LONDON BY GASLIGHT

SATURDAY NIGHT STREET SCENES IN THE CITY OF THE DOCKERS.

A Break In the Fearful Dreariness That Marks the Life of the Tolling Thousands of the East Side of the Great Metropolis. Music, Songs and Dances.

The memory of a Saturday night in the City of the Dockers is like the recollection of a troubled dream, for on this last night of the week the great, hot streets are filled with the pentup life of 500,000 houses (one cannot call them homes), and all the varied phases of this hand to hand struggle for existence appear. The docker is prodigal of his fe shillings on Saturday night, the maxi-mum of his liberality being shown most often in the public house and on the catch penny street conjurer, while the minimum is apparent at the stalls of the grocer and butcher. But men, women and children are out on the streets, and, whatever else it be, Saturday night is something of a break in the fearful dreariness that marks the life of the east

London tolling thousands. The people love music. Their inter-pretation of music is rather rough and loud. The bass drum of every band that parades in a labor demonstration of a Sunday gets terribly punished before the day is over, but it commands a great fol-lowing, and on Saturday night the street musicians and singers easily gather their crowds and reap an abundant harvest. The barrel organ is found everywhere, and wherever it is rattling out the popu-lar "Daisy" or "The Man Who Broke the Bank at Monte Carlo" the sidewalks will be crowded, while two or three couples of little girls dance on the flag-

Nearly every girl of 8 can dance, many of them have already appeared in public at the cheap concert halls, and as one watches them, hatless, dirty, but with faces beaming with delight, he does not know whether to be glad of their joy or to pity their hollow present and hopeless future the more. Often a part in these street dances will be taken by the older girls, factory girls, as they are all called in east London, who are out in crowds on Saturday night. They are an un-tamed, fantastic lot. All wear enormous hats, adorned with feathers, and train their hair about the forehead by curling it forward quite fiercely. They are intensely loyal to the customs and tradi-tions of their own "set," and forced as they are to subsist on an income of 6 to 8 shillings per week they are a vexing problem to the east London philanthropist and reformer.

Besides the barrel organs, there are violins, accordions and any number of soloists unaccompanied by an instru-ment. Blind women, old men and the poor wrecks of this awful struggle for existence here stand at the curbstone and in weak, thin voices sing their songs. The restless crowd moves on, save when some one more curious or more kindly than the rest stands near to look or listhan the rest stands near to look or lis-ten. A bent woman, whose thin shawl was thrown over her shoulders, was feebly singing some old song in the midst of the jostling throng around a public house. I saw a strong young girl of 14 come kindly toward her, drop a penny in the little box held by the feeble hand and then hurry away out of sight. Happy will the strong young lass he if Happy will the strong young lass be if the swirl of the turbid stream of east London life does not bring her some time to the place of the curbstone singer. In-deed there is no place that I have ever seen where mirth and pathos, vice and virtue, meet and mingle as on these streets in a night like this.

streets in a night like tins. One sees very little begging. There is not much street begging anyway— there's no use begging; the people are too poor. The mendicant flees Canning town for the wealthier residential quar-The sidewalk artist is sometimes found, but the most common form of appeal is from the ragged little fellows who turn handsprings or stand on their heads for you. They really do their athletics very nicely, and there is something so appealing and "old mannish" in their looks that it is hard to resist them. I was hurrying through the crowds in Victoria docks one night about 10 when a boy of 7 came out and ran beside me, relating some sort of verse, I thought. Three repetitions made it clear: Ha'p'ny won't wityer, Penny won't break yer, Tu'p'nce won't sand yer t' the work'us. He was evidently working on a "graduated scale of benevolence adapted to the abilities of the denor." I believe by the emphasis laid on the last item that he estimated me from my gold bowed spectacles at tu'pence. The barrows of east London-delicacies abound in the streets where marketing goes on. The woman who sells cold pickled pigs' feet is in fair demand. The pickled pigs' feet is in fair demand. The man who retails shrimps at a penny a bag gets a good trade, but the couple who preside at the barrow filled with "cockles and winkles" have their hands full. The delectable mollusks are dis-played on little dishes as large as "indi-vidual butters," with a bit of garnishing of couple and winkles with ying are on the second of parsley, and are eaten with vinegar on the spot. These barrows are found especially at the entrance of Victoria Docks road, a great marketing place in Canning town on Saturday night. Clothing (very cheap and shoddy and called "slops"), little tools for honsehold use, cheap laces, fli-berts, "red bandanna" handkerchiefs and horn combs are some of the many articles sold from barrows in the street, articles sold from barrows in the street, outside the regular shops for meat, fruit and fish. On the whole, trade is carried on with great briskness, but more qui-etly than in market streets at home. The butchers are the most noisy. They delight in wearing tall hats and scream-ing odd calls at the full of their lungs. A neuron is the standard unit here in A penny is the standard unit here in Gauning town. The buyers are poor, and everything that can be called at a penny is. A common cry is: Appenny a pun, a pun a penny. at the barrows, where a pound of any-thing can be sold at this low rate.--Hariford Courant.

