

HEART OF NAPOLEON.

IT WAS SYMPATHETIC AND GUIDED A POETIC NATURE.

He Was Kind and Considerate as He Was Brave—Recent Testimony For This Side of the Great Soldier's Character, Which Has Not Always Been Recognized.

Speaking of Napoleon's boyhood, one who knows whom he speaks says: "In his school days the 'grand homme' gave many indications of the very qualities which procured for him the splendid success which has brought him everlasting fame. His love of discipline, order and power was shown by the manner in which he controlled his schoolmates and constituted himself their leader, teaching them the art of war in mimic battles, constructing forts and battlements of snow in the playground in which many a fierce engagement was fought and won, with snowballs for cannon balls and ice pellets for shot. It is recorded that he undertook to reform the laxity of the college rules and regulations by addressing a letter to the junior master, indicating a system that would do away with the abuses, and that he applied those same rules afterward to the schools of Fontainebleau, Saint-Cyr and Saint-Germain." According to a recent writer, on one occasion he was directing a performance of the tragedy of Caesar's death when the wife of the college porter endeavored to force her way into the assembly on the strength of her position, but Napoleon made short work of her "Remove this woman," he cried, "who brings into my midst the license of the camp," an order instantly obeyed by his colleagues, much, it may be supposed, to the discomfort of the good woman.

That Napoleon was at heart a great poet there can be no doubt. M. de Remusat relates that he was a lover of Ossian, was fond of the twilight and melancholy music. The murmur of the wind enraptured him, and he would dilate enthusiastically on the moaning of the sea and the wild beauty of the tempest. His powerful imagination sought to grasp the unseen. He would sometimes amuse himself, while passing the evening in Josephine's drawing room, by telling or listening to ghost stories while the candles were shaded and the singers present executed music of a low, sweet, weird description—the accompaniment of stringed instruments. Doubtless this gift of a subtle imagination led Napoleon to suspect where it was unnecessary and look for a motive in every action of those around him. He believed all men liars until he proved them otherwise. He used to relate the story with great gusto that when he was a child one of his uncles predicted of him that he would govern the world, because he was an habitual liar. Of M. de Metternich he once said, "He approaches to being a statesman, he lies so well!"

Napoleon's life is an unending source of inspiration to the painter. David, Verel, Scheffer, Steube and a host of others of his time have bequeathed to us some of the great battles and incidents of his career on undying canvases. Each picture is attached some interesting story. During the Italian campaign Napoleon was one night surveying the battlefield of Bassano; the moon illumined the sad scene of carnage; no sound disturbed the deep silence save the feeble groans of the dying and the moans of the wounded. Suddenly a decrepit forward from a dead body over which he was keeping watch; the poor animal retreated to his lifeless master, and then again, as though reluctant to abandon his efforts of reviving him, yet desirous of avenging his death.

Napoleon was deeply touched by the faithful friendship of the animal, who would not forsake his master like his human friends. "What a lesson for man!" cried Napoleon as he gazed on the pathetic spectacle. So strong was the impression made on his mind by that midnight episode of the battlefield that after 25 years he related it when banished to the rock of St. Helena.

Another instance of his real tenderness for the suffering and oppressed was during his Egyptian campaign. A poor fellow had been murdered by a tribe of Arabs who had entered with an armed band into a village and driven off the herds. Napoleon immediately commanded that a company of dromedaries and horsemen should go in pursuit of the guilty party. One of the sheiks, surprised at the indignation of the emperor, observed that it would not be wise for him to embroil himself with the Arabs, a dangerous people, for the sake of a miserable fellow. "Was he, then, thy cousin?" queried the sheik. "More than that," cried Napoleon, with vehemence, "all those whom I command are my children!"

Again, at the plague of Jaffa, Napoleon visited the hospital and endeavored to console the poor dying soldiers. Gros has attempted to convey an idea of this scene in his great painting of "The Plague of Jaffa," wherein he represents Napoleon touching the eruption of a soldier afflicted with the disease, an act no doubt prompted by his desire to inspire courage in those not afflicted as well as to evince his sympathy with the sufferings of his poor soldiers.—Exchange.

Ping-Yang.

Ping-Yang, in northern Korea, was the first "literary center" in the Peninsular Kingdom. Its chief author was an ancestor of Confucius named Kishi, who, gathering up his writing materials and leaving China in 1122 B. C., emigrated eastward into Korean regions. His name is greatly venerated, and many tablets still exist in his honor in the northern parts of Korea.—New York Tribune.

The barefoot cure receives unqualified endorsement in the Scottish highlands, where it is said dwell the healthiest children in the world. They seldom wear shoes before they are 12 years of age.

CHINESE FISHMONGERS.

