The ★ Star.

VOLUME 6. REYNOLDSVILLE, PENN'A., WEDNESDAY, FEBRUARY 2, 1898. NUMBER 37.

Railroad Time Tables.

ALLEGHENY VALLEY RAILWAY COMPANY, in effect Sunday, December 19, 1897, Low Grade Division.

EASTWARD.

STATIONS.	No. 1. A. M.	No. 5. P. M.	No. 9. A. M.	109 A. M.	103 P. M
Red Bank	10 50	4 25			
Lawsonham	11 00	4 38			
New Bethlehem	11 30	5 10	5 20		
Oak Ridge	11 37	5 18	†5 27		
Maysville	11 44	5 26	†5 33		
Summerville	12 03	5 46	5 52		
Brookville	12 20	6 04	6 09		
Bell	†12 26	†6 10	†6 15		
Fuller	12 38	6 22	†6 27		
Reynoldsville	12 55	6 40	6 45		
Pancoast	†1 03	†6 48	†6 53		
Falls Creek	1 20	7 00	7 00	7 25	1 30
DuBois	1 30	7 10	7 08	7 35	1 40
Sabula	1 43	7 26	7 25		
Winterburn	1 53	7 36	7 35		
Penfield	1 59	7 42	7 41		
Tyler	2 08	7 51	7 50		
Benezette	2 37	8 20	8 17		
Grant	†2 47	†8 30	†8 27		
Driftwood	3 15	8 58	8 55		
	P. M.	P. M	A. M.	A. M.	P. M

WESTWARD.

STATIONS.	No. 2 A. M.	No. 6 A. M.	No. 10 P. M.	106 P. M.	104 P. M
Driftwood	10 10	5 30	5 50		
Grant	†10 38	†5 57	†6 19		
Benezette	10 48	6 07	6 29		
Tyler	11 17	6 34	6 59		
Penfield	11 26	6 43	7 09		
Winterburn	11 32	6 49	7 15		
Sabula	11 42	6 56	7 26		
DuBois	12 55	7 12	7 42	7 40	6 40
Falls Creek	1 20	7 23	7 50	7 50	6 50
Pancoast	†1 26	†7 31	†7 56		
Reynoldsville	1 35	7 40	8 05		
Fuller	1 51	7 57	†8 22		
Bell	†2 03	†8 09	†8 34		
Brookville	2 11	8 16	8 41		
Summerville	2 27	8 32	8 57		
Maysville	2 47	8 52	†9 17		
Oak Ridge	2 55	9 00	9 29		
New Bethlehem	3 03	9 10	9 35		
Lawsonham	3 38	9 41			
Red Bank	3 50	9 55			
	P. M.	A. M.	P. M.	P. M.	P. M.

Trains daily except Sunday.

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

PENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division.

TIME TABLE IN EFFECT.

Trains leave Driftwood

EASTWARD

9:10 a. m.—Train 8, weekdays, for Sunbury, Wilkesbarre, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 6:23 p. m., New York, 9:30 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

4:03 p. m.—Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 A. M.; New York, 7:35 A. M. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M.

9:30 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:52 A. M.; New York, 9:35 A. M. on week days and 10.38 A. M. on Sunday; Baltimore, 6:20 A. M.; Washington, 7:40 A. M. Pullman sleepers from Erie and Williamsport to Philadelphia and Williamsport to Washington. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Williamsport. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

WESTWARD

4:41 a. m.—Train 9, weekdays, for Erie, Ridgway, DuBois, Clermont and principal intermediate stations.

9:43 a. m.—Train 3, daily for Erie and intermediate points.

5:45 p. m.—Train 15, weekdays for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 9 leaves New York 5:50 p. m., Philadelphia 8:50 p. m.; Washington 7:20 p. m., Baltimore 8.40 p. m., arriving at Driftwood 4:41 a. m., weekdays, with Pullman sleepers and passenger coaches from Philadelphia to Erie and Washington and Baltimore to Williamsport.

TRAIN 15 leaves Philadelphia 8:30 A. M.; Washington, 7.50 A. M.; Baltimore, 8:50 A. M.; Wilkesbarre, 10:15 A. M.; weekdays, arriving at Driftwood at 5:45 P. M. with Pullman Parlor car from Philadelphia to Williamsport and passenger coach to Kane.

