

The Star

VOLUME 5.

REYNOLDSVILLE, PENN'A., WEDNESDAY, JUNE 10, 1896.

NUMBER 6.

Railroad & Time Tables. PENNSYLVANIA RAILROAD.

IN EFFECT MAY 17, 1896.

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

Train	Time	Destination
9:04 a. m.	Train 5, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:23 p. m., New York, 7:23 p. m.; Baltimore, 8:09 p. m.; Washington, 7:53 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
9:58 a. m.	Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:32 a. m.; New York, 7:32 a. m.; Baltimore, 8:18 a. m.; Washington, 8:02 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
11:20 a. m.	Train 7, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:41 a. m.; New York, 7:41 a. m.; Baltimore, 8:27 a. m.; Washington, 8:11 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
1:00 p. m.	Train 8, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:50 a. m.; New York, 7:50 a. m.; Baltimore, 8:36 a. m.; Washington, 8:20 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
3:00 p. m.	Train 9, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:00 a. m.; New York, 8:00 a. m.; Baltimore, 8:46 a. m.; Washington, 8:30 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
5:00 p. m.	Train 10, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:10 a. m.; New York, 8:10 a. m.; Baltimore, 8:56 a. m.; Washington, 8:40 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
7:00 p. m.	Train 11, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:20 a. m.; New York, 8:20 a. m.; Baltimore, 9:06 a. m.; Washington, 8:50 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
9:00 p. m.	Train 12, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:30 a. m.; New York, 8:30 a. m.; Baltimore, 9:16 a. m.; Washington, 9:00 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
11:00 p. m.	Train 13, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:40 a. m.; New York, 8:40 a. m.; Baltimore, 9:26 a. m.; Washington, 9:10 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
1:00 a. m.	Train 14, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:50 a. m.; New York, 8:50 a. m.; Baltimore, 9:36 a. m.; Washington, 9:20 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
3:00 a. m.	Train 15, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:00 a. m.; New York, 9:00 a. m.; Baltimore, 9:46 a. m.; Washington, 9:30 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
5:00 a. m.	Train 16, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:10 a. m.; New York, 9:10 a. m.; Baltimore, 9:56 a. m.; Washington, 9:40 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
7:00 a. m.	Train 17, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:20 a. m.; New York, 9:20 a. m.; Baltimore, 10:06 a. m.; Washington, 9:50 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
9:00 a. m.	Train 18, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:30 a. m.; New York, 9:30 a. m.; Baltimore, 10:16 a. m.; Washington, 10:00 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
11:00 a. m.	Train 19, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:40 a. m.; New York, 9:40 a. m.; Baltimore, 10:26 a. m.; Washington, 10:10 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
1:00 p. m.	Train 20, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:50 a. m.; New York, 9:50 a. m.; Baltimore, 10:36 a. m.; Washington, 10:20 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
3:00 p. m.	Train 21, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 9:00 a. m.; New York, 10:00 a. m.; Baltimore, 10:46 a. m.; Washington, 10:30 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

ANNOUNCEMENTS.

FOR COUNTY COMMISSIONER—SAMUEL STATTES, OF BELL TOWNSHIP. Subject to the Democratic primary election, held June 13, 1896.

BEECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co. LEASED. CONDENSED TIME TABLE.

