The Star.

VOLUME 2. REYNOLDSVILLE, PENN'A., WEDNESDAY APRIL 25, 1894. NUMBER 49.

Railroad Time Tables.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.

On and after Nov. 19th, 1893, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7.10 A M.; 1.20 p. m.; and 7.00 p. m. Accommodations from Punxsutawney and Big Run.

8:50 A. M. Buffalo and Roc Express mail For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Brasiford, Salamanca, Buffalo and Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

7:45 A. M., 1.15, 6 p. m. and 7.30 p. m. Accommodation For Sykes, Big Run and Punxsutawney.

2:20 P. M. Bradford Accommodation For Beechtree, Brockwayville, Ellmont, Carmon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

6:00 P. M. Mail For DuBois, Sykes, Big Run, Punxsutawney and Walston.

9:25 A. M. Sunday train For Brockwayville, Ridgway and Johnsonburg.

6:00 P. M. Sunday train For DuBois, Sykes, Big Run and Punxsutawney.

Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be collected by conductors when fares are paid on trains, from all stations where a ticket office is maintained.

Thousand mile tickets at two cents per mile, good for passage between all stations.

J. H. McNYNS, Agent, Falls Creek, Pa.
J. H. BARRETT, General Supt. R. A. LARTY, Gen. Pas. Agent
Buffalo, N. Y. Rochester N. Y

PENNSYLVANIA RAILROAD.

IN EFFECT NOV. 19, 1893.

Philadelphia & Erie Railroad Division Time Table. Trains leave Driftwood.

EASTWARD

9:04 A M—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:50 p. m., New York, 10:08 p. m.; Baltimore, 7:20 p. m.; Washington, 8:35 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

3:20 P. M.—Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 A. M.; New York, 7:35 A. M. Through coach from DuBois to Williamsport. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:00 A. M.

9:35 P. M.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:50 A. M.; New York, 9:30 A. M.; Baltimore, 6:20 A. M.; Washington, 7:20 A. M. Pullman cars from Erie and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

WESTWARD

7:32 A. M.—Train 1, daily except Sunday for Ridgway, DuBois, Clermont and intermediate stations. Leaves Ridgway at 3:00 P. M. for Erie.

9:50 A. M.—Train 3, daily for Erie and intermediate points.

6:27 P. M.—Train 11, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 11 leaves Philadelphia 8:50 A. m.; Washington, 7.50 A. M.; Baltimore, 8:45 A. M.; Wilkesbarre, 10:15 A. M.; daily except Sunday, arriving at Driftwood at 6:27 P. M. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10.40 a. m.; Baltimore, 11:40 p. m.; daily arriving at Driftwood at 9:50 a. m. Pullman sleeping cars from Philadelphia to Erie and from Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport and to DuBois.

TRAIN 1 leaves Renovo at 6:35 a. m., daily except Sunday, arriving at Driftwood 7:32 a. m.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:40 a. m.; Johnsonburg at 9:55 a. m., arriving at Clermont at 10:45 a. m.

TRAIN 20 leaves Clermont at 10:55 a. m. arriving at Johnsonburg at 11:40 a. m. and Ridgway at 11:55 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

SOUTHWARD.			NORTHWARD.	
P. M	A. M.	STATIONS.	A. M.	P. M.
12 10	9 40	Ridgway	1 30	6 30
12 18	9 48	Island Run	1 20	6 22
12 22	9 52	Mill Haven	1 16	6 15
12 31	10 02	Croyland	1 05	6 05
12 38	10 10	Shorts Mills	12 59	6 00
12 42	10 15	Blue Rock	12 54	5 54
12 44	10 17	Vineyard Run	12 52	5 51
12 46	10 20	Carrier	12 50	5 48
1 00	10 32	Brockwayville	12 38	5 36
1 10	10 42	McMinn Summit	12 30	5 26
1 14	10 48	Harveys Run	12 26	5 20
1 20	10 55	Falls Creek	12 20	5 15
1 45	11 05	DuBois	12 05	5 00

TRAINS LEAVE RIDGWAY.