MOUNTAIN CLIMBING.

The Safety of the Many Bought by the Death of the Few.

All crafts depend upon knowledge and acquired skill—knowledge of the ma-terial to be handled, acquired skill in the handling of the material. Pioneers of mountaineering had first to learn what mountains actually are like, the details of their structure, and the forces in ac-tion upon them. Rock structure, which has one meaning for a geologist, has others for a mountaineer. One kind of mountain masonry forms ridges and gullies, another forms ledges and preci-pices. One texture and dip makes staircases that can be rushed, another makes slabs that can scarcely be adhered to. One kind of substance is firm and trustworthy, another is friable and treacher-ous to hand and foot. If there was so much to be learned about rocks, snow and ice were at first far more unknown.

The anatomy of glaciers had to be dis-covered, the secrets of crovasse formation to be learned. There were the varied phenomena implied in the phrase, "state of the snow," to be understood. Both foot and eye had to be trained to recognize by feel and glance what the

"state of the snow" at any time might be. Avalanches had to be investigatedavalanches of snow, ice and rock-when avalanches of snow, ice and rock—when they might be expected to fall, where they were to be looked for, how far they would go. Climbers had to learn to distinguish afar off between smow and ice slopes. Moreover, the tools of moun-taineering had to be invented. Many were tried and discarded; a few were re-tained and improved. The form of the ax was slowly evolved and its uses learned. The way to employ the rone learned. The way to employ the rope was a yet more difficult discovery. Even now the proper form for climbing irons is only being arrived at.

Accidents, usually fatal, were the lessons wherefrom these facts were de-rived. The great Matterhorn accident finally demonstrated how the rope should be used and proved that large parties were a source of danger. The Lyskamm accident showed the peril of cornices. Unroped climbers met their death on many mountains. From al-most every accident something was learned. The safety of the many has been bought by the death of the few.

We can now plunge into the world of mow without undue peril. We know its dangers and can guard against them; we know also when we are safe and where we can freely go. Our forerun-ners went aloft as neolithic navigators put to sea-badly equipped and into a misunderstood region. We are now on the footing of the modern sailor. Snow, as such, has no more terrors for us than sea for them. Ill luck may overtake us, and we may fall, as they may be drowned, but with good equipment and experience the climber and seafarer are about as safe as the townsman at home. -Fortnightly Review.

How to Learn Music.

Do not fail to take advantage of the library. Begin a course of good read-ing. Music is notorious for narrowing one's mind, so resolve to counterbalance your practice with library work as well.

As to your practice, I would give you this maxim, "The essential thing in practice is to see exactly what is to be done in all its details, and then do it again and again with the greatest clearess, precision and energy."

When you take up a new piece, notice the key, the harmonies, chords, scales, fingering and general effects. One of the first necessaries is "concentration." Develop self criticism. "The thing you cannot do is the very thing you should

cannot do is the very thing you should make yourself do." In practice begin where you left off the day before. Connect your day's work. Apply all your knowledge. Do not try to do more than one thing at a time. Spend a good deal of time every day thinking about what you are doing and what you will do _ Edward D Halo and what you will do.-Edward D. Hale

Frogs Eat Wasps

Some time ago I discovered accidentally that frogs are voracious caters of wasps. I have in my garden a tank for watering, with an island of rockwork, which is a favorite haunt of the frogs. The wasps just now are carrying on a raid against my fruit, and when I wish to gratify at once my revenge and my frogs I catch a marauder between a post card and an inverted wine glass, carry him off to the tank, wet his wings to prevent his flying, and set him on the rockwork before the frogs.