Train	Time	Destination
8:00 a. m.	Train 1, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:23 p. m.; New York, 7:23 p. m.; Baltimore, 8:09 p. m.; Washington, 7:53 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
8:58 a. m.	Train 2, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:32 a. m.; New York, 7:32 a. m.; Baltimore, 8:18 a. m.; Washington, 8:02 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
10:58 a. m.	Train 3, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:41 a. m.; New York, 7:41 a. m.; Baltimore, 8:27 a. m.; Washington, 8:11 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
12:58 p. m.	Train 4, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:50 a. m.; New York, 7:50 a. m.; Baltimore, 8:36 a. m.; Washington, 8:20 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
2:58 p. m.	Train 5, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:00 a. m.; New York, 8:00 a. m.; Baltimore, 8:46 a. m.; Washington, 8:30 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
4:58 p. m.	Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:10 a. m.; New York, 8:10 a. m.; Baltimore, 8:56 a. m.; Washington, 8:40 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
6:58 p. m.	Train 7, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:20 a. m.; New York, 8:20 a. m.; Baltimore, 9:06 a. m.; Washington, 8:50 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
8:58 p. m.	Train 8, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:30 a. m.; New York, 8:30 a. m.; Baltimore, 9:16 a. m.; Washington, 9:00 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
10:58 p. m.	Train 9, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:40 a. m.; New York, 8:40 a. m.; Baltimore, 9:26 a. m.; Washington, 9:10 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
12:58 a. m.	Train 10, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 7:50 a. m.; New York, 8:50 a. m.; Baltimore, 9:36 a. m.; Washington, 9:20 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
2:58 a. m.	Train 11, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:00 a. m.; New York, 9:00 a. m.; Baltimore, 9:46 a. m.; Washington, 9:30 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
4:58 a. m.	Train 12, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:10 a. m.; New York, 9:10 a. m.; Baltimore, 9:56 a. m.; Washington, 9:40 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
6:58 a. m.	Train 13, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:20 a. m.; New York, 9:20 a. m.; Baltimore, 10:06 a. m.; Washington, 9:50 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
8:58 a. m.	Train 14, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:30 a. m.; New York, 9:30 a. m.; Baltimore, 10:16 a. m.; Washington, 10:00 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
10:58 a. m.	Train 15, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:40 a. m.; New York, 9:40 a. m.; Baltimore, 10:26 a. m.; Washington, 10:10 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
12:58 p. m.	Train 16, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 8:50 a. m.; New York, 9:50 a. m.; Baltimore, 10:36 a. m.; Washington, 10:20 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

Train	Time	Destination
2:58 p. m.	Train 17, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 9:00 a. m.; New York, 10:00 a. m.; Baltimore, 10:46 a. m.; Washington, 10:30 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.	Harrisburg, Baltimore, New York, Washington

IN JOYFUL YUCATAN.

A TRAVELING GROCERY MAN WAXES ELOQUENT IN PRAISE.

He Talks of Bread That Grows in Nuts, Milk That Comes From Trees, Sirup That Gathers on Ants' Backs and Light That Shines From Leaves.

"Seems to me that I ought to be sorry I went down there, now," said John Gilbert, the traveling grocery man, who recently returned from a six weeks' stay in Yucatan. "I don't see how I can go ahead and resume the rounds that my business calls for without a sigh and a regret, that go where I may in my native land, I will look in vain for the tree that in those tropical climes gave me light by night, for the tree that gave me my daily bread, and the one that gave me milk for my coffee, to say nothing of the pleasing and bulbous ant that gave me the sweetening for it. Time and cash customers may wear down and blunt the edge of this regret, but it is sharp now, and I really suppose that I ought to be sorry I went down there."

"I didn't know anything about these remarkable specimens of the vegetable and animal kingdoms when I first struck that country, but I noticed that the bread we had in camp was very good and the milk very choice and creamy, while the coffee was deliciously sweetened. One morning I heard the cook of our party hollering out orders to the Indian guides. "'Here, you!' he hollered. 'Hurry up and pick some bread! And there ain't a bit of milk! Go bore for some right away! And say, you dago over yonder, what's the matter of you straining some sugar out of 'em ants?'"

"This was a little astonishing to me, and I asked for information. Then I found out all about it. "'The tree that gave the bread we ate down there doesn't look a bit as if it would do it. But I found out that looks are deceptive under the equator. The bread isn't bread exactly when it is first picked, but it is a nice, stiff dough in a goose egg. They crack the shell, take out the dough, knead it a little, and it is ready for baking. By thinning it down to a batter with the milk they get from another tree, our camp cook used to make first rate pancakes out of it. The day I came away he strained the sweetening out of a quart of ants, mixed it up with a batch of the dough and made sweet cake that would have been good enough for anybody's folks to set out before company."

