

A TRAPPED BURGLAR

THE NICELY PREPARED BAIT WAS EAGERLY TAKEN.

It Cost the Invention Man Who Devised the Scheme \$100 or \$500, and It Cost the Burglar Four Years' Time.

"Of course," said the retired burglar, "a man in my business is always on the lookout for traps and most of 'em he can circumvent without much trouble. But men go to a lot of trouble and expense to lay traps, and sometimes they get up something that is new and effective. I suppose that any man going into a dwelling house would be sure to look over the bureaus and dressing tables in the sleeping rooms. It was this well known professional habit no doubt that had suggested the idea of a trap I came across once, which a man had had built with a view to catching anybody that might stand in front of the bureau in his room.

"I imagine that this man must have been visited before and been very much irritated by it, because he never could have gone to all the trouble and expense he did just for mere protection—there was clearly some feeling in it. It was a handsome room, promising looking from its richness, and when I turned my light on the bureau, where I went, naturally enough, to begin, I was not disappointed. There was a glitter of glass and silver in the bullseye, and as I swept the light along it struck a pocketbook that didn't glitter much, but that looked fat and comfortable, and a watch that did shine, and, take it altogether, it made me think that here was the home of a man that didn't have to work nights to make both ends meet. And so I set my lamp down on one end of the bureau—it made me laugh, actually, to think that there was so much good stuff there that I had to shove something one side to make room for it—and put my bag down on a chair that was there and began cleaning the things off.

"I'd just put the silver hairbrushes in the bag and had turned around to the bureau again to pick up the pocketbook and the watch when I heard, and it seemed as though I felt, a little click, and just the faintest touch of a jarring or yielding under my feet, and the next instant, a long time before I could jump or do anything whatever, a piece of the floor under my feet about three feet square dropped out from under me, and down I went.

"But I didn't give up, by a long shot. I was an able-bodied man, and my hands were free—my lamp being then on the corner of the bureau and my bag on the chair—and I wasn't going to give it up yet, if I was going down a trap. The trapdoor was hung on hinges on the side farthest from the bureau, and I laughed to myself as I put up my hands and thought how easy it was to grab on to the edge of the solid floor running along just in front of the bureau and haul myself up. Truly it seemed like a waste of money, all the expense this man had been to to put in the trap without guarding against the chance of escape from it by just this means, and I already imagined myself climbing out as I threw up my hands, which I did before I'd dropped much more'n half of my length below the level of the floor, gripping that firm edge very tightly. I was going to make sure of that.

"And I got it all right, but in about a millionth part of a second I became conscious of the fact that it wasn't stopping me at all: I was carrying it down with me. It was the front edge of another trap cut in the floor under the bureau, hinged at the back and held up in place by a spring just strong enough to keep it in position. I held on as hard as I could, but if I had had iron fingers and steel muscles I couldn't have held on after the trap had swung down straight. I went down like a ton of lead, and the next minute I found myself sliding through a smooth board tunnel not much bigger'n enough to let me slide comfortably, and the next minute I'd been shot into a box or room about seven feet square through another trap in the top of it that closed flush after I came through.

"Now, there was a situation for you. Me in a square box of hard pine, apparently in the cellar of the house, no opening in it anywhere and my bag with all my tools in it up there on the chair by the bureau and me down there with nothing, not a blessed thing, to work with. But while there's life there's hope, and I never should have thought of such a thing as giving up if I could have had a chance. But I didn't. I hadn't been in the box two minutes before there was a slide pushed back up near the top on one side, and a man looked in. It was the boss of the shanty. And in five minutes the police were there, and then I found they had a door in this box big enough to get a man out of.

"I have seen other traps as elaborate, but none more costly. He had to cut his carpet, to begin with, around the traps in this room. Of course that didn't cost anything much, but it spoiled his carpet, and then the cost of the traps and the time contrivance, whatever it was, that was attached to the main trap that let me stand on it for a minute or two before it dropped, and then the shoot and the box and the whole business couldn't have cost a cent less than \$400 or \$500. It cost me four years' time."—New York Sun.

The Honey-moon.

An early Anglo-Saxon custom, strictly followed by newly married couples, was that of drinking diluted honey for 30 days after marriage. From this custom comes the word honey-moon or honeymoon.

Persons who don't know enough to come in out of the wet are not likely to be the salt of the earth for any length of time.—Detroit Journal.