After a moment's pause a frog advances, and ir an instant the wasp has disappeared, drawn into the frog's mouth by a single dart of his long tongue. Occastonally the wasp reappears, wholly or partially, having made it unpleasant for the frog, but he is almost always swallowed in the end. Usually convulsive movements may be noticed in the frog's throat and body, as though the process of deglutition were not quite easy, but that they like the diet is evident from the fact that a single smallish frog has been known to take three wasps, one after another. Indeed it is remarkable what very

amall frogs, quite infants, will swallow a wasp with avidity. This afternoon a tiny frog swallowed a full grown wasp, when a big relative went for him quite savagely, like a big schoolboy thrashing a small one for presuming to be helped before him.—R. E. Bartlett in London Spectator.

Human Imitations of Vegetables.

Referring to the fact that the human head is sometimes facetiously and ir-reverently spoken of as "a cocoanut," the Boston Transcript remarks that sci-entists have recently discovered a re-markable resemblance between the shell of the fruit and the shell of the human brain. Then it quotes a French scien-tific periodical to prove that there is a wonderful likeness between other hu-man organs and vegetable products. For example, the meat of the English walnut is a close copy of the form and convolutions of the brain; plums and cherries are like the eye; almonds are shaped like the nose; the ear is brought to mind by an opened oyster and shell; in a mammoth squash the entire body may be traced; the open hand is found in growing scrub willow and celery, and the heart is seen in the German turnip and the eggplant.

The Katydid's Song. Everybody is familiar with the music of the katydid. It is the male that has the voice. At the base of each wing cover is a thin membraneous plate. He elevates the wing covers and rubs the two plates together. If you could rub your shoulder blades together, you could imitate the operation very nicely.— Washington Star.

Long Winded.

Overheard at the Salle des Capucines during the delivery of a lecture by the famous X.:

"How full he is of his subject!" said me of the hearers.

"Yes, but how slow he is in emptying himself!" was the reply .- Intransigeant Illustre.

A one armed resident of Youcalla, Or., built during one month a house 24 feet square without assistance.

Miscellancous. C. MITCHELL,

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Hradford, Salamanen, Buffalo, Rochester, Niagara Falls and points in the upper oil region.
On and after June 4th, 1832, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows.
7400 A. M.—Bradford Accommodation—For points North between Falls Creek and Bradford, 7:15 a. m. mixed train for Purksutawney.
10:05A.M.—Buffalo and Rochester mall—For Breek and Rochester: connecting at Johnsonburg with P. & E. train 3. for Wilcox, Kane, Warten, Corry and Eric.
10:36 A. M.—Accommodation—For DuBois, Sykes, Big Run and Punksutawney.
120 F. M.—Miraffard Accommodation—For Breektree, Brockwayville, Ellmont, Carbon, Ridgway, Johnsonburg, Mt. Jewett, and Punksutawney.
120 F. M.—Miraffard Accommodation—For Breektree, Brockwayville, Ellmont, Carbon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.
5:10 F. M.—Miraffard Accommodation—For Breektree, Brockwayville, Ellmont, Carbon, Ridgway and Johnsonburg.
9:20 A. M.—Accommodation—For BuRois, Sykes, Big Run and Punxsutawney.
9:20 F. M.—Mail—For DuBois, Sykes, Big Run and Punxsutawney.
9:20 A. M.—Sunday train—For Breekwayville, Runa and Punxsutawney.
9:20 A. M.—Sunday train—For Breekwayville, Ridgway and Johnsonburg.
8:12 F.M.—Sunday train—For DuBois, Sykes, Big Run and Punxsutawney.
9:20 A. M.—Sunday train—For Breekwayville, Runa and Punxsutawney.
9:20 A. M.—Sunday train—For Breekwayville, Runa and Punxsutawney.
9:20 A. M.—Sunday train—For Breekwayville, Runa and Punxsutawney.
9:20 F. M.—Sunday train—For Breekwayville, Runa and Punxsutawney.
9:20 A. M.—Sunday train—For Breek Pa. J. H. Banger E. C. Lapey, Gene, Pas Agent Buffalo, N. Y. Rochester N. Y.
DENNSYLVANIA RAHLROAD.