"The ants that supply the honey, or sirup, or whatever it might be called, are worth traveling all the way down there on a mule to see. They are about the size of a small peanut, and on their back is a transparent sack that they distill honey into until they swell up as big as a good sized marble. You can scoop these ants up by the peck. They make this honey to feed their young on, but they are so good natured and so susceptible to familiarity that all one has to do is to tickle them under the fore shoulder and they will give you every drop of honey they have in stock and then go meekly off to fill up again."

"But this accommodating ant isn't one whit more curious than the tree that acts in the capacity of dairy doer there. This tree has a big leaf, so tough and leathery that they use it for half soling shoes. When they want to milk one of the trees, they bore a hole in the trunk, and it lets down a sap as white and as sweet as any milk you ever read about in summer hotel advertisements. To get sweet milk out of this vegetable cow, though, you must milk it early in the morning. After the sun has been up two or three hours the tree gives sour milk. They tell a weird tale down there about a venomous snake and a foolhardy Indian. The snake is of the deadly venomous aphidian family familiar in the tropics by a queer Indian name which I can't remember and which I couldn't pronounce if I did remember it. In English it is bushman. This particular snake had a nest of young ones, and the Indian was foolhardy enough to steal them. The mother snake followed the Indian to his hut only to find the dead bodies of her offspring lying about with their heads smashed. The mother snake disappeared. Next morning the Indian went out and tapped his cow tree for milk, and returning drank it for his breakfast. He had scarcely swallowed it when he began to double up and howl. His eyes bulged out and his cheeks turned fiery red and with a yell fell dead. "'The bushman' cried his wife. 'The bushman has stung him!'"

"He had all the symptoms that follow the bite of that cheerful serpent, but nowhere about him could the marks of the deadly fangs of one be found upon the dead Indian. Later they found the mother bushman lying dead in the bushes near the cow tree. In the trunk of the tree, deeply embedded, they discovered her poison fangs. Then the terrible truth was revealed. The snake, despoiled of her family, had avenged herself on the despoiler. She had mingled her venom with the milk in the tree, and the Indian had drunk of it sleepily and met his awful fate."

"But the tree that gives light interested and amazed me more than the others. This tree doesn't grow more than 10 or 12 feet high, but three of them would light a pretty good sized house. If you rub its leaves smartly between your hands they will glow in the dark like a lightning bug. As soon as night comes the leaves on this tree begin to shine as if they were so many electric lights. Looking off across country, one can see acres of the trees shining here and there in the darkness like beacon lights set in the hills. The Indians call it the witch tree, and I don't blame them. It gives the best light after it has been drenched with water, and so if the tree begins to grow a little dim all they have to do is to douse two or three pails of water over it, and it is just like giving the wick of a lamp a turn or two higher."—New York Sun.

WHIPPING HIS WEIGHT.

The Champion Logger Overestimated His Flattie Ability.

In the logging camps of Michigan might makes right and the man who has whipped all comers in fair fight is king of his camp. One of these, said a logger to a reporter, was very boastful of his prowess. He had been the victor in a dozen battles and no one cared to enter the lists with him, but every man in the camp hated the champion. Going into a saloon one day he announced: "I'm tired of these battles in camp. I ain't had a good fight in Michigan. I can whip my weight in dogs, wildcats or anything that breathes for \$100."

A meek looking man took the bet and arrangements for the fight were made. It was to take place in a closed room one week from the time the bet was made. The day came and the champion called, "Bring on your animal!" The man who had bet against the king of the camp brought his antagonist in a large sack, which had been deposited behind the stove in the saloon where the match had been entered into, the weather just beginning to get cold. The gladiator entered the room, the sack was emptied and the people crowded at the window to see the contest. Out of the sack came three large hornet nests, the occupants of which had been revived by the heat.