TRAIN 3 leaves New York at 7:40 p. m.; Philadelphia, 10:50 p. m.; Washington, 10.40 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:43 a. m. Pullman sleeping cars from Phila. to Williamsp't, and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

JOHNSONBURG RAILROAD.

(WEEKDAYS)

TRAIN 19 leaves Ridgway at 8:55 a.m.; Johnsonburg at 9:10 a. m., arriving at Clermont at 10:00 a. m.

TRAIN 20 leaves Clermont at 10:40 a. m. arriving at Johnsonburg at 11:30 a. m. and Ridgway at 11:50 p. m.

RIDGWAY & CLEARFIELD R. R.

AND CONNECTIONS.

WEEKDAYS.

SOUTHWARD. A. M	A. M.	STATIONS.	NORTHWARD. P. M.	P. M.
8 50	4 00	Renovo	5 00	10 20
9 43	4 41	Driftwood	4 23	9 30
10 20	5 10	Emporium Junc.	3 25	9 00
11 02	5 52	St. Marys	2 40	8 19
11 15		Kane	12 55	9 05
11 36		Wilcox	11 69	8 42
11 40		Johnsonburg	11 36	8 27
12 10	6 20	Ridgway	8 50	8 00
12 17	6 27	Island Run	8 43	7 52
12 22	6 32	Cameron Transfer	8 38	7 47
12 31	6 41	Croyland	8 29	7 38
12 35	6 45	Shorts Mills	8 26	7 33
12 39	6 48	Blue Rock	8 22	7 30
	6 50	Vineyard Run	8 19	
12 43	6 53	Carrier	8 17	7 26
12 53	7 02	Brockwayville	8 08	7 17
12 57	7 06	Lanes Mills	8 02	7 12
1 07	7 14	Hanveys Run	7 54	7 04
1 05	7 20	Falls Creek	7 50	7 00
1 40	7 35	DuBois	7 40	6 40
1 30	7 25	Falls Creek	7 00	6 55
1 55	7 40	Reynoldsville	6 45	6 40
2 11	8 16	Brookville	6 09	6 04
2 26	8 19	New Bethlehem	5 30	5 30
2 50	8 55	Red Bank		4 25
6 30	12 40	Pittsburg		1 40
p. m.	p. m.		a. m.	p. m.

TRAINS LEAVE RIDGWAY

EASTWARD.		WESTWARD.	
Train 2,	7:17 a m	Train 9,	6:10 a m
" 4,	2:30 p m	" 3,	11:20 a m
" 4,	8:00 p m	" 15,	8:10 p m

J. B. HUTCHINSON, Gen. Manager. J. R. WOOD, Gen. Pass. Ag't.

Notice of Application for Charter

In the Court of Common Pleas of Jefferson County, ——No., ——Term, 1898.

NOTICE is hereby given that an application will be made to the said Court on the 17th day February, 1898, at 2.00 o'clock P. M., at the Court House in said county, under the "Act to provide for the incorporation and regulation of certain corporations," approved April 29, 1874, and its supplements, by A. L. Best, J. B. Hoover, K. B. Deeper, et al., to be called Washington Camp, No. 298, of Pennsylvania, Patriotic Order Sons of America, of Reynoldsville, Pa., the character and object of which is the maintenance of a society for benevolent or protective purposes to its members from funds collected therein, and disseminating sentiments of loyalty and patriotism and a fraternal feeling of devotion to country amongst its members, and for these purposes to have, possess and enjoy all the rights, benefits and privileges conferred by said Act and its supplements.

R. M. DAVIS, Solicitor.

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. 28th, 1897, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7.25 a m and 1.40 p m for Curwensville and Clearfield.

9.43 a m—Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, and Rochester; connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

10.27 a m—Accommodation—For Sykes, Big Run and Punxsutawney.

10.28 a m—For Reynoldsville.

1.15 p m—Buffalo Express—For Beechtree, Brockwayville, Ellmont, Carmon, Ridgway, Johnsonburg, Mt. Jewett Bradford, and Buffalo.

1.23 p. m.—Accommodation for Punxsutawney and Big Run.

4.20 p. m.—Mail—For DuBois, Sykes, Big Run Punxsutawney and Clearfield.

7.40 p m—Accommodation for 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. R. McINTYRE, Agent, Falls Creek, Pa.
E. C. LAPEY, Gen. Pas. Agent, Rochester N. Y.

