

Railroad Time Tables.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between Buffalo, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.

On and after Nov. 15th, 1892, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:10 A. M.—Bradford Accommodation—For Buffalo, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.

10:05 A. M.—Buffalo and Rochester mail—For Buffalo, Salamanca, Buffalo, Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

10:55 A. M.—Accommodation—For Buffalo, Salamanca, Buffalo, Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

1:20 P. M.—Bradford Accommodation—For Buffalo, Salamanca, Buffalo, Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

4:50 P. M.—Mail—For Buffalo, Salamanca, Buffalo, Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

7:55 P. M.—Accommodation—For Buffalo, Salamanca, Buffalo, Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

Trains Arrive—7:10 A. M. Accommodation from Buffalo and Rochester; 10:05 A. M., Accommodation from Buffalo; 1:20 P. M., Accommodation from Buffalo; 4:50 P. M., Mail from Buffalo and Rochester; 7:55 P. M., Accommodation from Buffalo.

Thousand mile tickets at two cents per mile, good for passage between all stations. J. H. McINTYRE, Agent, Falls Creek, Pa. J. H. BARNETT, Gen. Supt., Bradford, Pa. Gen. Pass. Agent, Rochester, N. Y.

ALLEGHENY VALLEY RAILWAY COMPANY

commencing Sunday Dec. 18, 1892. Low Grade Division.

EASTWARD.	
STATIONS.	No. 1. No. 2. No. 3. No. 4. No. 5. No. 6. No. 7. No. 8. No. 9. No. 10.
Red Bank	10:55 4:43
Lawsonham	11:30 5:17 5:15
New Bethlehem	11:38 5:25 5:22
Oak Ridge	11:38 5:25 5:22
Summerville	12:05 5:52 5:50
Brookville	12:25 6:12 6:10
Bell	12:45 6:32 6:30
Fuller	12:45 6:32 6:30
Reynoldsville	1:00 6:50 6:47
Pancoat	1:08 6:58 6:55
Falls Creek	1:35 7:25 7:19 10:35 1:33
DuBois	1:35 7:25 7:19 10:35 1:45
Sabula	1:47 7:37 7:33
Winterburn	1:55 7:45 7:41
Pendleton	1:55 7:45 7:41
Tyler	2:15 8:05 8:01
Glen Fisher	2:15 8:05 8:01
Benezette	2:35 8:25 8:21
Grant	2:53 8:43 8:39
Driftwood	3:20 9:10 9:06

P. M. P. M. A. M. A. M. P. M. P. M.

WESTWARD.	
STATIONS.	No. 1. No. 2. No. 3. No. 4. No. 5. No. 6. No. 7. No. 8. No. 9. No. 10.
Driftwood	10:45 5:00 6:35
Grant	11:05 5:20 6:55
Benezette	11:25 5:40 7:15
Glen Fisher	11:45 5:59 7:34
Tyler	12:05 6:19 7:54
Pendleton	12:05 6:19 7:54
Winterburn	12:10 6:25 8:00
Sabula	12:22 6:37 8:12
DuBois	12:40 6:55 8:30 12:05 5:40
Falls Creek	1:20 7:35 9:10 12:15 5:30
Pancoat	1:34 7:49 9:24
Reynoldsville	1:42 7:57 9:32
Fuller	1:55 8:10 9:45
Bell	2:10 8:25 10:00
Brookville	2:20 8:35 10:10
Summerville	2:40 8:55 10:30
Maysville	2:58 9:13 10:48
Oak Ridge	3:06 9:21 10:56
New Bethlehem	3:15 9:30 11:05
Lawsonham	3:30 9:45 11:20
Red Bank	4:00 10:00

A. M. A. M. P. M. A. M. P. M. P. M.

Trains daily except Sunday. DAVID McCARGO, Gen'l. Supt., Pittsburgh, Pa. JAS. P. ANDERSON, Gen'l. Pass. Agt., Pittsburgh, Pa.