HE FACED GREAT DANGER.

But, Not Knowing It, He Escaped Being Considered Brave.

"I noticed a couple of reminiscences as to my old branch of service," said an ex-naval official to the writer, "which reminded me of an incident in my own career. I was an assistant engineer on a cruiser bound from Norfolk to South American ports, and our ship was telling off 14 or 15 knots an hour one day, when a crank pin came out, and the next instant the crank was thrashing around in a most recklessly unsystematic fashion. Everybody in the engine room—and there were some men of considerable rank there just then, as it happened—made a dash for the deck. Meanwhile I quietly took four or five steps and shut off the steam. Of course the engines stopped, and then followed the delay caused by making the necessary repairs.

"It didn't occur to me that I had performed any act of an especial character until the chief engineer informed me that I was a confounded fool. 'Don't you know your place under such circumstances, sir?' he asked, and when I answered that I thought I had taken my proper position he continued: 'No, sir; your duty was to make your way as soon as possible to the deck. With that piece of steel whirling and crashing about it was one chance in a thousand that a single soul would escape an instantaneous cooking, because if that thing had carried away the steam connections your life would have ended right then.'

"Well, I took the chance," I answered. "Yes, sir, you did, but you didn't know it, therefore it is not at all to your credit," was the chief's answer, and it was so absolutely true that I couldn't for the life of me make any reply."—Detroit Free Press.

THE POWER OF WILL.

He Wanted to Live Four Days, and He Succeeded.

It would be vain to attempt to describe the sympathy for the poor and suffering which William Stokes could throw into his voice, says his biographer. One of the stories he used to tell is of peculiar interest, not only for its revelation of human kindness, but as a proof of the power of the will in prolonging life.

An old pensioner was a patient of Stokes in the Meath hospital. His life was despaired of, and, in fact, his death was hourly expected. One morning, having many patients to care for and believing that the pensioner was unconscious and past help, Dr. Stokes passed his bed without stopping. The patient was greatly distressed and cried out: "Don't pass me by, docther; you must keep me alive for four days."

"We will keep you as long as we can, my poor fellow," answered Stokes, "but why for four days particularly?" "Because," was the reply, "my pension will be due then, and I want the money for my wife and children. Don't give me anything to make me sleep, for if I sleep I shall die."

On the third day after this, to the amazement of Stokes and others, the patient was still breathing. On the morning of the fourth day he was alive and conscious, and on entering the ward Stokes saw him holding in his hand the certificate which required signature. As the doctor drew near the dying man gasped:

"Sign, sign!" The doctor quickly complied, and the man sank back exhausted and within a few minutes crossed his hands over his breast and said, "The Lord have mercy on my soul," and quietly breathed his last.

Where He Repaired It.

When illicit distilling was common in the highlands, there was an old man who went about the country repairing whisky pots.

The gauger met him one day, and, surmising that he had been doing repairs at no great distance, asked what he would take to inform him (the gauger) where he repaired the last whisky pot.

"Och," said the old man, "she'll shud tak' hauf a croon." "Done!" retorted the gauger. "Here is your money, but be careful to tell me correctly."

"Och, she'll no' tell the gentleman a lee." Getting the money, the old man quietly remarked: "I shud mended the last whisky pot where the hole was."—London Sparo Moments.

Ingenious.

"My wife is the most ingenious woman ever lived," said Kipper. "I believe you," returned Nipper politely. "But you don't know why you believe me," intimated Kipper. "To tell the truth, I don't," replied Nipper, looking bored.

"Well, I'll tell you. We've been married 12 years and lived in the same house all the time, and this morning she found a new place in which to hide my slippers."—London Standard.

No Wonder Russia Is Ignorant!

Russia, with her population of 129,000,000, has only 743 newspapers, but little more than half the number published in the state of Pennsylvania, which is 1,430. Of the 743 there are 589 printed in Russian, 69 in Polish, 44 in German, 9 in French, 5 in Armenian and 2 in Hebrew. No English newspaper appears in the list.

The earliest known mention of the pianoforte was in a playbill dated May 16, 1767. The principal attraction was given thus: "Miss Buckler will sing a song from 'Judith,' accompanied by a new instrument called pianoforte."

About 1,500 tons of iron and brass wire are yearly manufactured in Britain into pins.

A KISSING NAUGHT.

