### Maitroad Cime Cables.

PENNSYLVANIA RAILROAD.

IN EFFECT JUNE 14, 1896.

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

EASTWARD

5:04 a m-Train 8, daily except Sunday for
Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:23 p.m.,
New York, 9:23 p.m., Baltimore, 6:09 p.m.,
Washington, 7:15 p.m. Pullman Parlor car
from Williamsport and passenger coaches
from Kane to Philadelphia.

5:36 p.m., Train 6, daily except Sunday for
Harrisburg and intermediate stations, arriving at Philadelphia 4:20 a. M.; New York,
7:23 a. M. Pullman Sleeping ears from
Harrisburg to Philadelphia and New York,
Philadelphia, passengers can remain in
sleeper undisturbed until 7:00 a. M.

9:15 p.m., Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at
Philadelphia, 6:52 a. M.; New York, 9:33
a. M. on week days and 10:38 a. M. on Sutday; Baltimore, 6:20 a. M.; Washington, 7:40
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 conches from Erie to
Philadelphia and Williamsport to Baltimore.

WESTWARD

WESTWARD

:21 a. m.—Train I, daily except Sunday for Ridgway, DuBols, Clermont and inter-mediate stations. Leaves Ridgway at 3:15 P. M. for Erie. 250 a. m.-Train 3, daily for Eric and inter-mediate points.

23 p. m.--Train II, daily except Sunday for Kane and intermediate stations. THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN II leaves Philadelphia 8:23 A. m.! Washington, 7:50 A. M.; Baltimore, 8:50 A. M.; Wilkesharre, 10:15 A. M.; daily except Sanday, arriving at Driftwood at 5:28 P. M. with Pullman Parlor car from Philadelphia to

Pullman Parior car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8 p. m.: Philadelphia, 11:20 p. m.: Washington, 10:40 p. m.: Baitimore, 11:50 p. m.: daily arriving at Driftwood at 9:50 a. m. Pullman sleeping cars from Philadelphia to Eric and from Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Eric and Baltimore to Williamsport and through passenger coaches from Philadelphia to Eric and Baltimore to Williamsport

TRAIN I leaves Benovo at 6:30 u. m., dally

JOHNSONBURG RAILROAD. (Daily except Sunday.)
TRAIN 19 leaves Ridgway at 9:20 a. m.; Johnsonburg at 9:38 a. m., arriving at Clermont at 10:45 a. m. arriving at Johnsonburg at 11:41 a. m. and Ridgway at 12:00 a. m.

## DIDGWAY & CLEARFIELD R. R.

P.M	A.M.	STATIONS.	P.M.	P. M
12 10	9.25	Ridgway	2.00	6.3
19 17	9 333	Island Run	1.52	9.3
12 21	\$9 (39)	Mill Haven	1.48	61
12 32 12 00	9.45	Croyland Shorts Mills	1 111	60
12.40	9.57	Blue Rock	1 00	5.5
12 42	9.59	Vineyard Run	1.95	5.5
12 45	10 01	Carrier	1 25	5.5
12 55	10 12	Brockwayville	1.15	5.4
1 06	10 22	McMinn Summit	1 05	58
1 06 1 00 1 15	10 25	Harveys Run	12 58	5.2
1 15	10 30	Falls Creek	12 50	52
1 45	10 40	DuHois	112 473	5.3

BUFFALO, ROCHESTER & PITTS-BURGH RAILWAY.

S M. PREVOST, Gen. Manager.

The short line between DuBois, Ridgway, trafford, Salamanes, Ruffalo, Rochester, liagara Falls and points in the upper oil sgion.

On and after Nov. 10th, 1805, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:25 n. m. for Curwensville and Clearfield.

1:35 p. m.—Accommodation from Punxse-tawney and Big Run.

10:00 a.m.—Buffalo and Rochestel mail—For-Brockwasville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester; connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Gorry and Erie.

10:27 a. m.—Accommodation—For Sykes, Big Run and Punxsutawney.

2:20 p. m.—Bradford Accommodation—For Beechtree, Brockwayville, Ellmont, Car-mon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

4:37 p. m.-Mail-For DuBois, Sykes, Big Run Punxsutawney and Waiston.

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 alistations where a ticket office is maintained. Thousand mile tickets at two cents per mile, good for passage between all stations.

J. H. McIstyne, Agent Palls Crook, Pa J. H. McIstyne, Agent, Falls Creek, Pa. E. C. Lapey, Gen. Pas. Agent, Rochester N. Y.