DENNSYLVANIA RAILROAD.

IN EFFECT MAY 21, 1893.

IN EFFECT MAY 21, 1893.
Philadelphia & Erie Railrond Division Time Table. Trains leave Driftword.
"EAST WARD"
"9:04 A M-Train 8, dully except Sanday for Sanbury. Harrisburg and intermediate stations, arriving at Philadelphia 6:39 P. M.; Washington, 8:15 P. M.; Baltimore, 6:50 P. M.; Washington, 8:15 P. M.; Baltimore, 6:50 P. M.; Washington, 8:15 P. M.; Haltimore, 8:10 A, M.; Through coach from DuBols to Williamsport. Pullman Sleeping cars from Harrisburg and Intermediate stations, arriving at Philadelphia and New York, Philadelphia and New York, Philadelphia A: New York, 9:10 A, M.; Through coach from DuBols to Williamsport. Pullman Sleeping cars from Harrisburg to Philadelphia and New York, Philadelphia, 19:00 A, M.; New York, 19:00 A, M.; Bultmore, 8:20 A, M.; Nashington, 7:30 A, M.; Haltimore, 8:20 A, M.; New York, 19:00 A, M.; Bultmore, 8:20 A, M.; New York, 19:00 A, M.; Bultmore, 8:20 A, M.; New York, 19:00 A, M.; Bultmore, 8:20 A, M.; New York, 19:00 A, M.; Bultmore, 8:20 A, M.; New York, 19:00 A, M.; Bultmore, 8:20 A, M.; New York, 19:00 A, M.; Bultmore, 8:20 A, M.; New York, 19:00 A, M.; Bultmore, 19:00 A, M.; Bultmore, 10:00 A, M.; Bultmore, 10:01 A, M.; Bultmore, 10:00 A, M.; Bultmore, 10:00

JOHNSONBURG RAILROAD.

(Daily except Sunday.) TRAIN 19 leaves Ridgway at 9:40 a. m.; John-sonburg at 9:55 a. m., arriving at Clermon nt 10:45 a.m. FRAIN 20 leaves Clermont at 10:55 a.m. ar-riving at Johnsonburg at 11:40 a.m. and Ridgway at 11:55 a.m.

P.M	A. M.	STAT	IONS.	A. M.	P.M.
12 10	9.40	Ridg	WH Y	1 (8)	7.00
12.18	9.48	Island		1.20	6.51
12.22	.9.52	MIII H		1.16	6.46
12 31	10.05	Croyl		1.05	6.35
12.98	10.10	Shorts		12.59	6 30
15 42	10.15	Biue 1	Rock	12.54	6 35
12 44	10.17	Vineyar		32.62	6 23
12 46	20.20	Carr		12-50	6 21
1.02	10.32	Brockwi	syville	12.18	6 06
1.19	10.43	McMinn	summit	12.90	5.57
1 20	10.48	Harvey	situn	13.26	5.52
122	11 05	Palls (Freek	12 20	5 45
1.90	TRA	INS LEAV	DTTVIN	12.00	5 30
. P	astware			estwar	
	n 8, 7:17			3, 11:34	
Trate	n 6, 1:45	D. D.	Trair	1, 3:00	n. m.
Trate	4, 7:55	n m	Train	11, 8:25	p. m.
		p. m.			b. m.
8 M.	PREVO	OST.	J. R.	WOOD,	
	Gen. M	anager.	Ger	n. Pass.	Ac'1.