Eastward.	Westward.
Train 8, 7:17 a. m.	Train 3, 11:34 a. m.
Train 6, 1:45 p. m.	Train 1, 3:00 p. m.
Train 4, 7:55 p. m.	Train 11, 8:25 p. m.

S. M. PREVOST, Gen. Manager. J. R. WOOD, Gen. Pass. Ag't.

ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday Dec. 24, 1893. Low Grade Division.

EASTWARD.

STATIONS.	No. 1.	No. 5.	No. 9.	101	109
	A. M.	P. M.	A. M.	P. M.	P. M
Red Bank	10 45	4 40			
Lawsonham	10 57	4 52			
New Bethlehem	11 30	5 25	5 12		
Oak Ridge	11 38	5 33	5 20		
Maysville	11 46	5 41	5 28		
Summerville	12 05	6 00	5 47		
Brookville	12 25	6 20	6 07		
Bell	12 31	6 26	6 13		
Fuller	12 43	6 38	6 25		
Reynoldsville	1 00	6 57	6 44		
Pancoast	1 08	7 05	6 52		
Falls Creek	1 26	7 13	7 00	10 55	1 36
DuBois	1 35	7 35	7 10	11 05	1 45
Sabula	1 47	7 48	7 23		
Winterburn	1 50	8 00	7 34		
Penfield	2 05	8 06	7 40		
Tyler	2 15	8 16	7 50		
Glen Fisher	2 25	8 26	8 01		
Benezette	2 42	8 44	8 18		
Grant	2 53	8 55	8 28		
Driftwood	3 20	9 25	8 55		
	P. M.	P. M	A. M.	A. M.	P. M

WESTWARD.

STATIONS.	No. 2	No. 6	No. 10	106	110
	A. M.	A. M.	P. M.	P. M.	P. M
Driftwood	10 10	5 00	6 35		
Grant	10 42	5 30	7 05		
Benezette	10 53	5 41	7 16		
Glen Fisher	11 10	5 59	7 34		
Tyler	11 20	6 09	7 44		
Penfield	11 30	6 19	7 54		
Winterburn	11 35	6 25	8 00		
Sabula	11 47	6 37	8 12		
DuBois	1 05	6 50	8 25	12 10	5 00
Falls Creek	1 26	7 20	8 32	12 20	5 10
Pancoast	1 34	7 28	8 40		
Reynoldsville	1 42	7 40	8 48		
Fuller	1 58	7 57	9 05		
Bell	2 10	8 09	9 17		
Brookville	2 20	8 19	9 25		
Summerville	2 39	8 38	9 44		
Maysville	2 58	8 57	10 04		
Oak Ridge	3 06	9 05	10 18		
New Bethlehem	3 15	9 15	10 25		
Lawsonham	3 47	9 47			
Red Bank	4 00	10 00			
	A. M	A. M.	P. M.	A. M.	P. M.

Trains daily except Sunday.

DAVID McCARGO, GEN'L. SUPT.
JAS. P. ANDERSON, GEN'L. PASS. AGT.

LOVE.

Sudden upon my night there woke
The trouble of the dawn.
Out of the east the red light broke
To broaden on and on.

My days are tuned to finer chords
And lit by higher suns,
Through all my thoughts and all my words
A purer purpose runs.

No matter if my hands attain
The golden crown or cross;
Only to love is such a gain
That losing is not loss.

And thus, whatever fate betide
Of rapture or of pain,
If storm or sun the future hide,
My love is not in vain.

So only thanks are on my lips,
And through my love I see
My earliest dreams, like freighted ships,
Come sailing home to me.

—John Hay.

HOW FAR IS THE SUN

NEW LIGHT WHICH HAS BEEN THROWN ON THE PROBLEM.

Results of Observations Made by the Coast Survey at the Sandwich Islands—The Distance to the Sun Is Something Like Ninety-five Million Miles, More or Less.

