LEARNING TO SMILE.

One of the Hardest Things For the Gymnast to Do.

"The thing I found hardest to learn in my business was to smile," said a professional gymnast who did a very clever specialty recently at one of the local theaters. "I started out in acrobatic work when I was only 15 years old as one of a 'family' of five. My instructor was Charles McDonald, an old time circus performer and one of the best of his day. While he was putting me through my paces he was continually yelling 'Look pleasant! Look pleasant!' And my main trouble for years was in following that same order.

"No matter how hard I tried I would forget myself, and when I was doing an extra hard 'turn' I was certain to make horrible faces, screw up my eyes and grit my teeth. It took all the effect out of my act and must have seemed very funny to the people in the audience. Often, after performing some difficult feat, I have been mortified to hear a roar of laughter, and at last I determined to either learn how to smile or quit the business. I got the knack at last, and now it has become a sort of second nature.

"The point is a great deal more important than one would suppose. I know an equilibrist, for instance, who is very popular on the vaudeville circuit, not so much on account of the difficulty of his act as the smiling ease with which it is apparently done. You would never suppose from his face that he was making any special exertion, and that of itself gives remarkable grace and finish to his work.

"I am not the only one in the business, however, who has found it hard to smile at the right time. Almost every ballet dancer, eccentric character dancer and skirt dancer has had trouble on the same score. Most of them finally acquire a horrible fixed grimace that is supposed to be a smile, but has no more suggestion of merriment than a brick wall. It is produced by cultivating a certain set of muscles and made to appear and disappear on the principle of pulling a string."—New Orleans Times-Democrat.

MANAGING SMALL BOYS.

How Some Mothers Take All the Spirit Out of Them.

"I am always made sorry when I ride in the cars, through the shopping districts particularly," said the woman to a newspaper man, "to see the mothers ill treat small boys. It is ethical cruelty, but quite as disastrous as physical ill treatment might be, it seems to me.

"I see poor little fellows of 7 and 8, nice little men who would be manly if they were allowed to be, pushed into that seat and out of it into another as if they were so many little dummies. They usually are very nearly that, for seven or eight years of such pushing and pulling is enough to take all the spirit out of a small boy unless he has unusual vigor of character.

"A boy of that age ought to be beginning to look out for his mother and finding seats for her. Occasionally a sensible mother, who treats her boy like a human being, is to be found, and it is a pleasure to see the two together.

"The boy who is dragged around like a little muff during the early part of his life is apt to come to himself after a time if he is not entirely ruined, and then he goes to an opposite extreme, is rude and self asserting, while he is trying to establish an equilibrium, and the mother can't imagine what the trouble is."—New York Times.

"Yep" or "Yup."

A curious American colloquialism, of which I certainly cannot see the advantage, writes William Archer in Pall Mall Gazette, is the substitution of "yep" or "yup" for "yes" and of "nope" for "no." No doubt we have in England the coster's "yuss," but one hears even educated Americans now and then using "yep" or some other corruption of "yes," scarcely to be indicated by the ordinary alphabetical symbols. It seems to me a pity.

Educated Americans, too, will often say "somewheres" and "a long ways." I have little doubt that this "s" has a grammatical history of its own. Probably it is an old case ending, just as "he goes out nights," on which Mr. Andrew Lang is so severe, is a survival of the "o'nights" which Shakespeare puts in the mouth of Julius Cæsar ("Sleek headed men and such as sleep o'nights").

At the same time, as "somewheres" has become irremediably a vulgarism in England, it would, I think, be a graceful concession on the part of educated Americans to drop the "s." After all, "somewhere" does not jar in America, and "somewheres" very distinctly jars in England.

The Limit.

"Put your tongue out," said the doctor to 4-year-old Gilbert.

Little Gilbert protruded the tip of his tongue.

"No, no; put it right out," said the doctor.

The little fellow shook his head weakly, and the tears gathered in his eyes.

"I can't, doctor," he ventured at last. "It's fastened on to me."

Reading.

Read not much at a time, but meditate as much as your time and capacity and disposition will give you leave, ever remembering that little reading and much thinking, little speaking and much hearing, is the best way to become wise.

Golden.

Judge—Was the stolen jewelry gold or silver? Well, why don't you answer?