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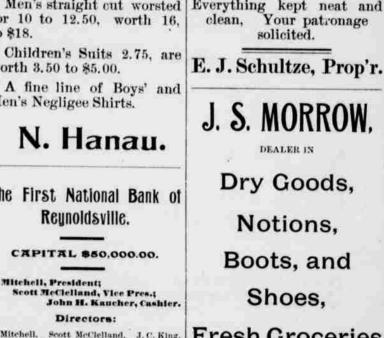
Men's Suits, four button cutaway from 10, 12 to \$15, worth 14, 16 and \$18.

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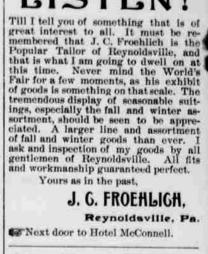
LISTEN!

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of meats,	such as		
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VEAL	AND		
BEEF,	SAUSAGE.		
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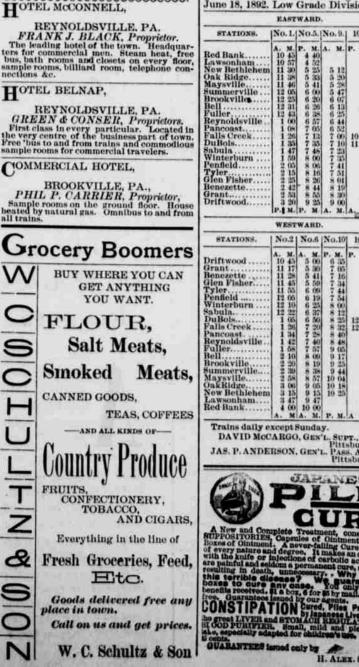
The celebrated name of Praise-God Barebone was borne by a member of the Oromwell parliament called together after the dissolution of the Long parliament in 1658. The royalists called the assembly "Barebone's partiament." At the time when General Monk was in London Barebone headed the mob who presented a petition to parliament against the recall of Charles II. Of the against the recail of Chartes II. Of the Barebone family there were three broth-ers, each of whom had a sentence for a name — Praise-God Barebone, Christ-came-into-the-world-to-save Barebone and If-Christ-had-not-died-thou-hadst-bare darmad Barabone — Now York been-damned Barebone, - New York Evening Sun.

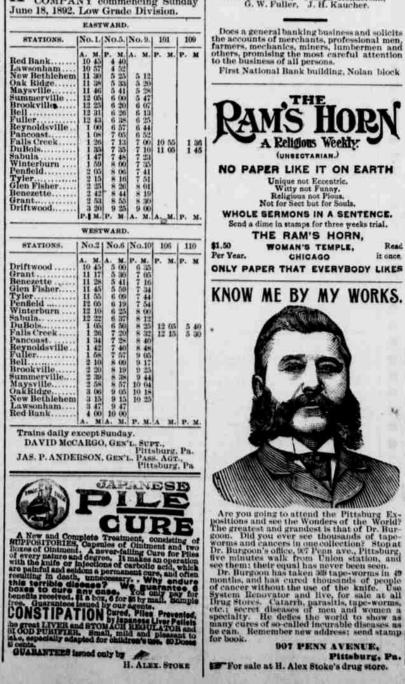
Single and Married.

A native of Ireland landing at Green-ock wanted to take the train to Glas-gow. Never having been in a railway station before, he did not know how to get his ticket. Seeing a lady, however, going in, Pat thought he would follow her, and he would soon know how to get aboard. The lady, going to the ticket box and putting down her money, said, "Maryhill, single." Her ticket was duly handed to her, and she walked off. Pat, thinking it all right, planked down his money and shouted, "Patrick Murphy, married."-Tit-Bits. A native of Ireland landing at Green-

Railway Headaches. Those who suffer from headache and feel the fatigue of a railway journey dis-agreeably should take with them two agreeably should take with them two leather or silk covered cushions—one for the small of the back, another to rest the neck and head. An eminent doctor once stated that this was a capital antidote to the evils arising from the jolting of the train, liable to cause slight congestion of the head in very long journeys. He fur-thermore advised no reading in the train to those subjected to headaches.—New York Times.

The Need Was Mutual. Bleepy Citizen-What do you want in ay house? Burglar (presenting gun) - I want Sleepy Citizen-Good Lord! Give us your hand. So do I.-Cleveland Plain Dealer.





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