed. If I were a stranger, I would have no right to look into that valise, but as I am your brother, I will take the liberty. I look into the valise, and I

THE NAMES OF FLOWERS

Pretty and Peculiar Names Given to Them and Their Origin.

The gladiolus (little sword), is so called probably from its sharp, sword-shaped leaves; and the eglantine, (diminutive of the French aiguille) from its piercing, needle-like thorns, says a writer in St. Nicholas. Cocoonut is from the Spanish coco, or cogue, descriptive of the queer, lumpy little face at the base of the hairy nut. Nasturtium, which means "nose-twister," gives a picture of the person smelling the blossom and involuntarily contorting his features from the stinging and pungent odor.

The exquisite blue speedwell and the beckoning sprays of traveler's joy seem to fling us greetings from meadow and hedge-row. The bright little heartsease preaches content, and there is a sort of moral in the rough brush-wood and tangled vines (labrusca) and the kindred adjective brusque. The old word teasen meant to card wool, and hence we get both "tease," which is a rubbing up the fur in a wrong direction, to speak figuratively, and teal, a prickly, thistle-like plant whose flower-heads, when dry, are sometimes used for raising the nap on woolen cloth.

The introduction of freight cars of 80,000 pounds to 110,000 pounds carrying capacity reshaped the "large car" question, which is always a fruitful subject for discussion among railway officials of the operating and car departments. The 60,000-pound car which has been practically the standard, dates back only to 1875.

The Whitehead torpedo, of which so much is heard, is 16 feet 5 inches long, 17.7 inches greatest diameter, and weighs ready for service, 1,160 pounds. It carries 220 pounds of wet gun cotton at a speed of about 28 knots per hour, and at that speed it has a range of about 850 yards. This torpedo is built of steel and is propelled by two two-bladed screws, revolving in opposite directions on the same axle, to neutralize the rolling tendency of the torpedo. The screws are operated by a three-cylinder engine driven by air compressed to 1,350 pounds per square inch; and an intricate apparatus, called the Obry gear, is used to automatically keep the torpedo pointed straight during the run.

The copper supply of Newfoundland is said to be practically inexhaustible. The land is now the sixth copper producing country in the world. This industry was first established in Newfoundland in 1864, when The Cove began to occupy the attention of capitalists. During recent years very satisfactory results have been achieved in that district. These mines produced last year over seventy thousand tons of ore at a profit of more than \$115,000.

The ancient marble quarries in Synnada are again being worked. The quarries are situated some 20 kilometers from Karahissar, and the marbles, called Erygiaan, Mygdolians or Dolians, were in ancient Rome regarded as emblems of luxury and wealth. Many sorts are found, namely, white stony marble of a remarkably fine grain; a transparent marble similar to jasper and also yellow, blue and gray and all very fine.

Both houses of the Swedish Riksdag have adopted in principle the Government bill for the construction of a railway from Gyllwara to the North-east frontier. Sweden, as well as Norway, has to a great extent been neglected by our manufacturers, although they would offer a very valuable outlet for most of our manufactured goods.

Recollections. Mrs. Weeperly—Yes, we pay spot cash for everything. Mrs. Whipperly—Ah! I often speak to my husband about the time when we had to—Puck.

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Danger Signals! Do you take cold with every change in the weather? Does your throat feel raw? And do sharp pains dart through your chest? Don't you know these are danger signals which point to pneumonia, bronchitis, or consumption itself? If you are ailing and have lost flesh lately, they are certainly danger signals. The question for you to decide is, "Have I the vitality to throw off these diseases?" Don't wait to try SCOTT'S EMULSION "as a last resort." There is no remedy equal to it for fortifying the system. Prevention is easy.

Scott's Emulsion prevents consumption and hosts of other diseases which attack the weak and those with poor blood. SCOTT'S EMULSION is the one standard remedy for inflamed throats and lungs, for colds, bronchitis and consumption. It is a food medicine of remarkable power. A food, because it nourishes the body; and a medicine, because it corrects diseased conditions.

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RAILROAD SCHEDULES

PENNSYLVANIA RAILROAD AND BRANCHES. In effect on and after May 17, 1897.

VIA TYRONE—WESTWARD. Leave Bellefonte 5 52 a.m. arrive at Tyrone 11 30 a.m.; at Altoona, 1 50 p.m.; at Pittsburgh 5 50 p.m. Leave Bellefonte 1 05 p.m. arrive at Tyrone 7 15 p.m.; at Altoona 2 55 p.m.; at Pittsburgh 7 00 p.m.

VIA TYRONE—EASTWARD. Leave Bellefonte 9 55 a.m. arrive at Tyrone 11 10 a.m.; at Harrisburg 3 40 p.m.; at Philadelphia 4 47 p.m. Leave Bellefonte 1 05 p.m. arrive at Tyrone 2 15 p.m.; at Harrisburg 7 00 p.m.; at Philadelphia 11 15 p.m.

VIA LOCK HAVEN—NORTHWARD. Leave Bellefonte 9 22 a.m. arrive at Lock Haven 10 30 a.m. Leave Bellefonte 1 42 p.m. arrive at Lock Haven 2 45 p.m.; at Williamsport 3 50 p.m. Leave Bellefonte at 8 31 p.m. arrive at Lock Haven at 9 30 p.m.

VIA LOCK HAVEN—EASTWARD. Leave Bellefonte, 9 22 a.m. arrive at Lock Haven, 10 30, leave Williamsport, 12 40 p.m. arrive at Harrisburg, 3 20 p.m., at Philadelphia at 5 25 p.m. Leave Bellefonte, 1 42 p.m., arrive at Lock Haven, 2 45 p.m., Williamsport, 3 50 p.m., Harrisburg, 7 10 p.m.

VIA LEWISBURG. Leave Bellefonte at 6 30 a.m., arrive at Lewisburg at 9 15 a.m., Harrisburg, 11 30 a.m., Philadelphia, 3 00 p.m. Leave Bellefonte at 9 15 a.m., arrive at Harrisburg, 4 47, at Philadelphia at 11 15 p.m.

LEWISBURG & TYRONE RAILROAD. In effect May 17, 1897.

Table with columns: WESTWARD, STATIONS, EASTWARD. Rows include Monlandon, Lewisburg, Fair Ground, Bechtel, Cokesburg, Millburg, Glen Iron, Coburn, Rising Springs, Certe Hall, Gregg, Linden Hall, Oak Hill, Lemontown, Dale Summit, Pleasant Gap, Bellefonte.

BALD EAGLE VALLEY.

Table with columns: WESTWARD, EASTWARD. Rows include May 17, 1897, with stations and times.

BELLEFONTE & SNOW SHOE BRANCH.

Table with columns: WESTWARD, EASTWARD. Rows include May 17, 1897, with stations and times.

BELLEFONTE CENTRAL RAILROAD.

Table with columns: WESTWARD, EASTWARD. Rows include May 17, 1897, with stations and times.

THE CENTRAL RAILROAD OF PENNA.

Table with columns: READ DOWN, STATIONS, READ UP. Rows include No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20.

Garman's Empire House.

MAIN STREET, TYRONE, PA. AL S. GARMAN, Proprietor. Everything new, clean and inviting. Special pains will be taken to entertain Centre county people when traveling in that section.