

THACKERAY AND GOETHE

The Southern Review, Vol. 1, No. 1, 1844.

It is a curious fact that the article by W. G. L. Thackeray in the Southern Review...

of course I remember very well the impression of the article which as a student of the law I had just read...

Visit to the garden of the Fraunplan, once going to see into his chariot on a sunny day...

Though his sun was setting, the sky round about was calm and bright, and that little Weimar was illumined by it...

AN OCEAN VOYAGE.

The Proper Time to Pay on Board an Atlantic Steamer.

There are too indefinite to be regulated by law, but certain amounts are estimated as usual.

One's next best friend is the deck steward, if he is attentive and has followed out suggestions about the steamers and riga.

Lincoln was a friend of temperance also. We were together one night in a country neighborhood when some one proposed that we all go to the church...

THE SOUTHWESTERN BANK NOTES.

A poor old widow living in the Scotch Highlands was called upon one day by a gentleman who had heard that she was in need.

There is the condition of many of God's children. He has given us many "receding great and precious promises" which we either are ignorant or fail to appropriate.

Preserving It.

Miss Maud Powell, the violinist, had a somewhat unusual experience with her precious violin.

Strawberries are often served with orange juice. Cover the berries with sugar and juice of several oranges.

A French autograph collector says the signature of Christopher Columbus can always find a buyer at \$4,000.

The brain of an idiot contains much more phlegm than that of a person of average intellect.

LINCOLN'S FRIEND.

STORIES OF THE EARLY LIFE OF THE MARTYRED PRESIDENT.

Philip Clark of Mattoon Told Some Things About Abe That Other Histories Overlooked—Additional Testimony to the Big Heart of Lincoln.

The late Philip Clark of Mattoon, Ill., was a lifelong friend of Abraham Lincoln. A short time before his death Uncle Philip said in conversation with a correspondent of the Chicago Times-Herald:

"I do not believe the tailor ever lived who was skillful enough to make clothes to fit Lincoln. He was the roughest and most irregular man in outline I ever saw."

For two years he waited on his master as of yore, though his hair was silver and his back bent. One day the colonel returned from parade and had his wants supplied as usual.

The crop was poor that year, and we bought a great deal of ground at \$3 per acre and needed the service of a man to measure the ground.

"We turned our hogs in the fields, driving them in droves to the same. When weighing time came, Abe assisted again. I can see him now standing by the old steelyards. They are nearly all gone now."

"Lincoln was a friend of temperance also. We were together one night in a country neighborhood when some one proposed that we all go to the church...

Carwright evaded the question and gave a very indefinite answer. Lincoln remarked that Carwright reminded him of a hunter he once knew who recognized the fact that in summer the deer were red and in the winter gray...

"Gratitude was a religion with him. Lincoln was a poor financier. He was not a manager and seldom had any money about him."

"The last time I saw Lincoln was in September, 1863. I went to Washington to settle some business in regard to a large tract of swamp lands I owned."

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A Loyal Servant.

In spite of the inherent tendency for traitors and deceivers to be associated with the natives of India, one comes across wonderful and noble characters of loyalty and devotion.

The following true incidents happened lately in Madras. An Indian colonel had a "boy" for 15 years. Having to go home on furlough, he summoned him and let him return to his family to do nothing for the rest of his life.

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His Course.

An excellent reply was that once made by a Yankee pilot to the owner of a Mississippi river steamer.

The fact was that New Orleans and the Yankee pilot for the want of pilot, and the thought that he could give satisfaction provided they were "in for a man about his size and build."

"You see and build will do well enough," said the owner, surveying the bank from the deck of the steamer.

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PENNSYLVANIA RAILROAD

IN EFFECT JANUARY 18 1894.

Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Harrisburg and York.

Train 1, daily except Sunday, for Harrisburg and intermediate stations, arriving at Philadelphia, 6:30 p. m.

Train 2, daily except Sunday, for Harrisburg and intermediate stations, arriving at Philadelphia, 8:30 a. m.

Train 3, daily for Erie and intermediate stations, arriving at Philadelphia, 8:30 a. m.

Train 4, daily for Erie and intermediate stations, arriving at Philadelphia, 11:30 a. m.

Train 5, daily for Erie and intermediate stations, arriving at Philadelphia, 2:30 p. m.

Train 6, daily for Erie and intermediate stations, arriving at Philadelphia, 5:30 p. m.

Train 7, daily for Erie and intermediate stations, arriving at Philadelphia, 8:30 p. m.

Train 8, daily for Erie and intermediate stations, arriving at Philadelphia, 11:30 p. m.

Train 9, daily for Erie and intermediate stations, arriving at Philadelphia, 2:30 a. m.

Train 10, daily for Erie and intermediate stations, arriving at Philadelphia, 5:30 a. m.

Beech Creek Railroad

IN EFFECT JANUARY 18 1894.

Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Harrisburg and York.

Train 1, daily except Sunday, for Harrisburg and intermediate stations, arriving at Philadelphia, 6:30 p. m.

Train 2, daily except Sunday, for Harrisburg and intermediate stations, arriving at Philadelphia, 8:30 a. m.

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PENNSYLVANIA AND NORTH-WESTERN RAILROAD CO.

On and after Monday, November 16th, 1893, passenger trains will run daily, (Sundays excepted), as follows:

Table with columns for Stations, Mail, and Day. Includes stations like New York, Philadelphia, Harrisburg, and Altoona.

TYRONE AND CLEARFIELD

In Effect Nov. 14, 1893.

Table with columns for Stations, Mail, and Day. Includes stations like Tyrone and Clearfield.

BALD EAGLE VALLEY R. R.

Trains leave Tyrone for Belvidere and Lock Haven at 9:10 a. m., 11:30 and 7:15 p. m.

Table with columns for Stations, Mail, and Day. Includes stations like Tyrone and Belvidere.

ALLEGANY VALLEY RAILWAY.

LOW GRADE DIVISION. A. V. R. Y.

Table with columns for Stations, Mail, and Day. Includes stations like Tyrone and Clearfield.

ST. MARY'S AND NORTHWESTERN RAILROAD TIME TABLE

To take effect Monday, Aug. 23rd, 1893. Daily, except Sunday.

Table with columns for Stations, Mail, and Day. Includes stations like Tyrone and Clearfield.

DELLEFONTE & SNOW SHOE BRANCHES.

Westward. Leave a. m. 6:30. Arrive p. m. 6:30.

Table with columns for Stations, Mail, and Day. Includes stations like Tyrone and Clearfield.

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