BEECH CREEK RAILROAD.

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

CONDENSED TIME TABLE.

READ UP Exp No 37	Mail No 33	Nov. 14, 1897.	READ DOWN Exp No 30	Mail No 36
p m	p m		a m	p m
12 25	1 55	Arr....PATTON....Lve	6 00	†4 00
10 04	1 34	.....Westover.....	6 23	4 21
9 40	1 10	.....MAHAFFEY.....	6 45	4 40
9 15	12 35	Lve....Kermoor....Arr	7 10	5 05
9 05	12 25	.....GAZZAM.....	7 20	5 15
8 58	12 15	Arr....Kermoor....Lve	7 27	5 22
8 53	12 11	.....New Milport.....	7 30	5 26
8 47	12 05	.....Olanta.....	7 37	5 32
8 40	11 59	.....Mitchells.....	7 43	5 38
8 10	11 30	....CLEARFIELD.....	8 10	‡6 05 §6 30
7 51	11 12	..... Woodland.....	8 30	6 47
7 45	11 05	.....Bigler.....	8 36	6 53
7 38	10 58	.....Wallaceton.....	8 41	6 59
7 28	10 50	... Morrisdale Mines....	8 51	7 07
7 20	10 41	Lve.....Munson.....Arr	9 00	7 15
6 55	10 16	Lve { PHIL'PSB'G { Arr	9 25	7 40
7 40	11 01	Arr { PHIL'PSB'G { Lve	8 40	6 55
7 18	10 38	Arr.....Munson.....Lve	9 02	7 17
7 12	10 32	.....Winburne.....	9 06	7 22
6 46	10 12	.....PEALE.....	9 25	7 42
6 25	9 50	.....Gillintown.....	9 41	8 01
6 16	9 43	.....SNOE SHOE.....	9 47	8 08
5 18	8 48	....BEECH CREEK.....	10 34	9 57
5 05	8 33	..... Mill Hall.....	10 45	10 10
4 58	8 25	....LOCK HAVEN.....	10 50	10 17
4 50	8 15	.....Youngdale.....	10 58	10 27
4 37	8 00	JERSEY SHORE JUNC.	11 10	10 40
4 32	7 55	....JERSEY SHORE....	11 15	10 45
†4 02	*7 25	Lve WILLIAMSP'T Arr	11 50	10 20
p m	a m		a m	p m
p m	a m	PHILA. & READING R. R.	a m	p m
†2 30	*6 55	Arr WILLIAMSP'T Lve	†12 20	*11 30
†8 35	*1 30	Lve.....PHILA.....Arr	8 20	7 10
†4 30		Lv N Y via Tamaqua Ar	9 25	
	‖9 00	Lv..N. Y. via Phila..Ar	‖10 40	‡9 30
a m	p m		p m	a m

* Daily † Week-days § 6 00 p m Sundays ‡ 10 55 a m Sunday

"b" New York passengers traveling via Philadelphia on 10.30 a m train from Williamsport, will change cars at Columbia Ave., Philadelphia.

CONNECTIONS.—At Williamsport with Philadelphia & Reading R. R. At Jersey Shore with Fall Brook Railway. At Mill Hall with Central Railroad of Pennsylvania. At Philipsburg with Pennsylvania Railroad and Altoona & 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. PALMER, Superintendent. F. E. HARRIMAN, Gen'l Pass. Agt. Philadelphia, Pa.

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.

C. Z. GORDON,

ATTORNEY-AT-LAW,

Brookville, Jefferson Co. Pa.

Office in room formerly occupied by Gordon & Corbett West Main Street.

G. M. McDONALD,

ATTORNEY-AT-LAW,

Notary Public, real estate agent, Patents secured, collections made promptly. Office in Nolan block, Reynoldsville, Pa.

FRANCIS J. WEAKLEY,

ATTORNEY-AT-LAW,

Offices in Mahoney building, Main Street, Reynoldsville, Pa.

SMITH M. McCREIGHT,

ATTORNEY-AT-LAW,

Notary Public and Real Estate Agent. Collections will receive prompt attention. Office in the Fuster block, near postoffice, Reynoldsville, Pa.

DR. B. E. HOOVER,

REYNOLDSVILLE, PA.

Resident dentist. In building near Methodist church, opposite Arnold block. Gentleness in operating.