PENNSYLVANIA RAILROAD.

IN EFFECT DECEMBER 18, 1892.

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

EASTWARD.

9:04 A. M.—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 4:50 P. M.; New York, 9:30 P. M.; Baltimore, 6:45 P. M.; Washington, 8:15 P. M. Pullman parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

3:28 P. M.—Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:25 A. M.; New York, 7:10 A. M. Through coach from DuBois to Williamsport. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:00 A. M.

9:55 P. M.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:30 A. M.; New York, 9:30 A. M.; Baltimore, 6:50 A. M.; Washington, 7:30 A. M. Pullman cars and passenger coaches from Erie and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg.

WESTWARD.

7:35 A. M.—Train 1, daily except Sunday for Ridgway, DuBois, Clermont and intermediate stations. Leaves Ridgway at 3:00 P. M. for Erie.

9:50 A. M.—Train 3, daily for Erie and intermediate points.

6:27 P. M.—Train 11, daily except Sunday for Kane and intermediate stations.

THROUGH TRAIN TO DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 11 leaves Philadelphia 8:50 A. M.; Washington, 7:30 A. M.; Baltimore, 6:45 A. M.; Wilkes-Barre, 10:15 A. M. daily except Sunday, arriving at Driftwood at 6:27 P. M. with Pullman parlor car from Philadelphia to Williamsport.

TRAIN 13 leaves New York at 8 P. M.; Philadelphia, 11:20 P. M.; Washington, 10:40 A. M.; Baltimore, 11:40 P. M. daily arriving at Driftwood at 9:50 A. M. Pullman sleeping cars from Philadelphia to Erie and from Washington and Baltimore to Williamsport and through passenger coaches to Philadelphia, Erie and Baltimore to Williamsport and to DuBois.

TRAIN 1 leaves Reno at 6:35 A. M., daily except Sunday, arriving at Driftwood 7:35 A. M.

JOHNSONBURG RAILROAD. (Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:40 A. M.; Johnsonburg at 9:55 A. M., arriving at Clermont at 10:45 A. M.

TRAIN 20 leaves Clermont at 10:55 A. M., arriving at Johnsonburg at 11:40 A. M., and Ridgway at 11:55 A. M.

RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

SOUTHWARD.		NORTHWARD.	
P. M.	A. M.	STATIONS.	A. M. P. M.
12:30	9:40	Ridgway	1:30 7:00
12:38	9:48	Island Run	1:38 7:08
12:42	9:52	Mill Haven	1:42 7:12
12:51	10:02	Croyland	1:51 7:21
12:58	10:10	Shoreville	1:58 7:29
13:02	10:14	Blue Rock	2:02 7:33
13:04	10:17	Vineyard Run	2:04 7:36
13:06	10:19	Carrier	2:06 7:38
13:08	10:21	Brookwayville	2:08 7:40
13:10	10:22	McMillan Summit	2:10 7:41
13:14	10:26	Harpers Run	2:14 7:45
13:18	10:30	Falls Creek	2:18 7:49
13:25	10:37	DuBois	2:25 7:56

Eastward. Westward.
Train 8, 7:15 a. m. Train 3, 11:34 a. m.
Train 6, 1:45 p. m. Train 1, 3:30 p. m.
Train 4, 9:55 p. m. Train 11, 8:55 p. m.

CHAS. E. RUGH, Gen. Manager. J. B. WOOD, Gen. Pass. Agt.

ASK FOR



Tenney's

NEW YORK.

FINE CANDIES.

IN SEALED PACKAGES

AT H. ALEX. STOKES, THE LEADING DRUGGIST, Reynoldsville, Pa.

GENTLEMEN!

I am positive that I have something rich in store for you if you will call at my tailor shop. I have received an excellent selection of

Spring and Summer Goods.

I can show you the finest selection of goods in this city. All fits guaranteed to be perfect. One trial of the excellent goods and work is convincing for all. Hoping that I may receive a call, I remain

Your obedient servant,
J. G. FROELICH,
Reynoldsville, Pa.
Next door to Hotel McConnell.