# A LLEGHENY VALLEY RAILWAY COMPANY commencing Sunday June 7, 1896, Low Grade Division.

	HAST	WARD			
STATIONS.	No. 1.	No.5.	No. 9.	101	109
Red Bank Lawsonham New Bethlohem Oak Bidge Maysville Bedi Fuller Berokville Brookville Bedi Fuller Beynoldsville Pancoast Falla Creek DuBols Sabala Winnerburn Penfield Tyler Grant Driftwood	10 45 10 57 11 30 11 36 11 46 12 65 12 25 12 41 1 69 1 26 1 36 1 26 1 26 1 26 1 26 1 26 1 26 1 26 1 2	4 404 4 523 5 541 6 60 6 203 6 36 7 7 46 7 7 45 8 40 8 40 8 46	5 51 6 09 46 15 46 27 6 45 6 53 7 10 7 23 7 34 7 40 7 50 8 18 8 55	10 30 10 40	1 100 1 40
	P. M.	P. M		A. M.	P. M
STATIONS.	No.2	-	No.10	106	110
Driftwood Grant Benesette Tyler Panield Winterburn Rabuia Dullois Palis Creek Parcoast Boynoidsville Bell Brookville	A. M. 10 10 10 10 42 10 50 11 30 11 36 11 47 1 00 1 36 1 40 1 42 1 58 1 58	A. M. 5 000 5 322 5 422 6 10 6 20 6 26 6 17 7 24 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	P. M. 5 30 6 611 6 530 6 657 7 7 56 6 6 11 7 7 56 6 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P. M. 12 40 13 60	5 16 5 20

REECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co., Lessee

ESP No St	Mail No 33	MAY 17, 189	6.	EXP No 30	Mail
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9 20	1 10	MAHAFFE	Y	15.00	43
9 00	12 35 Lve	Kermoor	Arr	3.25	44
8 50	12.25	GAZZAM.	*31.1111	5.35	4.78
8.43	12.18 Av	Kermoor	Lve	3.41	4.5
H.38	12 13	New Milnor	£	5.46	5.0
8.32	12 07	Olanta		5.50	5.0
8.25	12 00	Mitchells.		5 58	51
8.00	11 40 Lvs	· Clearfield Ju	nc.Arr	6 15	50
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Dally + Week-days | 6 00 p m Sundays 19 35 a m Sunday 'b' New York passengers traveling via Phil-adelphia on 10.20 a m train from Williams-port, will change cars at Columbia Ave., Philadelphia.

CONNECTIONS.—At Williamsport with Philadelphia&ReadingR.R. At Jersey Shore with Fall Brook Rallway At Mill Hall with Central Railroad of Pennsylvania, At Philipsburg with Pennsylvania Railroad and Altooma & Philipsburg Connecting R. R. At Clearfield with Buffalo, Rochester & Pittsburgh Railway, At Mahaffey and Patton with Cambria & Clearfield Division of Pennsylvania Railroad, At Mahaffey with Pennsylvania & North-Western Railroad, A. G. Dawere, E. Hameron,

A. G. PALMER. F. E. HERRIMAN. Philadelphia, Pa.

### potels.

HOTEL MCCONNELL,

REYNOLDSVILLE, PA.

FRANK J. BLACK, Proprietor. The leading hotel of the town. Headquarters for commercial men. Steam heat, free bus, bath rooms and closets on every floor, sample rooms, billiard room, telephone connections &c.

HOTEL BELNAP,

REYNOLDSVILLE, PA. J. C. DILLMAN, Proprietor. First class in every particular. Located in the very centre of the business part of town. Free 'bus to and frem trains and commodious sample rooms for commercial travelers.

MOORE'S WINDSOR HOTEL.

1217-29 FILBERT STREET,

PHILADELPHIA, - PENN'A, PRESTON J. MOORE, Proprietor. 342 bed rooms. Rates \$2.00 per day American Plan. 134block from P. R. R. Depot and 5 block from New P. &. R. R. Depot.

### Miscellaneous.

E. NEFF.

JUSTICE OF THE PEACE And Real Estate Agent, Reynoldsville, Pa.

C. MITCHELL,

ATTORNEY-AT-LAW. Office on West Main street, opposite the Commercial Hotel, Reynoldsville, Pa.

GORDON & REED, ATTORNEYS-AT-LAW,

Brookville, Jefferson Co., Pa.