In no other part of the world is kissing so much in vogue as in Russia.

From time immemorial it has been the national salute. Indeed it is more of a greeting than a caress. In public affairs, as in private, the kiss is an established custom. Fathers and sons kiss, old generals with rusty mustaches kiss, whole regiments kiss. The emperor kisses his officers. On a reviewing day there are almost as many kisses as shots exchanged. If a lilliputian corps of cadets have earned the imperial approval, the imperial salute is bestowed upon the head boy, who passes it on with a hearty report to his neighbor, he in his turn to the next, and so on, through the whole juvenile body.

On a holiday or fete day a house will not only kiss all her maidservants, but all her menservants, too, and if the gentleman does not venture above her hand she will stoop and kiss his cheek.

To judge also from the number of salutes the matrimonial bond in these high circles must be one of uninterrupted felicity. A gentleman scarcely enters or leaves the room without kissing his wife either on her forehead, cheek or hand.

Heroes of the Pen.

The intensity of application with which the mind follows whatever it lays hold of in literary pursuits is exemplified in the case of Robert Almsworth, a celebrated writer and antiquarian of the seventeenth century. He had been for years engaged in a voluminous Latin dictionary, and while fascinated with this heroic work gave so little time and attention to his wife that he incurred her bitterest jealousy and before the work was quite complete she committed the whole to the flames. Instead of abandoning himself to despair, Almsworth set to work and rewrote it, accomplishing the entire work in time. The same bitter disappointment was endured with similar heroism by Carlyle when the manuscript of his "Frederick the Great" was destroyed by fire.

Unexpected.

The tramp had been very impertinent and dictatorial until the hired man unexpectedly made his appearance and inquired, "Are you lookin' for a scrap?" His manner changed entirely, and at once he answered, "Yes, sir, that's what I'm lookin' for—a scrap o' cold turkey or cold ham or anything that happens to be handy."—Washington Star.

Love at First Sight.

"Do you believe in love at first sight?" she asked. "Of course," answered the savage bachelor. "Do you suppose, if a man had the gift of second sight, he would fall in love?"—Cincinnati Enquirer.

Merely a Guess.

"Why do they call it the matrimonial yoke, I wonder?" "Because there is generally a calf at one end of it, I guess."—Cleveland Leader.

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DISSOLUTION NOTICE.

Notice is hereby given that A. T. Bing and J. J. Sutter, transacting and doing business under the firm name of Bing & Co., have this day, by mutual consent, dissolved partnership, J. J. Sutter retiring from the firm. A. T. Bing is to pay all the firm's indebtedness. All persons having any claims against the aforesaid firm will please present the same for payment, and all persons knowing themselves indebted to said firm will please settle promptly. A. T. BING, J. J. SUTTER. Reynoldsville, Feb. 16, 1898.

WRITE!

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PENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division. In effect Nov. 20, 1898. Trains leave Driftwood as follows:

EASTWARD

9:03 a. m.—Train 8, weekdays, for Sunbury, Wilkesbarre, Hazleton, Portville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 6:22 p. m., New York, 9:30 p. m.; Baltimore, 6:00 p. m.; Washington, 7:35 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, 7:15 a. m.; Baltimore, 6:00 p. m.; Washington, 7:35 p. m. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

10:12 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 10:35 a. m. on Sunday; Baltimore, 8:35 a. m.; Washington, 7:45 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

4:38 a. m.—Train 8, weekdays, for Erie, Ridgway, DuBois, Clearfield and principal intermediate stations.

9:44 a. m.—Train 3, daily for Erie and intermediate stations.

5:47 p. m.—Train 15, weekdays for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 9 leaves New York 8:30 p. m.; Philadelphia 8:20 p. m.; Washington, 10:40 p. m.; Baltimore 8:40 p. m., arriving at Driftwood 4:38 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 5:47 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, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:44 a. m. Pullman sleeping cars from Philadelphia to Williamsport, and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

JOHNSONBURG RAILROAD. (WEEKDAYS)

Connections via Johnsonburg R. R. and Ridgway & Clearfield R. R.