Their Wares So Fine That They Like to Be Handled.

In Canton the fishmonger's is a most important trade. The Chinaman is a born fisherman. He also has for ages past cultivated a system of artificial breeding and rearing of live fish for the market. In the shops were displayed live and dead fish, fish fresh and salted, smoked and preserved. One variety was like whitebait, in baskets, graded from tiny things not half an inch long to what appeared to be the same fish grown 8 or 9 inches in length. These were sold fresh salted and smoked. Shark fins are a delicacy. There were fish mottled and barred, bright and dull, fish of quaint and to us unknown shapes, but foremost, above all, and everywhere to be seen, were the artificially grown live fish.

A wonderful creature was this, always appearing to suffer from heat, gasping at the surface of the water for breath and recalling Verdant Green's fish that were beginning to sweat and complain. They were as tame as domestic animals, seemingly careless of being knocked about, thrown from ponds into boats, from boats into tubs, from tubs into buckets and then back into tubs again. They were used to being handled and inspected, and if disapproved put back into the water to be sold, alive if bought whole, or cut to pieces while living and sold in bleeding chunks. A thick, short fish is this, of the mullet shape, averaging about 15 inches in length and weighing about 3 pounds, but sometimes longer, and running up in weight to as much as 4 or even 5 pounds.

When cut up, they bleed like pigs, and to show how freshly they are killed the salesman is in the habit of slicing a live one into pieces, and with the blood smearing all the pieces for sale, so that they look reeking and horrible to European eyes. To keep them alive in the shops they are always placed in a large tub with a smaller vessel fixed above it. From the bottom of the upper vessel a bamboo, with one or two saw cuts in it, sticks out, and from those cuts streams of water flow in thin cascades into the tub beneath. Every now and then, when the upper vessel becomes empty, the fish all rise to the surface, and glop, glop, glop! take down both air and water. Then an attendant, attracted by the noise, plunges a bucket down among them, and from the water in which they swim fills the upper vessel full again.—Century.

FUEL FOR PARIS.

The Coal From Three Countries Is Mixed For Domestic Use.

Whenever possible the Seine is utilized for the transportation of fuel to Paris. Nearly all the great wholesale firms have their yards in the neighborhood of the river. The railroads also bring a great deal of wood and coal to the city. As the trains move slowly through the yards of some of the lines of railroad the passengers can see inclosures filled with cord wood, storehouses of sacks of fuel; also cars loaded with the same sacks, which all seem to be of the same size. The opening of the sacks is secured by lacing of cord, and the cords fastened by leads. Here also may be seen, stored on cars, large unperforated briquettes for use in engines and manufactories. Along the embankment of the Seine may be seen hundreds of cords of wood piled in such regular order that one could well believe that the spacings were measured off with a rule.

The coal is from English, French and Belgium mines. Sometimes the three kinds are mixed for use in the kitchen ranges.

The shops for the sale of fuel by retail are almost as numerous as the bakeries. They are always neat, and the wood, coal and kindlings are arranged in a most artistic manner. The wood is piled so as to show the evenly sawed ends. The samples of coal are arranged in glass dishes, and in some of the shops, where orders are taken for the wholesale places, wood is arranged in the windows and decorated with growing moss and ferns. Indeed the chief aim of the French shopkeeper is to make his shop attractive.—Ladies' Home Journal.

Cold Weather Suggestions.

As cold weather approaches women try to devise means for preventing hands and lips from chapping. An excellent remedy to prevent chapping is cold cream. A manicure says that it whitens the skin more than any preparation. It has taken the place of the old time remedy—mutton suet. It should be well rubbed into the skin, and gloves, preferably white, slipped on. The palms of the gloves should be slit in several places to allow the air and prevent cramps of the muscles, and the finger tips clipped off. Vaseline should never be allowed to touch the hands. It turns the skin yellow and leaves a stain on the nails that is hard to clear away.

In winter cold water should be used sparingly. Its action roughens the skin unpleasantly. Tepid water, with a very few drops of household ammonia and a good lather of castile or borax soap, is advisable. If the hands are inclined to redness, the trouble lies in the way of circulation, and slight gymnastics will relieve it.

A Case of Step-love.

The girl with the level brows was talking to the man with the Roman nose. "I don't understand you," she said coldly. "I asked you if you thought my love would induce?" "No, it is impossible. You are not my ideal." "I don't want to be. Please don't interrupt me again. I merely wanted to know if my earnest, devoted love would?" "It would not. You are too old. Besides, as I said before, you are not my ideal." "Hang ideals! I want to marry your mother and be your stepfather. Now, do you understand?"—Detroit Free Press.

SAFER THAN STEALING SIGNS.