City Meat Market

I buy the best of cattle and keep the choicest kinds of meats, such as

MUTTON, PORK
VEAL AND
BEEF, SAUSAGE.

Everything kept neat and clean. Your patronage solicited.

E. J. Schultze, Prop'r.

J. S. MORROW,

DEALER IN

Dry Goods,

Notions,

Boots, and

Shoes,

Fresh Groceries

Flour and

Feed.

GOODS DELIVERED FREE.

OPERA-HOUSE-BLOCK

Reynoldsville, Pa.

LOOK!

FOR THE

People's

Bargain * Store.

Quick Sales and

Small Profits.

General stock of Ladies' and Gentlemen's Furnishing Goods and Shoes.

A. KATZEN,

Proprietor.

DWARF AMERICANS.

THE REMAINS OF A RACE OF LILLIPUTIANS UNEARTHED.

In Eastern Tennessee Have Been Found Graves and Skeletons of an Almost Forgotten People—A Legend That Deals With the Mexican Aztecs.

The Smithsonian institution has undertaken a peculiar work in this locality. Those people of the world who have paid lengthy visits to that hilly country known as east Tennessee have always been impressed with the sublimity and beauty of the mountains, the simplicity and superstition of the inhabitants and the general air of sleepy mysteriousness surrounding everything. Ask one of these people where they would most expect to find a race of dwarfs or giants and the reply will be, "In east Tennessee." And recent developments seem to bear them out, for in the last few years the remains of people less than three feet in height have been discovered in this country.

On the eastern slope of one of the peaks of the Great Smoky mountains, where the first rays of the morning sun strike, is an ancient burying ground, and such another burying place could not be found, though the world be searched, for not one grave is more than three feet long. The tombs are two feet beneath the surface and are formed of cement and flat stones, and have defied the ravages of time to cause them to be destroyed. Most of those examined contained a vase, a few beads and a human skeleton, which was never more than 36 inches long and was that of a full grown person.

The natives have a beautiful legend of the place and say none were interred here except Indian children, while naturalists claim the skulls to have reached their full growth.

But the most interesting account is that of the red men who held that country when first settled by whites. They claim that when they came to that section of country it was peopled by a race of small, fierce men, with red hair; that these dwarfs waged a long and bloody war with the Indians, but were finally all killed; that this burying ground was used long before they came into the country, and that those killed in the war were never buried.

In some parts of the adjacent mountains, high up on the cliffs, are to be seen rude drawings of combats between full grown men and a number of dwarfs. On account of the superstitions of the east Tennesseeans, it is difficult to reach this pigmy cemetery, and almost as much as life is worth to attempt to dig into the graves of the "littles people."

In the mountainous district of one of the southern states, in a bend of one of the great rivers, is situated a natural fort, known to the surrounding inhabitants as "Indian Fort." Surrounded on three sides by perpendicular cliffs, at the bottom of which flows the river, wide and deep, the only way of approach is by ascending a stiff declivity from the open side, near the summit of which are still to be seen traces of an ancient embankment, almost obliterated by time. Within the space inclosed by the river and embankment have been found a great many stone and flint implements of Indian warfare and a few bronze axes. There are also a number of tombs, formed of large flat stones, containing nothing but dust and dirt at the present.

In the time of the early settlers the native Indians had a tradition of a great battle having been fought at this place years previous to their own time, in which an entire race was exterminated. The legend is: The exterminated race, who were called "Worshippers of the Sun," had been gradually driven southward from the far north by the Indians. Before reaching the "Great river" (the Ohio) they separated into two divisions, one going to the southwest, the other going directly south. What became of the first part is not told in the legend.