Prisoner—Don't you know, judge, what silence is?—Fliegende Blätter.

Too Much Bait For His Fish.

They were passing a good story at the courthouse yesterday afternoon concerning a young lawyer who was admitted to practice a short time ago and recently hung out his shingle. His office isn't a very pretentious affair, but he didn't think it necessary to apologize to his friends for his little eight by ten, with several feet partitioned off for the use of his "clerk." The other day lightning struck, and the door opened slowly, while a voice charged with a strong Irish accent asked if the lawyer was in.

"James," said the rising disciple of Blackstone, getting up from a couch at the time, "I wish you'd step around to the First National bank and tell them that the amount of that draft isn't quite right. It should be $1,575, instead of $1,525, and before you return drop into Mr. Johngre's office and tell him I've collected that $3,500 claim for him. While you're there, step across the hall and inform Mr. Fogoboll that unless that note for $10,000 is paid in the morning I shall begin foreclosure proceedings. Don't lose any time, as I've a great deal of work for you this morning."

"Be hivins!" gasped the client prospective, who had progressed as far as the doorway into the inner office, "this be's no place fer me wid er two dollar fifty cint claim ter k'lect." And he departed.—Milwaukee Wisconsin.

Things They Did in 1700.

An advertisement in a facsimile issue of a Maryland paper in 1773 shows that the housewives of that day used cooking utensils of a kind that only a favored few can offord to use now. A coppersmith "from Lancaster" living "Baltimore-Town" advertises copper fish and wash kettles, copper and brass brewing kettles, saucepans, coffee and chocolate pots, stewpans and Dutch ovens.

There was plenty of help in the household then with the slaves. Several advertisements refer to them. In one a "Commission and Insurance Broker" "Gratefully acknowledges the favors of his friends, and hopes for a continuance of their correfpondence. ——He has now for sale, a Pocket of good HOPS, a 10 inch new CABLE—and wants to buy a NEGRO GIRL, about 12 years old."

Women were in certain kinds of business at that time, for a firm of "taylors" advertise their business as two doors from Mrs. Chilton's tavern.

People liked to hear a little gossip in those days also, as now, and what may be called a society note follows the notice of a wedding and informs the public that "By a late marriage in St. Mary's the Lady is become Sister-in-law to her own mother and the Gentleman Son-in-law to his Sister-in-law."

A Broken Shoestring.

"There goes a man who may wish before long that he had a good, sound shoestring in his shoe," remarked a man to a friend as a rather slipshod individual passed them on the street. The man referred to had a broken shoestring in one of his shoes, and the other had been spliced in several places.

"I am not talking from the point of view of neatness," went on the first man, "but on account of an accident that befell me recently. I was about to get off a street car when the shoestring in one of my shoes snapped. It had been tightly laced, and the break, occurring when it did, just as I had taken my hand from the rail, was enough to make me lose my balance. I felt myself falling to the street. There was a trailer on the car, and I was pretty badly scared, as I thought that I stood a good chance of getting a leg under the wheels. Luckily I made a final effort to straighten myself, and I got clear with nothing more than a painfully twisted ankle.

"A shoestring is a small thing, but after that scare I determined that I would always have a good one in my shoe."—Pittsburg Chronicle-Telegraph.

A Point of Resemblance.

They were dancing. The music was heavenly. The swish of her silken skirts was delightful. The fragrance of the roses upon her bosom was almost intoxicating.

"Ah," she said, looking up into his face and smiling sweetly, "you remind me of one of Whitman's poems!"

A sudden dizziness seemed to seize him. It was as if he were floating along in a dream. When he could catch his breath to speak, he asked:

"Which one?"

"Oh, any one!" she replied. "The feet are all mixed up in all of them."—Chicago Times-Herald.

Tom Corwin's Mouth.

Tom Corwin had an enormous mouth. He once said he had been insulted by Deacon Smith. The good brother asked for further explanation.

"Well," said Corwin, "when I stood up in the lecture room to relate my experience and I opened my mouth, Deacon Smith rose up in front and said, 'Will some brother please close that window and keep it closed?'"—San Francisco Argonaut.

A Specimen of Cockney Humor.