A little new light has recently been thrown on the problem of the distance of the sun. This is the great yardstick of astronomy. For more than a century every effort has been made to ascertain the distance as accurately as possible. Methods direct and indirect have been employed. Considering the fact that the knowledge thus sedulously pursued can serve no utilitarian purpose, the generous expenditure in the pursuit does credit to the intellectual aspirations of the human race. From the time of Captain Cook's expedition to the Society islands to observe the transit of Venus in 1769 until the present day millions of dollars have been spent in this effort to drop a sounding line to the sun.

Copernicus believed that the sun was not more than 5,000,000 miles away. There were philosophers before the Christian era who knew as much as that. For several years past we have been assured that the distance could not be far from 92,800,000 miles. But almost a century ago Laplace assumed a parallax for the sun which gave almost exactly that distance. Since his time various astronomers have attacked the problem, and their results have varied from 91,000,000 to 95,250,000 miles, the difference between these extreme estimates being nearly as great as the entire distance was believed to be by the founders of astronomy.

Yet these facts carry no challenge to the soundness of modern astronomical methods or the substantial correctness of the results attained by them. The distance of the sun is not yet known with absolute accuracy, for the same reason that the height of Mount St. Elias or of Mount Everest has not yet been exactly ascertained. But the limits of error are known, and in the future we shall not see estimates of the sun's distance varying by millions of miles. If a series of wires should be cut, each agreeing in length with one of the recent measures of the solar parallax, and all should then be stretched from the earth toward the sun, every one of them would end in the sun, though none might stop precisely at its center.

As to the recent light upon this problem, it is furnished by the results of observations by the United States coast survey at the Sandwich Islands to determine the constant of aberration of the stars. By this is meant the amount of displacement that the stars undergo in consequence of the fact that we are looking at them from a globe which is not standing still, but is moving in an orbit around the sun at the rate of about 18½ miles in a second. Light travels 186,330 miles in a second. The ratio of the velocity of the flying earth to that of light measures the displacement in the position of the stars that is called their aberration. But, manifestly, if we can learn precisely how far the earth travels in a second, we shall know just how long its orbit is. We know that the earth takes one year, or, more exactly, 31,558,150 seconds, to go once around that orbit. If, then, we can find out with rigorous accuracy how far it goes in a second, we can at once calculate not only the length of the orbit, but the distance of the sun, which depends directly upon the size of the orbit. Of course allowance must be made for the fact that the orbit, instead of being a circle, is an ellipse, and that consequently the earth's rate of traveling varies a little. But mathematics take care of that.

Now, we have seen that the displacement, or aberration, of the stars furnishes a means of determining the ratio of the earth's velocity in its orbit to the known velocity of light. If that aberration is accurately measured, it must give, by a simple calculation, the velocity of the earth and the distance of the sun. The aberration as ascertained at the Sandwich Islands is slightly smaller than previous measurements had made it. It amounts to 20.433 seconds of arc. This gives for the average velocity of the earth in its orbit 18.4582 miles in a second, and for the distance of the sun 92,709,000 miles. The distance derived from the observation of the transit of Venus in 1874 was about 620,000 miles less than this, while that calculated from the transit of 1882 was about 190,000 miles greater. But Laplace's value of the solar parallax, adopted by him in 1799, gives a distance differing by only 60,000 or 90,000 miles from that shown by the calculation based on the new constant of aberration. So Laplace was probably nearer to the truth than many of the later astronomers have been.

It is evident that the final solution of the great problem has not even yet been obtained. There is an uncertainty of perhaps as much as 100,000 miles still remaining. Since the distance of the sun forms a base line for calculating the distance of the stars, an error of 100,000 miles in that base line would make a difference of nearly 30,000,000,000 miles in the calculated distance of the nearest fixed star in the sky. It is for the astronomers of the future, then, to determine the real dimensions of the universe, if they can. For our part, we must be content to know that they are great almost beyond the power of mathematics to express and certainly beyond the power of imagination to conceive.—New York Sun.

AN OLD PRESCRIPTION.