Office in room formerly occupied by Gordon & Corbett West Main Street. G. M. McDONALD, Reynoldsville. W. L. MeCRACKEN,

MCCRACKEN & McDONALD, Attorneys and Counsellors-at-Law, Offices at Reynoldiville and Brookville.

PRANCIS J. WEAKLEY,

ATTORNEY-AT-LAW, Offices in Mahoney building, Main Street, Reynoldsville, Pa.

DR. B. E. HOOVER,

REYNOLDSVILLE, PA Resident dentist. In building near Metho-ist church, opposite Arnold block. Gentle-ess in operating.

DR. R. E. HARBISON,

SURGEON DENTIST,

Office in rooms formerly occupied by J. S. McCreight. DR. R. DEVERE KING,

DENTIST, Office at the residence of I. C. King, M. D., at corner of Main and Sixth streets, Reynolds-ville, Pa.

REYNOLDSVILLE LAUNDRY,

WAH SING. Proprietor, Corner 4th street and Gordon alley. First-ass work done at reasonable prices. Give le laundry a trial.

ough," Down's Elixir will give you lief at once. Warranted as recon mended or money refunded. For sale by H. A. Stoke.

THE THRONE OF THUNDER.

It Is the Highest Point on the Western

Mungo Mam Lobeli, the throne, or place, of thunder, as the natives call it, the peak of Kameruns as the whites call it, is the highest point on the west-

ern side of the African continent. The first view the voyager gets of it, who, coming from the northward, has been coasting for weeks along low shores and up the stagnant rivers fringed with mangrove swamp, is a thing no man can ever forget. Suddenly, right up out of the sea, the great mountain rises to its 13,760 feet, while close at hand, to westward, towers the lovely island mass of Fernando Po to its 10, 190 feet, and great as is its first charm every time you see it it becomes greater, although it is never the same. Five times I have been in the beautiful bay at its foot and have never seen it twice alike. Sometimes it is wreathed with indigo black tornado clouds, sometimes crested with snow, sometimes standing out hard and clear as though made of metal, and sometimes softly gorgeous, with green, gold, purple and pink vapors

tinted by the sunset. There are only two distinct mountains, or peaks, to this glorious thing that geologists brutally call "an intru-sive mass"—Big Kamerun and Little Kamerun. The latter, Mungo Mah Etindah, has not yet been scaled, though it is only 5,820 feet. One reason for this doubtless is that people desirous of going up mountains, a rather rare form of human being in fever stricken, over-worked west Africa, naturally try for the big peak; also the little peak is mostly sheer cliff, and covered with al-most impenetrable bush. Behind the Kamerun mountain, inland, there are two chains of mountains, or one chain deflected, bearing the names of the Rumbi and Omen mountains.

Those are little known at present, and are clearly no relation of Mungo's. They are almost at right angles to it, and are, I believe, infinitely older in structure, and continuous with the many named range we know in Kongo Fran-caise as the Sierra del Crystal. In a southwest direction from Kamerun mountain, out in the Atlantic, is a series of volcanic islands, presumably belonging to the same volcanic line of activity -Principe, 3,000 feet; San Thome 4,913 feet, and farther away still, Ascencion, St. Helena and the Tristan at Acunha groups.—National Review.

THE FIRST CARRIAGE IN MAINE.

How a Minister Came to Buy It and Why He Sold It.

The Rev. Francis Winter was a native of Boston and a graduate of Harvard college. He went to Bath early in 1767, and after preaching on probation for the Orthodox church was invited to settle, which invitation he accepted. He was ordained in the autumn of the same year. He went to Bath on horseback in company with Lemnel Standish. Mr. Winter came from Boston, where he had associated with such eminent men as Adams, Otis and Warren, himself becoming an ardent patriot, taking the lead in the Revolutionary measures adopted in Bath during that memorable

Mr. Winter married Miss Abigail Alden in 1768, and it is through her that the Winters of today trace their ancestry back to the "Puritan Maiden of Plym-

outh. Three years after the marriage of the Rev. Francis Winter and Abigail Alden they started to visit a sister of Mrs. Winter, living in Connecticut, and intended to ride all the way on horseback, but Mrs. Winter became so fatigued that Mr. Winter sold one of the horses for a carriage and harness. It was the first carriage that ever came into Maine and was called a chaise. Traveling was s difficult that two negroes were employed to accompany them with shovels and axes to clear the road. Several times the chaise had to be taken apart and lifted over fallen trees. The minister's parish ioners thought that it was putting on too much style for their pastor to ride in a carriage, and in consequence Mr. Winter sold it. This was in 1771. It was a two wheeled chaise, the body resting on leather braces, which were strached to wooden springs.—Lewisten

A Herole Recipe.