It consists merely in ignoring the horrible or tragic side of a funny situation. Everybody knows the old story of the cockney laughing after a fire. "'Jump, yer silly fool!' I says. 'Me an my mite's got a blanket!' An 'e did jump, an there warn't no blanket, an 'e broke 'is bloomin neck! Laugh? I 'aven't laughed so much!"—Blackwood.

A girl should never throw away her old slippers. They will come in handy at her wedding—and much handier in after years.—Chicago News.

The secret of success in life is for a man to be ready for his opportunity when it comes.

That Impudent Capital "I."

M. Zola, when in England, was much impressed with the English use of the capital "I." "Why is it," he says, "that the Englishman, when he writes of himself, should invariably use a capital letter? That tall 'I' which occurs so often in a personal narrative strikes me as being very arrogant. A Frenchman, referring to himself, writes 'je' with a small 'j;' a German, though he may gratify all his substantives with capital letters, employs a small 'i' in writing 'ich;' a Spaniard, when he uses the personal pronoun at all, bestows a small 'y' on his 'yo,' while he honors the person he addresses with a capital 'V.' I believe indeed, though I am not sufficiently acquainted with foreign languages to speak with certainty on that point, that the Englishman is the only person in the world who applies a capital letter to himself."

M. Zola might have enforced his contrasts still further by referring to the Japanese, who really have no word for "I." In speaking of oneself in Japanese self depreciatory terms are used, such as "servant," "the awkward person," "junior," while in speaking of or to other people complimentary terms are employed, such as "senior," "master," "prince" (used by young men in addressing each other familiarly). The most usual Japanese equivalent for "I" is "watakushi," which means literally "selfishness."—Buffalo Commercial.

Spurgeon Finds a Text.

Near where Spurgeon's tabernacle stands half a dozen main streets all meet at one point. There is a drinking fountain there, which has stood there for many years. It was one very hot summer's evening, and the drinking fountain was in strong demand. I wanted a drink myself, and in a happy sort of way while waiting my turn I said to some of the people standing by: "Hurry up. I'm parched." Somebody patted me on the back and said: "Thank you, my man. You have given me my text for tonight." It was Mr. Spurgeon's text.

The guard added that he was on his way to the tabernacle at the time, and Spurgeon preached one of the finest sermons he had ever heard on the words: "Hurry up. I'm parched."—Home Magazine.

The Ugliest Beast.

Probably the ugliest beast in the world is a monkey, a grewsome looking animal called the bearded saki. This is so utterly grotesque a beast that it would scarcely be safe to let a child or nervous person see it. The ugliness is not of an amusing kind, but of an evil, sinister nature. The beast has a sort of beard and a countenance unlike anything else in shape and lines. The monkey itself is not particularly savage, but is so hideous that the natives of its country, South America, say that no beast of prey, however hungry, will tackle it. Even a hungry jaguar will starve in a cageful of sakis.

A Unique Notice.

The following is a copy of a unique notice affixed to the church door at Whitechurch, London: "Missing, last Sunday, some families from church. Stolen, several hours from the Lord's day, by a number of people of different ages, dressed in their Sunday clothes."

Travelers by rail in Brittany often glide past Guingamp without remembering that it was here that was produced that useful fabric gingham.

The soil of Egypt at the present day is tilled by exactly the same kind of plow that was used 5,000 years ago.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

TIME TABLE.

On and after January 1st, 1899, passenger trains will arrive and depart from Reynoldsville station, daily, except Sunday, as follows:

DEPART.

2.20 p. m. Week days only. For Falls Creek, DuBois, Curwensville, Clearfield, Punxsutawney, Butler, Pittsburg, Brockwayville, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

ARRIVE.

1.20 p. m. Week days only. From Clearfield, Curwensville, Falls Creek, DuBois, Pittsburg, Butler and Punxsutawney.

TRAINS LEAVE FALLS CREEK.

SOUTH BOUND.

7.03 a. m. Week days only. For Big Run, Punxsutawney, Butler, Pittsburg and intermediate points.

10.39 a. m. and 7.43 p. m. Week days only. For DuBois, Stanley, Sykes, Big Run and Punxsutawney.

2.45 p. m. Daily. Vestibuled limited. For Punxsutawney, Dayton, Butler and Pittsburg.