WEEKDAYS.	P. M.	
10:00 Ar	Clermont	10:40
9:53 Ar	Woodbury	10:46
9:50 Ar	Quinwood	10:50
9:48 Ar	Smith's Run	10:53
9:40 Ar	Instant	11:00
9:36 Ar	Straight	11:04
9:35 Ar	Glen Hazel	11:15
9:23 Ar	Hendricks	11:20
9:19 Ar	Johnsonburg	11:49
9:15 Ar	Ridgway	11:50

P. M.	P. M.	
8:05 Ar	Ridgway	8:20
8:05 Ar	Island Run	8:27
7:53 Ar	Carman Transfer	8:32
7:49 Ar	Croyland	8:41
7:38 Ar	Shorts Run	8:45
7:33 Ar	Blue Rock	8:48
7:28 Ar	Carrier	8:53
7:18 Ar	Beechville	9:02
7:13 Ar	Lanes Mills	9:07
7:08 Ar	McMinn Summit	9:11
7:04 Ar	Harveys Run	9:14
6:59 Ar	Falls Creek	9:15
6:49 Ar	DuBois	9:23
6:35 Ar	Falls Creek	9:29
6:30 Ar	Reynoldsville	9:30
6:25 Ar	Reynoldsville	9:30
6:15 Ar	New Bethlehem	9:39
6:10 Ar	Red Bank	9:53
6:05 Ar	Pittsburg	9:58

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

ALLEGHENY VALLEY RAILWAY COMPANY.

In effect Wednesday, Feb. 1, 1898. Low Grade Division.

EASTWARD.

STATIONS.	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7
Pittsburg	8:40	1:40	4:40	7:40	10:40	1:40	4:40
Red Bank	8:55	1:55	4:55	7:55	10:55	1:55	4:55
Lawsonium	9:10	2:10	5:10	8:10	11:10	2:10	5:10
Susquehanna	9:25	2:25	5:25	8:25	11:25	2:25	5:25
Oak Ridge	9:40	2:40	5:40	8:40	11:40	2:40	5:40
Mayaville	9:55	2:55	5:55	8:55	11:55	2:55	5:55
Summersville	10:10	3:10	6:10	9:10	12:10	3:10	6:10
Brookville	10:25	3:25	6:25	9:25	12:25	3:25	6:25
Bell	10:40	3:40	6:40	9:40	12:40	3:40	6:40
Fuller	10:55	3:55	6:55	9:55	12:55	3:55	6:55
Reynoldsville	11:10	4:10	7:10	10:10	1:10	4:10	7:10
Canonsville	11:25	4:25	7:25	10:25	1:25	4:25	7:25
Falls Creek	11:40	4:40	7:40	10:40	1:40	4:40	7:40
DuBois	11:55	4:55	7:55	10:55	1:55	4:55	7:55
Winterburn	12:10	5:10	8:10	11:10	2:10	5:10	8:10
Pennfield	12:25	5:25	8:25	11:25	2:25	5:25	8:25
Grant	12:40	5:40	8:40	11:40	2:40	5:40	8:40
Driftwood	12:55	5:55	8:55	11:55	2:55	5:55	8:55

WESTWARD.

STATIONS.	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7
Driftwood	10:10	3:10	6:10	9:10	12:10	3:10	6:10
Grant	10:25	3:25	6:25	9:25	12:25	3:25	6:25
Bonnettsville	10:40	3:40	6:40	9:40	12:40	3:40	6:40
Tyler	10:55	3:55	6:55	9:55	12:55	3:55	6:55
Pennfield	11:10	4:10	7:10	10:10	1:10	4:10	7:10
Winterburn	11:25	4:25	7:25	10:25	1:25	4:25	7:25
Sabula	11:40	4:40	7:40	10:40	1:40	4:40	7:40
DuBois	11:55	4:55	7:55	10:55	1:55	4:55	7:55
Pancoat	12:10	5:10	8:10	11:10	2:10	5:10	8:10
Reynoldsville	12:25	5:25	8:25	11:25	2:25	5:25	8:25
Fuller	12:40	5:40	8:40	11:40	2:40	5:40	8:40
Bell	12:55	5:55	8:55	11:55	2:55	5:55	8:55
Brookville	1:10	6:10	9:10	12:10	3:10	6:10	9:10
Summersville	1:25	6:25	9:25	12:25	3:25	6:25	9:25
Mayaville	1:40	6:40	9:40	12:40	3:40	6:40	9:40
Oak Ridge	1:55	6:55	9:55	12:55	3:55	6:55	9:55
New Bethlehem	2:10						