They tell a story of a young woman—one of many—who, being afflicted with a sudden and mad desire to become an actress, called on the late Les-ter Wallack and requested his assistance in getting on the stage. The most deb-

in getting on the stage. The most debonair of actor managers looked at her in his own light cornedy way and asked:
"Are you married?"
"No," replied the aspirant.
"My dear young lady," said Mr. Wallack, "go and get married, have two or three children, lose them, be beaten by your husband, get a divorce—and then some back and try to act."—New York Journal.

### An Important Question.

If your friends or neighbors are suffering from coughs, colds, sore throat, or any throat or lung disease (including consumption), ask them if they have ever used Otto's Cure. This famous German remedy is having a large sale here and is performing some wonderful cures of throat and lung diseases. Reynolds Drug Store will give you a sample bottle free. No matter what other medicines have failed to do, try Otto's Cure. Largo Sizes 25c. and 50c. The South African Labor Market.

I believe, as with fighting peoples of India, so with the Zulu and the Matabele, military service will eventually prove an excellent means of eliciting the loyalty and utilizing the pugnacity of the nation. All over South Africa the great social and economical difficulty of the day is the state of the labor market. Inefficient, according to our standard, though Kaffir labor may be for the purposes of mining as well as farming, it is absolutely indispensable. White men may be overseers and managers, but the nick and shovel work is, and must be for some time, in the hands of natives. Whatever may be the case in America it is certain that in South Africa black and white would not come together in a single shift or a single gang on the same level. Whether in the future employers will not be forced to import hands, not exactly of the class called 'mean white," but from the same countries as now supply the American mines

with labor, remains to be seen. The scarcity of Kaffirs is a serious fact in the industrial world of Afrikanderdom. It does not spring, as I have stated, from any shrinkage of population, for, on the contrary, there is an increase, but it is to be accounted for by the in-grained distaste for manual exertion which makes the male Kaffir in his own kraal send his women to work in the fields while he sits in his glory at his hut's door. Everywhere they have made money and bought cattle, and, according to Kaffir custom, each son of the house has the right to put his spoon into the common bowl and the common stew, so that the young "bucks" are not forced to work from any fear of starving.— Fortnightly Review.

#### Paul Potter.

These boys who draw on slates and whose time and thoughts are constantly running to pictures sometimes turn out to be great artists and leave splendid names behind them. In the great picture gallery at The Hague, which is at once the pride and joy of all true Dutchmen, hangs, among other masterpieces, the most famous animal picture in all the world. It is called "The Bull." It was painted by a very young man, whose name was Paul Potter, and who was only 22 when he signed this canvas. There are few paintings better known, and it is acknowledged by art critics to be the most complete work that any cattle painter has ever done.

Though this Dutchman died at the age of 29, he left behind him 140 pictures that were all out of the ordinary, while some of them were painted before he was 16. He made, when he was 18, a wonderful etching that attracted attention in the old town of Delft, and an artist in those days had to do excellent work to secure notice at all. Potter's works are greatly prized and are found in the principal galleries of the world. You may see them in the National gallery in Loudon; the Berlin, Dresden and Vienna museums; the Hermitage in St. Petersburg, the Louvre in Paris, and all the art institutions of the artist's native land. -Arthur Hoeber in St. Nicholas.

### Where the Beaver Dived.

Forest and Stream prints from a photograph a wood scene that should bring a faraway look into the beaver trapper's es the moment he sees it. There are fallen logs, in a tangle of brush trees denuded of leaves mostly, and down a slight incline, surrounded by the brush, is a pool. Ripples of water are waggling the shadows of the trees, which were caused by a beaver that had just dived, alarmed by the approach of E. Hofer, who took the photograph.

No picture is so suggestive to a sports man as one which shows where has been. Sportsmen's papers print photographs of the tracks of deers, bears and other game, and these are more suggestive than a view of the game itself. A fox's track, leading away across the snow covered fields, or the ripple where a fish has slapped the water's surface are full of life to a sportsman. There is chance with such evidence before him of exercising his craft and skill.

It is related of an amateur photographer of field scenes that one day he tried to catch a running gray squirrel with his little camera. When the negative was developed, he found that he had a picture of the animal's tail alone, but because of the very incompleteness of the scene be values that picture above any six in his collection.