Students May Have Them Painted to Order in a New York Shop.

In a side street east of Broadway is a sign which reads: "Novelties in Sign Painting. College Work a Specialty." Not having in a four years' course learned what need colleges have for any considerable supply of signs, the writer entered the shop to make inquiry. The proprietor was a small German, and he had two assistants. In reply to a few questions he told the following facts: "I started in the business of sign painting about five years ago. Before I had been at it long I had numerous calls from college students who wanted special signs painted. They were in the habit of decorating their rooms with such plunder as beer signs, barbers' poles, advertising thermometers, etc., and some of them hit upon the idea of having special signs painted. Most of my business came from Columbia at first, but it soon spread to New Haven, Cambridge and Princeton, so that I now have two assistants.

"Of course cardboard are the cheapest signs, and the more ordinary kinds are made with stencil, such as 'Meals At All Hours' and 'Pay at the Desk.' Board signs, as 'Keep Off the Grass,' 'To Let,' are also stenciled and are consequently cheap. Hanging shop signs are dearer and have to be done by hand. I often have special orders, and some of the students have original ideas. For instance, there is a job for which I get \$25. This is to be a 5 cent lunchroom sign which is supposed to have been broken off from the post on which it was fixed. It is to be supplied with legs and converted into a card table, and probably the owner will many times be obliged to recount the daring way in which he eluded the police with his plunder. There is a good demand for barber poles. Beer signs I buy to order and simply make my commission.

"Another queer fad is that of express labels, so that I have a small job printing establishment. Many men, especially gloe club members, like to have their dress suit cases plastered with labels, especially of western and southern roads, to create the impression that they have been great travelers. You can hardly see the leather on some of these cases. Of course this is all very foolish, but it is very profitable to me. A fool and his money are soon parted."—New York Tribune.

AN ARTIST'S INSPIRATION.

Unable to Draw a Picture Except in the Presence of a Certain Figure.

Walter Burridge, the artist, tells a good story on himself and proves it by showing the blank space on the wall where the picture, one of the accessories of the tale, used to hang.

He went one day to the studio of a friend and found there an anatomical figure, such as are to be seen in studios everywhere. It was a good one, and Burridge wanted it for his own had been broken. He expressed a desire to have it, but the artist friend wouldn't give it up for any money. It was his inspiration, he said. He needed it even for the composition of a letter. And, as for drawing anything in the human figure without it, that was simply hopeless. He couldn't spare it.

So Burridge went away. But another day, while in the same studio and in the absence of the owner, a third artist, who commonly shared the place and worked there, said Burridge could have the model if he wanted it. The owner had concluded to get along without it.

And about an hour after the owner came back. He sat down and tried to draw a wagon. But he couldn't. He tried to write a letter that had long been overdue. But he could not get his thoughts together.

"Something is gone," said he. "I can't do anything. I have lost something."

"Maybe it is your brains," said the man who shared his room. "Burridge has been over."

"The figure," cried the artist. "That is it." And he started out. When he came back, he brought not only the figure, but a water color sketch as well. It had taken Burridge days to complete the picture, and it marked one of the pleasant events in his sojourn along the grand canyon of the Colorado.

But it squared him.—Chicago Herald.

Other People's Bread.

In dreary Kamchatka the pine or birch bark by itself, well macerated, pounded and baked, frequently constitutes the whole of the native bread food. Bread and butter to a young Kamchatkan is represented by dough of pine bark spread with seal fat, not a very appetizing combination to English notions. And not only the bark of the pine is thus utilized for food. The dwellers in certain parts of Siberia cut off the young and tender shoots and grind them down to form their flour. One imagines that the bread therefrom must have an unpleasantly resinous flavor.

In Iceland even the hardy pine is wanting, but the Iceland declares that "a bountiful Providence sends him bread out of the very stones." He scrapes a lichen—the Iceland moss—off the rocks and grinds it into fine flour, which serves him both for bread and puddings, and also as a thickening for his broth. Thus, truly, has stern experience taught him to live where most would starve.—Chambers' Journal.

Economical Fuel.

An economical fuel can be made as follows: Small coal, charcoal or sawdust, 1 part; clay or loam, 1 part; sand or ashes, 2 parts, with enough water to make the mass into stiff balls. These should be placed upon an ordinary fire to a height which is slightly above the bars. They produce a heat considerably more intense than that emitted by ordinary fuel and effect a saving of one-half the ordinary quantity of coals, while a fire thus made up will require neither stirring nor fresh fuel for eight or ten hours.—New York Dispatch.



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NOTICE OF APPLICATION FOR CHARTER OF CORPORATION.