On This Particular Occasion It Failed to Do Its Work.

The crowd had gathered about a horse and buggy in the middle of the street. The horse had balked.

"Tie a string around his ear," said one of the bystanders. "It gives him something else to think of. I never knew it to fail."

A string was produced and wound tightly round one of the animal's ears.

It had no effect.

"Blindfold him," suggested another.

A bandage was tied over his eyes and an effort made to start him.

Same result.

"Back him."

"He won't back," said the exasperated owner. "I tried that."

"Try him with an ear of corn."

The ear of corn failed to move the obstinate horse.

"I'll see if I can't persuade him some other way," said the exasperated owner of the animal.

He took a whip and belabored the beast with it till somebody threatened to have him arrested.

Then he kicked him awhile.

All in vain.

Finally a benevolent looking old gentleman forced his way through the crowd and said:

"I have seen a great many balky horses started by building a fire under them. Can you get some straw or shavings?"

A boy was sent to a neighboring furniture store for some excelsior. He came back presently with a huge armful. It was placed on the ground under the horse and a lighted match touched to it.

As the first feeble flame rose from it and the smoke began to curl about his legs the horse unbent a little. He turned his head, took a calm survey of the situation, and when the combustible stuff burst into a big blaze he moved forward about six feet, in full possession of his faculties and without any unnecessary haste, and stopped again.

And the elegant buggy was damaged $25 worth by the flames before it occurred to anybody to scatter the blazing stuff.

And then an old colored man in a faded suit of secondhand clothes and a hat with half the brim gone went out and spoke kindly to the high spirited animal, rubbed his nose, patted him on the neck, climbed into the damaged buggy and said, "Git along, sonny."

And the horse moved off at a brisk trot, with head high in the air.—Chicago Tribune.

Wanted a Good Foot.

Models are an important part of a sculptor's need. I doubt whether in this particular we differ from our Greek predecessors, for we read of choice presents, such as peacocks, given by Phidias to his models, showing how much he valued them, presumably because it was as difficult then as now to get good ones.

To be a model is a business of itself, and when we remember the number of art schools there are, even in London alone, and the many artists who are entirely dependent upon them, it may be realized what a large body they must be.

The men are mostly Italians, chiefly, I am told, from the neighborhood of Naples. The women are, as a rule, English and have often sat from babies. To find a well formed foot is almost an impossibility among the best of them, owing to the long cramping in boots, but a friend once told me that he had a cast of the foot of an Indian woman that was as beautiful as the foot of a Greek statue.

Our English models lack often the suppleness of figure that distinguishes more southern races, such as the Italian, which is partly accounted for by the heavy, cumbersome clothes our climate necessitates. But such as they are we have to make the best of them, and a really good one is eagerly sought after.—Good Words.

When There Were No Plumbers.

Lord Fountainhall, in 1674, says that there are no plumbers in Scotland, because there is no need for them. Happy simplicity of our ancestors! Now every man should be his own plumber. No man should be allowed to marry till he has passed an examination in plain and fancy plumbing. Few know what to do if the pipes are frozen or if the gas meter is frozen. If you are practicing with a pistol, however, and casually cut a gas pipe, we do know what to do. Exhibit soap! Fill up the orifice with soap. This accident is, it must be admitted, less frequent than a sudden flood.—Saturday Review.

A SLUMMING EXPERIENCE.

The Minister Who Had Gone Through It Determined to Change His Plans.

With a view to finding out what slumming in the toughest regions is like the reporter went to headquarters and asked one of Byrnes' oldest and most trusted detectives to tell him some of his experiences in taking slumming parties about in the region east of the Bowery.

"It's a good while now since I've done any of that business," said the detective, "and there's very few that we take around Cherry hill and its alleys. It's too tough for ladies and for most men. One of the last parties that I took through there was three young men who were going to do missionary work. They were ministers, and they wanted to see what life was like where it's least worth living, so I took them down to Double alley. That's a 12 foot wide street about 200 feet long and hedged in by eight story tenements. It runs off Cherry street, and it furnishes more crime and violence to the square inch than any other place in New York, with the possible exception of Single alley, which is near by.