They issued from the nests in swarms and lit all over the man. He fought them for a minute or two, then with a yell jumped through the window, carrying sash and glass with him, never stopping until he reached the river, into which he jumped. "Said he could whip his weight in anything that breathed," remarked the meek little man as he pocketed the stakes, "but about five pounds of hornets knocked him out in the first round."—Washington Star.

A BEETLE THAT GNAWS SHELLS.

And It Does Other Things Calculated to Make Its Prey Tremble.

Of all the insects the beetles are the most interesting. There is one that carries a cannon, which a naval man would call a stern chaser, and is loaded with a fluid. When pursued, the beetle fires it, and the other insect, usually a carnivorous beetle, is blinded by the discharge of fine acid spray. Hence its name of bombardier. The latest thing that has been learned about beetles is that Dytiscus marginalis cuts its way through the shells of snails and mollusks and eats the inhabitants.

W. B. Tegetmeier writes to the London Field and tells about the curiosity of naturalists at finding shells manifestly gnawed by some insect or other and the final discovery of Dytiscus marginalis at work on the shell. Then he tells some things about the Dytiscus family. Says he: "I know of no more interesting animal in an aquarium than a Dytiscus, whose name acquires the habit of following the fingers for food and amuses himself at night, if the aquarium is open, by flying round and round the room, and occasionally misses the way, and, being unable to return, is found on the floor in the morning. There is one drawback to the habits of this creature. He is a bloodthirsty tyrant of the aquarium, requiring the whole place to himself, for if kept with tadpoles, frogs, fish or any other animals, he quickly destroys them, even if many score times his own size."

What hawks are to the other birds, cats are to other mammals, sharks are to other fish, the Dytiscus is to other insects. Recommended. A Boston lady who had been recommended to go west on account of the ill health of herself and family wrote to the postmaster of a small town asking for information of various kinds regarding the healthfulness, cost of living, state of morality and church privileges in his town. His reply caused her to remark that she "preferred death in Boston," for he wrote: "Dear maddam, come on. This town is all rite. The general health can't be beat. If it wasn't for the little scraps of a Saturday night and when the cowboys come in to make us a little visit we'd have no need of a graveyard. Natural deaths are unknown, and we ain't had but 14 funerals here in three months. Society is away up. Free dances come off every night and on Sunday nights we have a grand free dance and sacred concert in the opery house. Don't go home till morning and joy rides the coast. All bad characters are lynched as soon as caught. One has just been caught, and I must shut up the postoffice and go up to what we call Lynchin hill and see the fun, so I can't rite no more at present. But you come on. Let me know when you'll git here, and I'll meet you at the depot with a brass band. Come rite on!"—Detroit Free Press.

THE HORSELESS CARRIAGE.

The Perfect Vehicle Will Come Into Use Slowly but Surely.

A little reflection will convince any one that the use of motorcycles, or, in other words, horseless carriages, will improve the roads. General Morin of France is authority for the statement that the deterioration of common roads, except that which is caused by the weather, is two-thirds due to the wear of horses' feet and one-third due to the wheels of vehicles. This being the case, if the same amount as usual continue to be laid out upon the roads, and the continual damage decrease two-thirds, then the amount spent will go to increased and permanent improvement, and the roads will be "as smooth as a barn floor."

There are many questions to be solved, many difficulties to be surmounted, before the unexceptionable vehicle appears. It was a long time before the difficulties of making sewing machines, revolvers, repeating rifles, typewriters and typesetters were overcome. Yet, examine them! It is all plain and simple, and not at all marvelous now, and we can hardly imagine how any mechanic could spend years of time studying over such easy problems. So it will be with the motorcycle. The mountains of difficulty will sink into molehills, and the ingenuity displayed will be found to take the form of judicious application of ordinary mechanical appliances, approved by the final umpire, the common sense of mankind.

Those who build automobiles must not permit themselves to think that they were born with all the carriage makers' lore inherent in them. A man may be a first class theoretical and practical mechanic and not be able to make a good vehicle to run on wheels. The perfect carriage, as we know it today, is the aggregate of the years of exhaustive trial and experiment and the improvements on that experience made by 1,000 men of genius.