DR. R. DeVERE KING,

DENTIST,

Office over Reynoldsville Hardware Co. store, Main street, Reynoldsville, Pa.

Hotels.

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 from trains and commodious sample rooms for commercial travelers.

IT ALL WILL COME OUT RIGHT.

Whatever is a cruel wrong,
Whatever is unjust,
The honest years that speed along
Will trample in the dust.
In restless youth I railed at fate
With all my puny might,
But now I know if I but wait
It all will come out right.

Though vice may don the judge's crown
And play the censor's part,
And fact be cowed by falsehood's frown,
And nature ruled by art,
Though labor toils through blinding tears,
And idle wealth is night,
I know the honest, earnest years
Will bring it all out right.

Though poor and loveless creeds may pass
For pure religion's gold,
Though ignorance may rule the mass,
While truth meets planes cold,
I know a law supreme, sublime,
Controls us with its might,
And in God's [illegible] time
It all will come out right.

—Ella Wheeler Wilcox

BEFORE THE RAILROADS.

When Philadelphia Was the Greatest City in the American Colonies.

In 1774 Philadelphia was the largest town in the American colonies. Estimates of the population, which are all we have, differ widely, but it was probably not far from 30,000. A single city now has a larger population than all the colonies possessed in 1774, and there are in the United States today 104 cities and towns of over 30,000 inhabitants. Figures alone, however, cannot express the difference between those days and our own. Now a town of 30,000 people is reached by railroads and telegraphs. It is in close touch with all the rest of the world. Business brings strangers to it constantly, who come like shadows and so depart, unnoticed, except by those with whom they are immediately concerned. It was not so in 1774, not even in Philadelphia, which was as nearly as possible the central point of the colonies as well as the most populous city

Thanks to the energy and genius of Franklin, Philadelphia was paved, lighted and ordered in a way almost unknown in any other town of that period. It was well built and thriving. Business was active, and the people were thrifty and prosperous and lived well. Yet, despite all these good qualities, we must make an effort of the imagination to realize how quietly and slowly life moved then in comparison to the pace of today.

There in Philadelphia was the center of the postal system of the continent, and the recently established mail coach called the "Flying Machine," not in jest but in praise, performed the journey to New York in the hitherto unequaled time of two days. Another mail at longer intervals crept more slowly to the south. Vessels of the coastwise traffic or from beyond seas came into port at uncertain times and after long and still more uncertain voyages. The daily round of life was so regular and so quiet that any incident or any novelty drew interest and attention in a way which would now be impossible.—Senator Henry Cabot Lodge in Scribner's.

The Original Organ Grinder.

When barrel organs, once the usual accompaniment of the magic lantern, came into use, a native of the province of Tende was one of the first who traveled about Europe with this instrument.

In his peregrinations he collected money enough to enable him to purchase from the king of Sardinia the title of count of the country where he was born—for which, probably, in a time of war he did not pay above 1,000 guineas.

With the remainder of his money he purchased an estate suitable to his rank and settled himself peaceably for the remainder of his days in his mansion.

In the entrance hall of his dwelling he hung up his magic lantern and his organ facing the door, there to be carefully preserved till they moldered to dust, and he ordered by his will that any one of his descendants who should cause them to be removed should forfeit his inheritance and his patrimony revert to the next heir, or, in failure of a successor, to the hospital of Tende.

Only a few years ago the organ and lantern were still to be seen carefully preserved.—Pearson's Weekly.

Explained.

"Who is that stout lady over there?"

"That's Mrs. Spriggins of the Ladies' Whist club. She's the only woman in the club who never asked, 'What is trumps?'"

"Quite remarkable!"

"Yes. She has some kind of an impediment in her speech that prevents her from pronouncing words that begin with t."—Cleveland Plain Dealer.

An Omitted Particular.

"These here city folks may be purty smart in some ways," said Uncle Reuben, "but they're away behind us Pokeberry county people in one respect."

"What's that?" asked his nephew.

"Why, these here guideposts you have on your crossroads tell which directions the streets is in all right, but I notice it never says how far it is to 'em."—Chicago Post.

Either Way.

Mrs. Gray—You say Mrs. Greene disagreed with everything I said? Just like her! She never is on the right side of any question.

Mrs. Brown—You misunderstood me. I said she agreed with everything you said.