After innumerable battles the fleeing race made a final stand at Indian Fort, and after a siege of many months, during which time the besieged subsisted on provisions previously gathered, they were conquered, and every man, woman and child was killed. The legend says these people came from the vicinity of the great lakes, and the few bronze implements discovered seem to give some truth to that part of the story.

It is supposed that these people were the ancestors of the Mexican Aztecs, and that that portion which escaped when the tribe divided wandered toward the southwest and entered Mexico from the north. At the time of the conquest of Mexico by Cortez the Aztecs claimed that they came from the north, and sun worship was the national religion.

To investigate these relics of a departed race the Smithsonian officials sent Professor Snow and a corps of assistants to the scene.—Tennessee Cor. St. Louis Globe-Democrat.

Pronunciation of Words Ending in "ator."

There never has been any general rule as to nouns ending in "ator." In Scotland the noun differed from the English rule in more usually throwing the accent back. Was it not Erskine who in his earlier days, having spoken of a curator, making the word a dactyl, was interrupted by the judge before whom he was pleading with "Curator, if you please, Mr. Erskine; a Latin word with a long penult!" "Thank you, my lord," was his ready retort, "for your correction. I bow to the authority of so distinguished a 'senator' and 'orator' as your lordship."—London Spectator.

APROPOS OF HOMEMADE CLOTHES.

Mr. Davis Recalls an Experience of One of the Boys in His Native Village.

"Abe's a grown boy now, and I reckon I'd better cut this suit o' clothes good and large to allow for his fillin out a lengthenin," remarked Mrs. Davis briskly as she stood, shears in hand, in front of the dining room table on which the cloth for Abe's new suit was spread out.

Abe looked wistfully at his father. "Well now, Marthy," said Mr. Davis mildly to his energetic helpmate, "I dunno's I'd cut it to much more'n fit Abe of I was you. Boys are poety hard by their clothes anyway, an I cal'late by the time Abe has growed too tight to be comfortable into that suit it'll be about wore out."

Mrs. Davis looked doubtfully at her husband. He had not a reputation for great liberality, yet here he was advocating a plan which was almost certain to result in "a year's waste of good cloth," for Abe had no younger brother to take his outgrown clothes.

"Ye see," began Mr. Davis again, feeling that he was the object of embarrassing scrutiny from his thrifty spouse, "I allus rec'lect a boy that was raised in Enderville, not fur from where we lived, till I was well inter my teens.

"His mother made it a practice to 'allow' on that boy's clothes the whole 'durin time, an it was a dretful trial him, I can tell ye. I—I knew him poety well, bein raised in the same town, ye see.

"He was a kind of a 'pinclin, lanky boy, an wouldn't he looked extra good, anyway, but his clothes allus hung off'n him, just as ef he'd been left out in the rain sometime an he'd shrunk.

"His mother wa'n't a master hand at cuttin anyway—not anywhere near as good as you be, Marthy," said Mr. Davis, feeling that here was an opportunity for a handsome compliment, which was received with an air of conscious worth by his wife, "an it was a sorrier sight to see that boy!

"He never caught up to the size of his garments, to my knowledge; never! An other boys used to poke fun at him consid'ble—boys whose mothers wa'n't quite so forehanded in their ideas and cuttin.

"An I rec'lect my father's once sayin to me, referin to that boy an the way he looked, that he viewed it 'more things was sp'iled allowin than was ever wasted makin a good fit.' An he meant it more ways 'n one. So, I say, make Abe's suit come somewheres near him, an ef he grows cut'n it 'fore it's wore I'll git him a new one."

Mr. Davis went out to the barn, and Mrs. Davis began to cut out the new suit, pinning it on to patient Abe now and then to try the effect.

When she said at last, "I've got to a place where you can go now," he hurried out to his father.

"I'm real obleeged to you, father, fer what you said," he remarked, with evident gratitude. "My last suit o' clothes was so big fer me that—"

"She, boy, don't you s'pose I noticed it?" interrupted Mr. Davis. "Your mother's a good hand at cuttin, but she's got some notions kind o' like my mother's, s'ems of."