If the carriage builders bestow upon the new carriage all the art acquired in building the old, and the motorcycle men learn the reasons of the conventionalities of the trade and adapt their improvements to them with reference to the opinions of those who are not prejudiced against innovation, they will both work together in harmony and with one purpose, and, so united, they will make rapid progress in the development of the inevitable vehicle of the future.—Cassier's Magazine.

Should Plays Be Printed?

Moliere objected to the printing of his plays on the ground that they were meant to be acted on the stage, with the costumes, scenery and illusions pertaining thereto, and not to be read in the closet. It was also inferred that Shakespeare entertained the same notion as Moliere, seeing how indifferent he was as to the fate of his plays so long as they were popular on the stage. There is also the explicit declaration of Heywood in the following terms: "It hath been no custom in me of all other men (courteous readers) to commit my plays to the press. The reason, though some may attribute to my own insufficiency, I had rather subscribe in that to their severe censure than by seeking to avoid the imputation of weakness to incur greater suspicion of honesty, for, though some have used a double sale of their labors first to the stage and after to the press, I here proclaim myself ever faithful to the first and never guilty of the last."

The author of the most successful comedy of modern times exhibited the same indifference to, or rather dislike of, the printer. When "The School for Scandal" met with so brilliant a reception, from its first appearance on May 8, 1777, Ridgway, the publisher, agreed with Sheridan as to its publication, but he never succeeded in getting the manuscript. He applied to the author in vain, and at length got an answer. Sheridan said that he had been 19 years endeavoring to satisfy himself with the style of the play, but had not yet succeeded. The printing of the play was done independently of the author. He presented a manuscript copy of it to his married sister, Mrs. Lafan, at Dublin, to be disposed of for her own advantage to the managers of the Dublin theater. This brought her 100 guineas and free admissions to the theater, and it was from the manuscript thus procured that the Dublin edition was printed.—Notes and Queries.

His Musical Choice. "Eothen" Kinglake was a great friend of Mme. Olga de Novikoff during her sojourn in England, where one feature of her entertainments was afternoon musicals to which none but dilettanti were invited. On one occasion Kinglake presented himself, and as an intimate of the house was admitted. He retired to a corner and listened attentively. Madame was surprised, but pleased, and approaching him said: "Which order of music do you prefer, my friend—classic, Italian or the Wagnerian school? I fancy you do not know our great Glinka?" "I assuredly am fond of music," he answered, "but my taste is perhaps peculiar. As an instrument I prefer the drum." Madame took measures to prevent his being admitted to these assemblies again.

Grace leads the right way. If you choose the wrong, take it and perish, but restrain your tongue. Charge not, with lights sufficient and left free, your willful suicide on God's decree.—Cowper.

Numbering Thread. The questions, "Why is spool cotton numbered as it is; and why are figures not used in regular order?" are often asked. The explanation is this: The numbers on the spool express the number of hanks which are required to wind a pound. The very finest spinning rarely exceeds 300 hanks to the pound, while in the very coarsest there is about a half pound in each hank. The more common qualities, however, those from which sewing thread is usually made, run from 10 to 50 hanks to the pound, and the spools on which it is wound are numbered 10 to 50 in accordance.

Women of the Hour. Bubby—Popper, what does the paper mean by the women of the hour? Mr. Ferry—I guess it means that woman who says she will be ready to start in 15 minutes. An hour is about as near as she comes to it usually.—Cincinnati Enquirer.

FIRST LOVE.

There is heaven in the throbbing hearts of maiden and of youth. When there's not a sonnet in the land that sings a note of ruth! It is when they meet in purity in first love's hallowed bliss, Where the twilight and the darkness meet and kiss as lovers kiss!

There's a curse upon humanity, pronounced at Adam's fall— There's a period in an Edenland, however, for us all— And it's during love's trysts of our youth, while feeling love's first bliss, Where the darkness and the twilight meet and kiss as lovers kiss! —Memphis Commercial.

A QUESTION OF ENGINEERING.