"Of course we attracted attention there. The urchins yelled at us, the loafers scowled at us, and unkempt hags stuck their heads out of windows overhead and made unpleasant comments. We paid no attention. One can't afford to be squeamish in Double alley. The young ministers, however, began to look rather uncomfortable, and I reckoned they were getting scared and wished they'd staid at home. That wasn't their kind, though, as I found out pretty quickly. When we got pretty near to the end of the place, we heard a terrific howling and yelling in one of the houses. There were cries of 'Murder!' and 'Help!' mingled with curses and groans. It was a characteristic Cherry Hill mixed ale row from all indications. In a minute out staggered a drunken woman, her forehead bleeding profusely from a gash made by some sharp instrument. Close after her came a big, burly longshoreman brandishing a bottle. He reached the woman and brought the bottle down on her head with terrific force, stretching her to the pavement. Then he began kicking her. I started for him, but one of the young men was before me. He hit the longshoreman just once, and that was enough. The man went down like a log.

"Then there was the devil to pay. Half a dozen big ruffians poured out of the doorway and made for the minister. He knocked the first one off his feet, but the second ran in and grappled with him. By this time I and the other two were taking a hand in it. There was nothing scared about those fellows then. I afterward found out that they had all been football players in college. They fought like devils, and with the odds against us we cleaned out the gang in about half a minute. A couple of police came running in, and three of the roughs were arrested. The woman went to the hospital, where it was found that she was only slightly injured. Skulls are thick in Double alley. Our party was a little the worse for wear. My hat was lost in the scuffle. One of the ministers had his coat torn half off, another lost his spectacles and the temporary use of one eye, while the chap that had waded in first was wiping the blood from his face and nursing a sprained thumb. When he said good night to me, he remarked:

"'This experience has been a lesson to me. I was going to China as a missionary, but if I can judge by what I've seen tonight there is plenty of room for mission work right here in this city, and I think I'll stay here.' That man has been doing good work among the poor of this city since then, and China has lost a good missionary and a man of nerve."—New York World.

The Provincialism of New York.

In spite of the commercial character of the people of New York city, in spite of the small army of commercial travelers whose address is New York, it is still true that the great body of the people know next to nothing of the rest of the country. The west knows the east; the east does not know the west. This is true because the west came from the east in the first place and because thousands of westerners visit the east, while only hundreds or tens of easterners visit the west. The struggle for existence in New York city is so severe that the body of the people have not the time, if they had the inclination, to acquire general information. Life with them is intense and swift, but it runs in a very narrow channel after all. In a very real sense the people are provincial. They ask the visitor from Kansas City if he knows their friends in St. Paul. They ask the visitor from Denver whether he enjoys any religious privileges in that city of churches. Many of them not only know nothing of all America beyond a few streets of the metropolis, but they actually take pride in not wanting to know anything.—J. W. Gleed in Forum.

Don't Flirt.

The man or woman who will indulge in the practice of "flirting" with an outside party is not worth going out with or being taken out. It is a species of bad form that nothing can excuse, and though there are many who think it cute to make eyes and return signs made by strangers, feeling that such attention is a bit of personal homage, the outside world judges differently, and one exhibition of that sort should be enough to wean the respect of either man or woman, no matter how devoted they might heretofore have been.

DIET OF THE GREAT.

Favorite Dishes of the World's Illustrious Generals, Philosophers and Poets.

"Man is what he eats," said Feuerbach, the German philosopher, or, as he expressed it in his native language, "Der mensch ist was er isst," a play of words which is not without its deep meaning. Man's food is never without influence on his temper, nor is the choice he makes in his meals without a certain reflection of his character. John the Baptist's eating locusts and wild honey was indicative of his mind and motives, as was Zoroaster's predilection for bread and water cresses of his ethics and doctrines. Plato was satisfied with honey, bread, vegetables and fruit. Mohammed preferred mutton and milk to all other dishes and drinks. Hannibal, the Carthaginian warrior, lived on olives, while the Roman General Sulla's favorite meats were wild ass, chickens drowned in Falerian wine, ostrich brain and snails.