### To Bestore Faded Flowers.

Flowers that have been packed and are fading from exhaustion may be restored to freshness if the stalks are plunged about an inch deep into scald-ing water. By the time the water bees cold the flowers will have revived. Cut off the ends of the stalks which have been softened by the hot water and put the flowers in vases with plenty of cold water. Cut flowers are likely to keep longer if you cut off with a sharp penknife a little piece of stalk every day. Out in a slanting direction. strong odor of the water in which wall flowers have remained may be remedied by adding a little charcoal or disinfectng fluid. -Philadelphia Telegraph.

If there be dust, sand or an eyelash in the eye, it should be removed tenderby by means of a camel's hair brush or the rolled point of a fine cambrie hand-kerchief. Hold down the lower lid with the forefinger of the left hand and turn up the upper lid with the first finger.

A fez maker in Turkey can earn 70

In his book on "The Study of Celtic iterature," Arnold showed that one of he qualities which the English people admire most in some of their great poets is the very quality which above all others is the distinguishing characteristic of the Celtic bards, and that Ossian in particular is saturated and pervaded with the quintessence of this trait. To denote the characteristic trait of Celtic poetry Arnold used the word Titanism. No one has defined Titanism, but it ha been caricatured in the saying, "The Celtic mind seems always sailing no-where under full sail."

Those who wished to know the full meaning of the word were recommended to discover it by devout study of Byron and Keats. "And where did they get it?" asks Arnold. "The Celts," he answers, "are the prime authors of this vein of piercing regret and passion, of this Titanism in poetry. A famous book, Macpherson's 'Ossian,' carried in the last century this vein like a flood of lava through Europe. \* \* \* Make the part of what is forged, modern, tawdry, spurious, in the book as large as you like, there will still be left a residue of the very soul of the Celtic genius in it, and which has the proud distinction of hav-ing brought this soul of the Celtic genius into contact with the genius of the nations of modern Europe and enriched all our poetry by it. Woody Morven and echoing Lora and Selma with its silent halls, we all owe them a debt of gratitude, and when we are unjust enough to forget it, may the muse forget us." Macmillan's Magazine.

#### Kant's Windlasses

Kant, the German metaphysician, was a singular being. The English writer Thomas De Quincey made close observation of Kant's personal peculiarities, and frequently dwelt upon one of them with intense amusement.

Kant, among other studies in the art of taking care of himself, avoided ordinary garters. He permitted no ligature to be placed on any part of his body, fearing to hinder in the slightest degree the circulation of the blood.

He found it necessary at the same time to keep up his stockings. Accordingly he had loops attached to them, and outside each hip he wore a contriv-ance which may be called a box windlass. These affairs somewhat resembled an angler's reel, with a spring which

secured the line at any given point. Behold Kant then expounding his philosophy to a select circle of disciples. Like the famous counsel who could not state his arguments without twisting a bit of twine, Kant worked the wind-

lasses as he talked. The idea of this grotesque fancy so tickled De Quincey that he often lingered on the odd sight it must have been to observe the master "paying out the cable" or hauling in "the slack" by aid of this curious machinery!-

#### Youth's Companion. Sebastian Cabot.

Sebastian Cabot retired from public affairs in 1557, and died shortly after, leaving a high reputation as a scientific and practical mariner, much of which the author of this book considers—and, it must be admitted, has cogently proved -to be undeserved. Our own verdict falsehood and intrigue, that he was not as expert a seaman as he claimed to be and that in the leadership of men he exhibited neither justice, mercy nor even ordinary discretion. But let us temper justice with mercy, and in judging of the worthies of past ages bring to light some extenuating circumstances.

He was of the Italian race, a people who for at least a century had borne an unenviable character for slyness and underhand proceedings; he lived in an age when mercenary service was in vogue, and strict fidelity to engagements was not to be expected; the languages of all the Latin races are prone to vague ness and exaggeration, and thus often deviated, and even unintentionally, from veracity, and he had to deal with Spaniards, who deemed his foreign birth a sufficient reason for disobeying his orders. Perhaps his character may be just-ly comprehended if we apply to him the common phrase "too clever by half."-London Spectator.

### Luxury.

They tell a story of a man of luxurious habits who volunteered as a private soldier in a cavalry regiment during the late war. By what is popularly known as the "irony of fate," he had to perform his services in the roughest possible places and in the roughest possible

Sometimes "luck" was so contrary that the only meal he had was a few grains of corn that he stole from the ears provided for his horse.