Mrs. Gray—H'm! That's a way she has of carrying favor.—Boston Transcript.

Messages From the Sea.

A bottle dispatched from the steamship Guildhall on May 31, 1894, when in 46 degrees north, 31 degrees west, almost midway between Brest and Newfoundland, was picked up on Feb. 13, 1896, at Antigua, after a drift of about 4,500 miles. It had evidently passed close to the Azores, the Canary islands and the Cape Verdes on the way. Another, thrown overboard from the sloop Aquilo on July 20, 1892, traveled eastward toward the Azores, and thence, as in the previous instance, until it was recovered near Turk's island, north of Haiti, on Feb. 8, 1896, after a drift of nearly 6,000 miles.

A bottle message from the sailing ship St. Enoch is probably the most interesting of the 82 drifts shown on the United States chart. It was sent off when some 700 miles west of Sierra Leone, under the influence of the well known Guinea current, setting eastward on to the African land. The master of this vessel noted on the message that she had experienced an easterly current of 36 miles during the previous day. Hence there is reason to suppose that this messenger was swept eastward until some incident occurred to transfer it to a current setting in a westerly direction. Once on the latter route, however, it passed leisurely along through the passages of the Windward isles, escaping contact with any land, followed the trend of the Atlantic coast of North America till clear of Newfoundland, and thence onward to Tetabrough Walls, Shetland islands, where it was found on March 20, 1896, after having accomplished a record drift of nearly 8,000 miles in less than 1,000 days.—Chambers' Journal.

Wild Life and the Senses.

I made bold to say to Dr. Nansen that thousands upon thousands of men who were not specially interested in arctic work had read his book with delight, and that to me the marvel was not that he could do what he did in the field, but that he could write such a book about his experiences.

"The best thing in it, to my notion," I said, "is your description of your dramatic meeting with Jackson on Franz-Josef Land, and the best part of that was your reference to the manner in which the wild man's sharpened senses discovered the fragment of the soap which the civilized European has used in his morning ablutions."

"It is really true," replied Dr. Nansen, "that I could smell that soap as plainly as if it had been a strong perfume. Johansen noted the same thing when he came up. In fact, for several days our sense of smell was wonderfully acute. As I approached Jackson's hut I thought I could smell everything it contained and give a sort of inventory of its stores without entering. In a day or two this acuteness wore off, and we became quite normal in that as well as in other respects. But I wonder if a man were to live wild for a few years if his sense of smell would not become quite as keen as that of an animal?"—Chicago Times-Herald.

The Newspaper Dogy.

E. L. Godkin in The Atlantic claims that the advertiser rather than the subscriber is now the newspaper dogy. He is the person before whom the publisher cowers and tries to please, and the advertiser is very indifferent about the opinions of a newspaper. What interests him is the amount or quality of its circulation. What he wants to know is how many people see it, not how many people agree with it. The consequence is that the newspapers of largest circulation, published in the great centers of population where most votes are cast, are less and less organs of opinion, especially in America. In fact, in some cases the advertisers use their influence, which is great and which the increasing competition between newspapers makes all the greater, to prevent the expression in newspapers of what is probably the prevailing local view of men or events. There are not many newspapers which can afford to defy a large advertiser.

How It Felt.

A worthy old gentleman who had never wandered far from his native township before went to Boston one day in response to an invitation to visit a relative.

The Bostonian, in showing his friend about town, took him to the top of a tall office building. They took a look at the marvelous landscape spread out before them and prepared to descend. They entered the elevator. It began its swift journey downward.

"Don't be frightened, Uncle Silas," said the younger man, as his visitor grasped his arm, shut his eyes and held on for life. "There is no danger."

"I wasn't afraid, George," gasped Uncle Silas, after they had stepped out of the elevator, "but I—I left my stomach up there."—Youth's Companion.

Reynolds' Name.

As a proof of the appreciation of the work (portrait of Lady Cockburn and her children) by Sir Joshua's contemporaries, we are told that when this portrait was brought into the great room to be hung all the painters clapped their hands in salutation of its power, while the seal of the artist's own approval is to be found in his name, inscribed at full length on the hem of the lady's garment, the only two pictures thus honored by him being this one and his portrait of Mrs. Siddons.—Pall Mall Gazette.

THE CLEANLY ISLANDS.

A Region Where the Very Dust Is of a Cleansing Nature.