"An that boy I was tellin you of—you needn't say anythin about it to your mother—but I was that boy m'self, an there's some rec'lections that stays by me more'n others!"

Then they each fell to rubbing up a harness, their hearts warm with the thought of the trial they had in common, though one had endured it 80 years before the other.—Youth's Companion.

Growth of Electric Traction.

The growth of electric traction in this country is one of the most marvelous developments of the century. A leading street railway journal draws attention to the fact that in the past five years the mileage of street railways operated by electricity has increased from 50 miles to over 4,000 miles, which is a greater mileage than that of all the other street railways in the country operated by both animal and other forms of motive power. Of this large total nearly one-third has been built in 1892. No estimate has yet been given of the aggregate increase in value in suburban property that has been improved by the running of new electric lines, but the amount must be enormous, as a large proportion of late installations have been in suburban districts, particularly in the east.

In July, 1890, the street railway mileage of the country was 8,650 miles. At the present time it reaches a total of 11,655 miles, or an increase of 3,000 miles in the past 2 1/2 years. During 1892 there was an additional increase of 1,066 miles. Some of these lines have been introduced in the most crowded parts of large cities, where it is admitted that cable traction would be more economical. The reason for this lies probably in the fact that it would be far less economical to change from electric to cable power simply for the short distance than to retain the system already in operation.

English Common Law an Enemy of Women.

As curious penitentiary or judicial and legislative wisdom, the English common law, comes down to us from the feudal days when those forming the militant half of the human race were held to be properly the holders of all property, because they could defend their rights to it in battle, and therefore it discriminated in every possible way against the "distaff line." This has been the underlying impulse of every decision unjust to women. The cruel law which made the father sole guardian of the children was a survival of the common law.—Boston Woman's Journal.

A Tradition of the Flood.

All the northern coast Indians have a tradition of a flood which destroyed all mankind, except a pair from which the earth was again peopled. Each tribe gives the story a local coloring, but the plot of the legend is much the same. The Bella Coola tradition is as follows:

The creator of the universe, Mes-mes-sa-la-nik, had great difficulty in the arrangement of the land and water. The earth persisted in sinking out of sight. At last he hit upon a plan which worked very well. Taking a long line of twisted walrus hide he tied it around the dry land and fastened the other end to the corner of the moon. Everything worked well for a long time, but at last the spirit became very much offended at the action of mankind, and in a fit of anger one day seized his great stone knife and with a mighty hack severed the rope of twisted skin. Immediately the land began to sink into the sea. The angry waves rushed in torrents up the valleys, and in a short time nothing was visible except the peak of a very high mountain.

All mankind perished in the whelming waters with the exception of two, a man and his wife, who were out fishing in a big canoe. These two succeeded in reaching the top of the mountain and proceeded to make themselves at home. Here they remained for some time until the anger of Mes-mes-sa-la-nik cooled, which resulted in his fishing up the severed throng and again fastening it to the moon. From this pair thus saved the earth was again populated.—Victoria (B. C.) Colonist.

Much Better Than Begging.

An urchin 9 years old, with a very dirty face and a pair of bright eyes, accosted a woman as she was hurrying across the common the other day.

"Please to give me some money to get me something to eat," he whined.

"No, I won't give you any money to get you something to eat," was the reply. The lady mimicked his whine.

Finally she hired him to carry her umbrella to her office, and on their way thither she gave him a dissertation on labor and its fruits in phrases she thought he would understand. She advised him to go into the newspaper business and loaned him 30 cents to invest in papers, after he had signed his name to a contract she drew up, promising to pay her immediately he had cleared that amount.

In an hour and a half he came back to the office promptly and deposited the money loaned on her desk. She took 10 cents of it, and he kept the other to make further investments. The next day he cleared \$1.50. He was radiant.

"This is better than begging, isn't it?" she asked.

"You bet," he said.

"Now, if I give you this 10 cents, will you promise to buy with it what I shall ask you?"