NORTH BOUND.

7.28 a. m. and 3.01 p. m. Week days only. For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

12.57 p. m. Daily. Vestibuled limited. For Ridgway, Johnsonburg, Bradford, Buffalo and Rochester.

1.00 p. m. Week days only. Accommodation for Reynoldsville.

Trains for Curwensville, Clearfield and intermediate stations leave Falls Creek at 7.28 a. m., 2.40 and 8.10 p. m.

Thousand mile tickets good for passage over any portion of the B., R. & P. and Beech Creek railroads are on sale at two (2) cents per mile.

For tickets, time tables and full information apply to

E. C. DAVIS, Agent, Reynoldsville, Pa.
E. C. LAPEY, Gen. Pas. Agent, Rochester N. Y.

WANTED—SEVERAL PERSONS FOR DISTRICT Office Managers in this state to represent me in their own and surrounding counties. Willing to pay yearly $900, payable weekly. Desirable employment with unusual opportunities. References exchanged. Enclose self-addressed stamped envelope. S. A. Park, 320 Caxton Building, Chicago. 5-25-00.

PENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division.

In effect Nov. 19, 1899. Trains leave Driftwood as follows:

EASTWARD

9:09 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.

3:58 p. m.—Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 4:25 A. M.; New York, 7.13 a. m.; Baltimore, 2.30 a. m.; Washington 4.05 A. M. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M.

10:12 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:32 A. M.; New York, 9:33 A. M. on week days and 10.33 A. M. on Sunday; Baltimore, 6:35 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 9, weekdays, for Erie, Ridgway, DuBois, Clermont and principal intermediate stations.

9:44 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 5:55 p. m., Philadelphia 8:50 p. m.; Washington 7:20 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 3 leaves New York at 7:55 p. m.; Philadelphia, 11:20 p. m.; Washington, 10.40 p. m.; Baltimore, 11:55 p. m.; daily arriving at Driftwood at 9:44 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.

TRAIN 15 leaves Philadelphia 8:40 A. M.; Washington, 7.55 A. M.; Baltimore, 8:55 A. M.; Wilkesbarre, 10:55 A. M.; weekdays, arriving at Driftwood at 5:45 P. M. with Pullman Parlor car from Philadelphia to Williamsport and passenger coach to Kane.

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

a. m.		WEEKDAYS.	p. m.	
....	....	10 45	arClermont lv	10 55	....
....	....	10 38	Woodvale	11 02	....
....	....	10 35	Quinwood	11 05	....
....	....	10 31	Smith's Run	11 08	....
....	....	10 25	Instanter	11 14	....
....	....	10 20	Straight	11 19	....
....	....	10 ..	Glen Hazel	11 27	....
....	....	10 05	Rendigo	11 32	....
....	....	9 55	Johnsonburg	11 43	....
....	....	9 40	lv Ridgway ar	11 95	....
p.m.	p.m.	a.m.		a.m	p.m.	p.m.
7 20	2 15	9 35	ar Ridgway lv	7 00	12 10	4 45
7 13	2 08	9 28	Island Run	7 07	12 17	4 52
7 08	2 03	9 23	Carm'n Trnsfr	7 12	12 22	4 57
6 59	1 54	9 15	Croyland	7 21	12 30	5 05
6 56	1 51	9 11	Shorts Mills	7 25	12 33	5 09
6 52	1 47	9 07	Blue Rock	7 28	12 36	5 12
6 48	1 43	9 02	Carrier	7 33	12 40	5 16
6 38	1 33	8 53	Brockwayv'l	7 43	12 50	5 26
6 33	1 28	8 47	Lanes Mills	7 47	12 54	5 30
....	....	8 43	McMinn Smt	7 51	....	....
6 24	1 19	8 39	Harveys Run	7 54	1 03	5 38
6 20	1 15	8 35	lv Falls C'k ar	8 00	1 10	5 45
6 05	1 00	8 15	lv DuBois ar	8 10	....	6 55
6 15	12 48	7 05	ar Falls C'k lv	8 33	1 40	7 43
6 02	12 38	6 53	Reynoldsville	8 45	1 50	7 55
5 26	12 12	6 15	Brookville	9 12	2 16	8 25
4 40	11 38		New Bethl'm	9 50	2 52	
4 00	11 05		Red Bank	10 25	3 25	
1 40	9 00		lv Pittsburgar	12 40	5 30	
p.m.	a.m	a.m.		p.m.	p.m.	p.m.