Fortunate islands, the ancients called them. What measure of good fortune they associated with cleanliness is indeed uncertain. From the duration and elaboration of their baths one might presume that the Romans—not the holy, but the pagan Romans—placed it at least a degree above godliness. Yet some influence surely must have traversed the law of heredity, for they scarcely seem to have transmitted this disposition to their posterity.

Whether, however, the title of Fortunate, given to these islands, had or had not a reference to this quality, which we place proverbially only next to godliness, the quality itself is strikingly conspicuous. The islands had other names. The Hesperides is the most familiar of them, and in Tenerife the original "dragon" tree may be seen beneath which that sleepless dragon coiled himself who acted as watchdog for the maidens guarding the golden apples. Today we call "golden apples" oranges—in the language of the country, naranjas. We have changed the name of the islands, too, and call them the Canaries. No canary birds seem to live in them, however, and there is a notion that the name is derived ultimately from "canis," the dogs, especially those of the island of Lanzerote, the most easterly, being famous. The flora of the islands are subtropical, with palms (is not the chief town of the Grand Canary Las Palmas?), bananas, eucalyptus, cactus and the aforesaid "golden apples." Luxuriant vegetation is the glory of Tenerife; a climate wonderfully equable is common to them all, but Grand Canary is especially blessed in its dryness and freshness.

At Orotava are more grandeur of gardens and spacious hotels. At Las Palmas, facing the northeast trade winds, are the constant fresh breeze off the sea, accommodation as comfortable as could be desired and the quality of cleanliness in its superlative degree. Where all is so dry it is difficult to be dirty and a positive triumph of innate instincts over circumstances on the part of the proletariat that so many of them continue to be filthy. The Englishman may even be astonished at the dirt, as he will be astonished at his own cleanliness. The astonishment is the greater because the place is pervaded by a fine dust, but the very dust is of a cleanly, almost of a cleansing, nature. It lies in powder on the banana groves and palm trees. After a country drive it may make a dark coat look as if its wearer's profession had to do with a flour mill, but a shower of rain sweeps it off the foliage, and a shake and a brush of the garment, and they are all more spotless than they were before.—Pall Mall Gazette.

Footgear and Gloves.

Woman is largely judged by her extremities, by the way she dresses her feet and hands, and so she should have a care in selecting footgear and gloves, says a New York fashion writer. At no time are her feet so conspicuous as when in evening attire, unless she happens to be a member of the Rainy Day club. Evening slippers are very smart at present. Two general styles prevail for house and full dress wear—the single strap or the double strap crossed and the laced low shoes. Black satin slippers elaborately embroidered in cut jet are very swell and make even the clumsiest foot look slim and dainty. Possessors of feet broader than or longer than four should, when possible, stick to a black evening slipper, for the light colors make large feet look larger. Silver and gold buckles, jeweled butterflies and bugs, gold and silver embroideries, fluffy bows and rosettes all look too beautiful for anything in the shoe man's window, but they are intended for little feet. Women with big feet can apply philosophy to evening slippers as well as to everything else in life. For everything you miss you gain something else, and the gain in this case is immediate, for it is in dollars and cents. All of these gimcracks on slippers make them just that much more expensive.

The proper thing to wear with ball gowns and other elaborate frocks is a slipper made from the piece of the gown worn unless it happens to be a striped or flowered brocade. Then a slipper made of the prevailing tint should be worn. Bronze slippers are much used for house wear again, and they are pretty and inexpensive too. What woman does not remember her childish joy over her first pair of bronze slippers?

Short on Fingers; Long on Sense.

We are becoming an optimist more and more all the time. We have come to the conclusion that nearly everything that happens, though it cannot be seen at the time, is for the best. About 20 years ago when we were stealing a ride on a binder we got to poking wheat straws in the cogwheels to see them cut the heads off. Somehow the machine caught one of our index fingers and cut it off at the first joint. All these years have passed and we have just found out what that stub of a finger is good for. It comes handy to a teething baby, there being no nail on it to cut the baby's mouth.—Norwich (Kan.) Courant.

Though Rome is called the Eternal City, the name by right belongs to the city of Damascus, in Syria, which is the oldest city in the world. As long as man has written records the city of Damascus has been known.

Precolumbian Books In America.