"Yes'm."

"Then buy a cake of soap and use it." He said he would and went out.—Boston Globe.

A Belief That Proves Troublesome.

A recently returned eastern missionary says that a small, but persistent, vexation in household affairs is the firm belief in the transmigration of souls among one's Buddhist servants and its often ludicrous consequences. For instance, once on shipboard the sailors were directed to kill the cockroaches with which the vessel was infested. This they dared not do, fearing that some ancestor's spirit might be imprisoned in that most unlikely form. They approached the vermin gently, lifted them up on sheets of paper and dropped them overboard in a manner almost tender and quite deferential.

One young convert clung to her newly made friend during her last illness with the constant cry that she feared, when the end should come, that the old belief would be too strong for her, it pressed so hard upon her that the soul was destined for further earthly life. It was a cause for great rejoicing at the mission station that dissolution came in sleep and unattended by this horror.—New York Times.

Deep.

"I don't see why you call him greedy when he gave you his nice large apple to divide."

"That's just it. Of course I had to give him the biggest piece then."—Chicago Inter Ocean.

A New Flower.

Mary D. Welcome, the Yarmouth (Me.) florist, says the flower that will be most wondered at and admired among the new fashions Dame Nature has introduced this year is the entirely new type of zinnias, called the "crested and curled zinnias." They originated as a "sport" on the trial grounds of Henderson, among a multitude of varieties imported from Europe with those of home growth. They have petals curiously twisted and curled, after the style of some Japanese chrysanthemums and are so unlike the well known zinnia no one would suppose them to belong to that plebeian family, originally so unrefined as never to be introduced into the aristocratic circle of the floral kingdom.

Dame Nature took them in hand not many years ago to see what she could do to improve their habits and with marked success. The elegant Tom Thumb, Pigmy Mexican, Zebra, in stripes of red, orange, pink, scarlet, white, etc.; noisette, with foliage marbled and dotted green and gold—these were some of the new types introduced, and now we have them dressed in all colors, crested and curled for the ballroom! What next?—Lewiston Journal.

A RETORT COURTEOUS.

I'd explained to him over and over often What a good little boy should be; How temper and tumult to soften, And naughty ways to flee.

He listened, mute and quiet, With earnest eyes of blue, Then: "I don't think I'll try it, I'd raver be like you!"

—D. Lammis in Kate Field's Washington.

Friendship Between a Horse and a Dog.

A plumber at Narragansett had a horse 27 years old, which was used for carrying around his master's material when that was necessary, but spent most of its time in a small pasture. A fox terrier, also belonging to the plumber, was an inseparable companion of the old horse. When the old horse was harnessed to the cart the dog was on guard to see that nothing was stolen from the cart. In the pasture the dog was always sniffing around the horse and was never so delighted as when the horse would begin to roll in the grass, which it often did, apparently to please the dog, which would jump about in every direction and bark for pure joy.

At night when the horse was put in the barn the dog always entered with his friend and slept on the animal's body. One day the neighbors heard the most dismal howls coming from the pasture and found that the old horse had died. There was the terrier on the dead body, howling out its sorrow and misery. The dog remained with the body until it was removed for burial.—New York Tribune.

A Pocket Life Saving Apparatus.

In 1874 Lieutenant Brunel of Dieppe introduced his pocket life saving lines, of which already upward of 3,340 are being used in France, where they now rescue annually some 285 lives. Nevertheless these admirable inventions are almost unknown in our empire. Brunel's small pocket line consists of a wooden float, round which some 90 feet of stout cord is wound. The other end of the cord terminates in an efficient grapple armed with four small hooks. The whole apparatus complete weighs only five ounces and is the most convenient of all life saving lines. Hence I urge its adoption everywhere, especially for officials and others engaged about our coasts and inland waters. These appliances could be profitably retailed for about 1s. 6d. each, and any one can make them.—London Vanity Fair.

Accidentally