Through Pullman Parlor Car to Pittsburg on train leaving Falls Creek at 8.33 a. m., returning on train leaving Pittsburg at 1.40 p.m.

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

ALLEGHENY VALLEY RAILWAY

In effect Sunday, Nov. 19, 1899, Low Grade Division.

EASTWARD.

STATIONS.	No. 9. A. M.	No. 13 A. M.	No. 1. A. M.	No. 5. P. M.	No. 7. P. M.
Pittsburg	....	§ 6 15	§ 9 00	§ 1 40	* 5 05
Red Bank	....	9 10	11 05	4 00	7 30
Lawsonham	....	9 21	....	4 11	†7 40
New Bethlehem	....	9 50	11 38	4 40	8 04
Oak Ridge	....	9 57	....	4 47	....
Maysville	....	10 03	....	4 53	....
Summerville	....	10 20	....	5 10	†8 31
Brookville	§ 6 15	10 35	12 12	5 26	8 46
Bell	*6 21	†10 40	....	....	....
Fuller	*6 33	*10 51	....	*5 45	....
Reynoldsville	6 53	11 06	12 38	6 02	9 12
Pancoast	*7 00	*11 13	....	*6 09	....
Falls Creek	7 05	11 19	12 48	6 15	9 24
DuBois	7 12	§11 25	1 00	6 30	*9 30
Sabula	7 24	....	1 12	6 45	....
Winterburn	7 34	....	1 25	6 55	....
Pennfield	7 40	....	1 30	7 03	....
Tyler	7 50	....	1 39	7 14	....
Bennezette	8 17	....	2 05	7 40	....
Grant	†8 27	....	†2 14	7 49	....
Driftwood	§ 8 55	....	§ 2 40	§ 8 15	....
	A. M.	A. M.	P. M.	P. M	P. M.

Train 41 (Sunday) leaves Pittsburg 9.00 a. m., Red Bank 11.05 Brookville 12.29, Reynoldsville 1.00, DuBois 1.20 p. m.

WESTWARD.

STATIONS.	No. 8 A. M.	No. 6 A. M.	No. 2 A. M.	No. 14 P. M.	No. 10 P. M.
Driftwood	....	§ 6 50	§11 55	....	§ 5 50
Grant	....	*7 16	†12 21	....	†6 18
Bennezette	....	7 25	12 29	....	6 27
Tyler	....	7 50	12 54	....	6 54
Pennfield	....	7 58	1 02	....	7 03
Winterburn	....	8 03	1 07	....	7 10
Sabula	....	8 13	1 18	....	7 22
DuBois	*6 35	8 25	1 30	§4 50	7 37
Falls Creek	6 41	8 35	1 40	4 56	7 43
Pancoast	*6 46	....	....	*5 01	*7 48
Reynoldsville	6 53	8 45	1 50	5 08	7 55
Fuller	*7 07	*8 57	....	*5 22	*8 09
Bell	*7 18	....	....	*5 33	*8 20
Brookville	7 24	9 12	2 16	5 40	§8 25
Summerville	7 38	†9 25	....	5 54	....
Maysville	7 55	†9 40	....	6 11	....
OakRidge	8 01	†9 44	....	6 17	....
New Bethlehem	8 09	9 50	2 52	6 25	....
Lawsonham	8 38	10 15	3 15	6 53	....
Red Bank	8 50	10 25	3 25	7 05	....
Pittsburg	*11 15	12 40	§ 5 30	§9 45	....
	A. M.	P. m.	P. m.	P. M.	P. M.

Train 42 (Sunday) leaves DuBois 4.20 p. m. Reynoldsville 4.38, Brookville 5.10, Red Bank 6.35, Pittsburg 9.25 p. m.

Trains marked * run daily; § daily, except Sunday; † flag station, where signals must be shown.

CHAS. B. PRICE, Gen'l Supt. J. P. ANDERSON, Gen'l Pass'r Agt.