Charles the Great was a lover of venison. Henry IV of France had a gluttonous appetite for oysters; Frederick the Great for polenta, a sort of Italian pudding; Emperor William I of Germany for lobsters and oysters. Napoleon I was a passionate drinker of coffee, of which he took 20 to 25 cups daily.

Artists, poets and philosophers evince a larger variety in the choice of their meals and beverages. Goethe was very fond of champagne, Schiller of wine. Klopstock indulged in truffle pastry, smoked salmon and peas. Lessing's favorite dish was lentil soup, a predilection which he shared with Kant, while Leibnitz delighted in apple cake. Torquato Tasso was a lover of sweet things and heaped his salad with sugar. So did Moses Mendelssohn, who mourned the impossibility of sweetening sugar.

Byron took only one daily meal, consisting principally of old Chester cheese, pickles, red cabbage, wine or liquors. He used to drink great quantities of tea. Bismarck in his younger days was very fond of hard boiled eggs and cognac, which he preferred to "pretzel and beer," a beverage which he considers the chief cause of German pothouse politics and lack of resolute and harmonious action.

William II, the present emperor of Germany, loves his wine and prefers the sparkling juice of the Rhine, which not infrequently loosens his tongue. Champagne he avoids, lest "it cause his heart to run away with his head," as he once remarked, but probably because it is too French for him.—Baltimore Sun.

Brain Surgery.

Sawing out sections of the skull in order to give the brain room to develop symmetrically seems a rather delicate and dangerous operation, but it is one that has on several occasions been performed with perfect success. Children apparently in a condition of hopeless idiocy have been treated upon this plan and are in prospect of developing the faculties usual in those of like age. The removal of the bone which has become unduly hardened permits growth, and the clouded intellect may become clear and normal.

Attention has been called to cases in which calculi had formed, as was supposed, upon the silk ligatures used in internal operations. In one case an abdominal tumor was removed, and some years later there were calculi present in quantity that caused great distress. It was thought that some irritating property was present in the silk, and that this acted as a nucleus around which the gritty particles gather.—New York Ledger.

Population of the Ocean.

A striking proof of the vastness and variety of the population of the sea has been furnished by the results of explorations made by a committee of the zoological department of the British association in that part of the Irish sea surrounding the isle of Man.

Out of 1,000 species of marine animals collected, 224 had never before been found in that region, 38 were previously unknown as inhabitants of British waters, and 17 were entirely new to science. Indeed they were animals whose existence had never been suspected.

If such discoveries reward a few weeks of searching in so minute a speck of the sea, how many volumes would be required to contain a list of the still undiscovered inhabitanits of the great oceans?—Youth's Companion.

An Effective Whistle.

One of the popular English authors of the day was wholly incapacitated from work by a lady who lived next door and strummed through Handel's "Messiah." His idea of the inviolability of an Englishman's house did not allow him to send in any message, and he was at his wits' end till he saw in a daily paper that steam whistles could be bought to fit onto kettle spouts. He provided himself with one and put the kettle on the fire in the room nearest the singer. As soon as the whistle began he went out. Of course the bottom came off the kettle, but it cost little to solder it on again, and after two or three solderings the lady took the hint.—San Francisco Argonaut.

A Clinching Argument.

The healthfulness or the reverse of corsets seems finally to be settled. They have been found on the mummies of Egyptian princesses of the royal family. These corseted mummies, it is interesting to note, are all dead. What more need be said? The dress reformers appear to be justified in denouncing corsets.—Boston Transcript.

Speaking French.

A Tennessee chaplain, the Rev. J. H. McNeilly, says that at Port Hudson his regiment was encamped next to the Thirtieth Louisiana, which was made up of French speaking men. The French language, naturally enough, was a mystery to most of the rural Tennesseeans.