George Byron Gordon, the explorer, contributes to The Century an account of the discoveries in Copan under the title of "The Mysterious City of Honduras." Concerning the ancient race of Mayas Mr. Gordon says:

Not only did traditions exist in the minds of the people, but many of the old Indian families still preserved their books, the remnants of once extensive libraries, in which the history, traditions and customs of the people were recorded. All these books that the Spanish priests could lay their hands upon they burned. Four only have come down to us—priceless relics that in some unknown manner found their way into European libraries, where they lay hidden until unearthed by scholars of recent years. The books of the Mayas consisted of long strips of paper made from maguey fiber, and folded after the manner of a screen so as to form pages about 9 by 5 inches. These were covered with hieroglyphic characters, very neatly drawn by hand, in brilliant colors. Boards were fastened on the outside pages, and the completed book looked like a neat volume of large octavo size. The characters in which they are written are the same as those found upon the stone tablets and monuments in the ruined cities of Palenque and Copan.

This system of writing, which is entirely distinct from the picture writing of the Aztecs, was the exclusive possession of the Mayas. It was a highly developed system, and, as investigations have shown, embraced a number of phonetic elements. In this respect, as in many others, the Mayas were far in advance of any other American people. A venerable but vague and elusive legend that has come down to us ascribes the invention of these characters to Itzamna, the Maya Cadmus, a great hero god who in the beginning of their history as a nation led the people from the east across the sea, gave them laws and ruled over them for many years.

Lord Alvanley.

Lord Alvanley followed Sheridan and Brummell as a sayer of good things, but those most generally quoted have a touch of sarcastic malice, for cynical talk was a fashion of the time. When Brummell made his midnight flitting to Boulogne at the suit of the Jews, he remarked complacently, "Brummell has done quite right to be off; it was Solomon's judgment." He was a kindhearted man and gave many proofs of generosity to acquaintances in distress. One of those he had assisted was the well known Jack Talbot, a reckless prodigal, who had repeatedly borrowed of him. When Talbot was beggared and lying on his deathbed, Alvanley met his doctor and inquired about the invalid. The answer was: "My lord, I fear he is in a bad way. I had to use the lancet." "You should have tapped him, doctor," said Alvanley coolly. "I fear he has more claret than blood in his veins."

Much more excusable, considering the man and the circumstances, was Alvanley's expostulation when he had been persuaded to dine with the eccentric millionaire Neeld in his new mansion in Grosvenor square. The host, with the vulgarity of a nouveau riche, was expatiating on the sumptuous decorations of the apartment and, in the words of Milton, "letting dinner cool." "I don't care what your gilding cost," said Alvanley bluntly, "but I am most anxious to make a trial of your carving, for I am famished."—Cornhill Magazine.

A Mediæval Feast.

The banquet which was held here at the marriage of Count Ulrich with the Bavarian Princess Sabina has a luster all its own. Seven thousand guests were present, and for their serving 800 of the handsomest people that could be found in all the land were brought to the castle and costumed in red and yellow cloth and in the 14 colossal kitchens were serving day and night nearly the same number of cooks. The feast continued one week, and during this time there were consumed 136 oxen, 1,800 calves, 570 capons, 1,200 chickens, 2,759 fieldfares, 11 tons of salmon, 90 tons of herrings, 120 pounds of cloves, 40 pounds of saffron, 200,000 eggs, 3,000 sacks of flour and 1,760,000 gallons of wine. For eight days and nights a public wine fountain poured uninterruptedly through eight tubes red and white wine for all that wished to drink.—"Stuttgart," by Elise J. Allen, in Harper's Magazine.

Sacred Fires of India.

The sacred fires of India have not all been extinguished. The most ancient which still exists was consecrated 12 centuries ago in commemoration of the voyage made by the Parsees when they emigrated from Persia to India. The fire is fed five times every 24 hours with sandal wood and other fragrant materials, combined with very dry fuel. This fire, in the village of Oodwada, near Bulsar, is visited by Parsees in large numbers during the months allotted to the presiding genius of fire.—Exchange.

Balmoral is a greatly larger estate now than it was when first it became a royal residence. To the original 10,000 or 11,000 acres were soon added the 6,000 acres of the adjoining Birkhall estate. Then in 1878 the forest of Ballochoule was purchased—another 10,000 acres—and there have since been more recent acquisitions.

Women coal carriers at the Lisbon docks receive 1s. 3d. a day, male coal carriers 2s. 4d.