One of his companions, who was talk-ing about this, was asked if these hardships and privations cured the volun-teer of his luxurious habits. He answered that they did not; that when they were fortunate enough to find a few planks to lie down on at night, the luxury lover searched among them to see whether he could not get one of soft wood.—Philadelphia Times.

"I wish," said the editor of the com-ic journal, "that you would give us something first rate in the way of a bi-

"I'm afraid the bicycle joke has been werworked lately," was the answer.

"H'm! Maybe it has. Well, give us comething about the bicycle joke being a chestnut."—Detroit Tribuna.

She Considered the Lily.

At a teachers' convention in Detroit At a teachers convention in Detrois a lady, speaking about the influence of beautiful objects upon the character and conduct of young pupils, told a pretty story received by her from an eyewit-

"Into a school made up chiefly of children from the slums the teacher o day carried a beautiful calla lily. Of course the children gathered about the pure, waxy blossom in great delight.

'One of them was a little girl, a waif of the streets, who had no care bestowed upon her, as was evinced by the dirty, ragged condition she was always in. Not only was her clothing dreadfully soiled, but her face and hands seemed totally unacquainted with soap and wa-

"As this little one drew near the lovely flower, she suddenly turned and ran away down stairs and out of the building. In a few minutes she returned with her hands washed perfectly clean, and pushed her way the flower, where she stood and admired.

tense satisfaction.
"It would seem," continued Miss Coffin, "that when the child saw the lily in its white purity, she suddenly realized that she was not fit to come into its atmosphere, and the little thing fled away to make herself suitable for such companionship. Did not this have an elevating, refining effect on the child? Let us gather all the beauty we can into the schoolroom."—New York Tribune.

### Some People.

I don't wonder that the carriages of the rich and noble so inflamed the passions of the peasantry that the result was the French revolution.

I am not a peasant, and I hire a cab whenever I want one, but I must say that my gorge rises at the sight of some of our fashionable equipages and their occupants.

It's a case of nose in the air all through.

The horses have their noses in the air because they are "checked up" for the purpose, while the coachman and footman are obliged to keep their probos-cises "tip tilted" or they'd be discharged, but why need the haughty riders do the same?

They seem to be saying very often: "Dear me! What can those creatures be who are actually walking? Don't run over them, James, for I'm afraid it will spoil the looks of the turnout."

Some people affect me just the same

way when they enter a private box.

They come in noisily, and turn around half a dozen times ere they can find a resting place, like a dog before the fire, and then they survey the rest of the audience with such a patronizing air of proprietorship that I almost hope they will fall out of the box or be dragged out by the irate populace.—Polly Pry in New York Recorder.

## Mark Your Wheel.

John D. Carroll, chief detective of a wheelman's insurance company, said recently: "Every owner should have a private mark upon his or her wheel. By this I don't mean a simple mark upon the saddle post or on the saddle itself, as those are the very places where a thief will look for such a mark, and should they be there both saddle and make the private mark on any part of your frame, say on the underside of the top tube, turn your wheel upside down and remove a portion of the enamel, 1 inch by 1 inch, and clean well till the metal is freed from any part of the en-amel. Then cover the space so cleaned with a greasy material—candle grease, for instance—then take a pointed instru ment of some kind and wet the point with carbolic acid. Proceed to write your initials or private mark, on the tubing, being sure that you have suffi-cient acid on the pointed pen' before you begin. After allowing the acid to leave its trace on the tubing, you can' rub off the grease, and one application of enamel will cover all trace of the mark you have made."-Philadelphia

### A Long Felt Want.

Agent (to superintendent of laundry) -I have come, sir, to ascertain if you would like to purchase one of my new machines-

Superintendent-No, we don't want any of your machines; we have all the machinery we can use.

"But, my dear sir, no laundry is complete without one of my machines." "What is it; a mangler?"

"No, sir; your manglers and ironers are not in it when my machine gets to

"What is your machine for?"

"It's a machine made expressly to take buttons off garments. When it strikes a button, it removes the same in a twinkling, and rips the garment from-

"Young man, you have a brilliant future before you. You may send half a dozen of your machines to, the laundry at once. "—Pearson's Weekly.

Tommy-Paw, what is a designing

Mr. Figg-Oh, the description would apply to one of these poster artists al as well as anything.—Indianar

Happy are those that knowing their birth they are subject to uncerts changes are still prepared and arm for either fortune. A rare principle a with much labor learned in wisdom school.—Massinger.