One night all hands were in the trenches. Farragut's fleet was in the river, and an attack by land was also expected. The Tennessee boys, who were close to the boys from Louisiana, noticed that the frogs in the numerous ponds were croaking incessantly in a kind of low, continuous chatter.

"Hark, boys!" said one fellow. "These frogs have been camped so long by the Thirtieth Louisiana that they are all talking French!"

At another time some of the men were lounging by the riverside when they heard some French speaking women, who were engaged in washing, talking to each other.

Suddenly one of the boys called to another, who was noted for his slowness of speech:

"Come here quick, Sam, and hear this woman talk! She can give just one flutter of her tongue and say more in a minute than you can in a week."—Youth's Companion.

Politeness.

Politeness means much. A cable car was humming up Broadway and collided with an express wagon at Tenth street. "D— your eyes!" yelled the driver. "D— your own eyes!" answered the gripman, after which the air was blue with profanities and vulgarities, which ought to have resulted in some head punching, and probably would had it not been for the interference of a policeman, who, oddly enough, turned up at the right time. After that everybody went along out of temper, cross, red faced and ruffled. Not long after that a hack was rumbling along Fourteenth street and nearly upset a light wagon in which two young sports were speeding. The pole of the hack caught between the spokes of the wagon wheel and would have caused considerable damage, but the quick eye of one of the young men saw the danger. "Ah, there, Johnnie!" said he good naturedly. "Look out, old man, or you'll break your stick." The hackman answered in the same vein, and away they went, laughing, each about his own affairs. Yes, molasses is better than vinegar, and politeness is the grease of the human axle.—Joe Howard.

A Remarkable Tree.

The most remarkable tree yet discovered flourishes in the island of Fierro, one of the largest of the Canary group. This island is so dry that not even a rivulet is to be found within its boundaries, yet there grows a species of tree, the leaves of which are narrow and long and continue green throughout the year. There is also a constant cloud surrounding the tree, which is condensed, and falling in drops keeps the cisterns placed under it constantly full. In this manner the natives of Fierro obtain water, and as the supply is limited the population must of necessity be limited also.—Philadelphia Press.

Singular Bookkeeping.

The following is vouched for by a correspondent as being extracted verbatim from a list of stores wanted by the steward of a Tyne steamship: "Stoars wonted; 2 doyan egs, 1 ham, 14 pund bakon, 2 tins sasinger, 6 tins sape, 2 tins biled meet, 2 tins motin, ½ 100 wate potaes, 6 lofes sofe bred, 1 blather lard, 1 smole cheas, sum fresh meet & vegables, & sum Karirts and turmits, 2 tins serdeens, 2 tins histers (oysters) to try, 2 notmegs, 2 tins samin, 2 tins frute, 1 tin marmalaid, 6 pund solt fish."—Newcastle (England) News.

The Day After the Burglary.

Detective—Yes, I've got the description of the missing jewelry written down all right. Now, how much money did the fellows take?

Mr. Billus—I don't know exactly. Maria, my dear, how much money was there in my pockets last night?—Chicago Tribune.

Unexpected Effect.

Poor Woman (to cheap scrivener, who has just read out to her the begging petition she had ordered, bursting into tears)—Eh, man, I'd never ha' believed I was as badly off as all that!—Deutsche Warte.

The innkeepers' business was practiced in Rome at the time of Christ. There were then over 700 registered inns in the capital. Each had a registered sign, which no other innkeeper was permitted to copy.

The days are ever divine. They come and go like muffled and veiled figures sent from a distant friendly party, but they say nothing, and if we do not use the gifts they bring they carry them as silently away.

The new Vanderbilt houses are expressly fortified against anarchists. Hot water and rifles are provided in convenient places ready for a garrison of servants to keep a mob at bay.

The greatest natural cold known is estimated at 105 degrees below zero. The highest natural temperature is in Egypt, 117 degrees.

Solid bronze statues were cast in the fourth century before Christ by a Greek founder named Lysippus.