Notice is hereby given that an application was filed in the Executive, Pa., about the Commonwealth of Pennsylvania by B. E. Hoover, D. F. Robinson, Henry A. Reed, Ed. Gooder and C. M. McDonald, Esq., on the 30th day of January, 1896, under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania entitled "An Act to provide for the incorporation and regulation of certain corporations," approved the 29th day of April, 1874, and the several amendments thereto for the charter of a corporation to be called "The Reynoldsville Novelty Manufacturing Company," the character and object of which is to manufacture and sell W. J. Weaver's Non-Scratch Dustless Blackboard Eraser and W. J. Weaver's Eureka Secret Baller; Box, and such other novelties, articles and inventions as may be selected for manufacture by said Corporation.

McCracken & McDonald, Solicitors Reynoldsville, Dec 7, '94.

ESTRAY NOTICE.

Came trespassing on the premises of the undersigned, in Frenchtown, Pa., about the first of December, 1894, one light red two-year-old heifer with blue horns. The owner is requested to come forward, prove property, pay charges and take her away or she will be disposed of according to law.

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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 June 17th, 1894, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

1:20 P. M. and 5:30 P. M.—Accommodations from Pultenburgh and Hig Hill.

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

10:55 A. M.—Accommodation—for Sykes, Big Run and Pultenburgh.

2:20 P. M.—Bradford Accommodation—for Rochester, Brockwayville, Ellipton, Carleton, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

5:10 P. M.—Mail—for DuBois, Sykes, Big Run, Pultenburgh and Watkins.

PENNSYLVANIA RAILROAD. IN EFFECT NOV. 25, 1894.

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

EASTWARD

9:04 A. M.—Train 4, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:30 p. m., New York 10:45 p. m., Harrisburg 12:45 p. m., Washington, 7:50 p. m. Pullman parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

12:50 P. M.—Train 1, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:20 a. m., New York 7:35 A. M.—Train 2, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:55 a. m., New York 9:30 A. M.—Train 3, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:25 a. m., New York 12:10 P. M.

WESTWARD

7:20 A. M.—Train 1, daily except Sunday for Philadelphia, DuBois, Buffalo and intermediate stations. Leaves Ridgway at 3:00 p. m. for Erie.

8:50 A. M.—Train 2, daily for Erie and intermediate points.

10:15 A. M.—Train 3, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD

TRAIN 11 leaves Philadelphia 8:50 a. m.; Washington, 7:50 a. m.; Baltimore, 8:50 a. m.; Wilkesbarre, 10:15 a. m.; daily except Sunday, arriving at Driftwood at 10:57 a. m., with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 13 leaves New York at 8 p. m.; Philadelphia, 12:30 p. m.; Washington, 10:40 a. m.; Baltimore, 11:50 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.

TRAIN 15 leaves Ridgway at 9:30 a. m.; Johnsonburg at 9:45 a. m., arriving at Clermont at 11:45 a. m.

TRAIN 20 leaves Clermont at 10:50 a. m., arriving at Johnsonburg at 11:44 a. m. and Ridgway at 12:00 a. m.

JOHNSONBURG RAILROAD. (Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:30 a. m.; Johnsonburg at 9:45 a. m., arriving at Clermont at 11:45 a. m.

TRAIN 20 leaves Clermont at 10:50 a. m., arriving at Johnsonburg at 11:44 a. m. and Ridgway at 12:00 a. m.

TRAINS LEAVE RIDGWAY.

Eastward. Train 8, 7:15 a. m.; Train 9, 11:50 a. m.; Train 10, 3:30 p. m.; Train 11, 8:25 p. m.

Westward. Train 12, 11:34 a. m.; Train 13, 3:40 p. m.; Train 14, 8:25 p. m.

8 M. PREYOST, Gen. Manager. J. R. WOOD, Gen. Pass. Ag't.

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Red Bank, Lawsonham, New Bethlehem, Oak Ridge, Maysville, Summersville, Brookville, Bell, Fuller, Reynoldsville, Hancock, Falls Creek, DuBois, Sabula, Winterburn, Penfield, Tyler, Glen Fisher, Benetette, Grant, Driftwood.

WESTWARD. STATIONS. No. 1. No. 2. No. 3. No. 4. No. 5. No. 6. No. 7. No. 8. No. 9. No. 10. No. 11. No. 12. No. 13. No. 14. No. 15. No. 16. No. 17. No. 18. No. 19. No. 20.

Driftwood, Grant, Benetette, Glen Fisher, Tyler, Penfield, Winterburn, Sabula, DuBois, Falls Creek, Hancock, Reynoldsville, Fuller, Bell, Summersville, Maysville, Oak Ridge, New Bethlehem, Lawsonham, Red Bank.

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