DR RRINTON FURNISHES INTEREST-ING DATA ON THE SUBJECT.

General Agreement on the Discoveries In the "Drift" - The Glacial Age Sandwiched In Between Warm Periods, Where Man Opened His Lyes.

The Beginning of Manual the Age of the Ruce" is the subject of an arrive in The Fernm by Dr. Daniel G. Brinton, one of the foremost anti-ropologists of the time. The very earliest deposit to which there may be said to be a general agreement that man's remains are found is that called the Drift, a series of grave ds in the valley of the Thames in England, Somme in France and the Manza nares in Spain, and elsewhere in western Europe. In these beds his stone tools and weapons are found lying in undisturbed relations with bones of animals long since extinct, and which under the present conditions of the climate could not exist in that locality these animals belonging to a tropical or subtropical fauna this one is ied to believe that man lived there at an early date when the climate was much warmer than now and that he had lived there for a long time, for thousands of his implements have been found in various strata and scattereover a wide area.

After this warm period a period of extrems cold descended from the nort over central and western Europe. Huge glaciers covered Scotland. Scandinavia and Switzerland, and the forests of France were the haunts of arctic quadrupeds and birds, of musk ox reindeer and the white fox. Man, however, weathered this cold period and contin ned to roam the woods and fish the streams, transferring his habitations to natural caves, where evidence of his hunts and his battles are still to be found. This period of cold is what is called the "glacial period," and by some of our most learned geologists the lengt of this "icy age" has been placed from 20,000 to 30,000 years.

Adding this to the former calculation. and allowing a reasonable time for primeval man to develop and spread over the area in which he lived, we have as the approximate time since man has appeared in Europe-where, up to date, we have found the earliest trace of his existence—about 50,000 years. This Mr. Brinton regards as the minimum allowance for him. Some writers of eminence have required 200,000 years to explain all these changes in climate, in organic life and in geological deposition, but Mr. Brinton points out that the tendency of late years has been toward a reduction of these figures, especially by field geologists, who seem to be more impressed with the rapidity of natural actions than heretofore.

Coming next to the consideration of the origin of man, Dr. Brinton declares that "there is no trace anywhere of the missing link, no evidence that man developed out of some lower animal by long series of slow changes." Nor does he accept the doctrine of specific creation as a scientific explanation. There is a third possible theory of the origin of man which Dr. Brinton holds is as good as another-namely, that called "evolution per saltum," or with a jump.

"It is that process, whatever it may be, which produces 'sports' in plants and 'cranks' and 'geniuses' in respectable families. No dectrine of 'heredity' or 'atavism' or 'reversion' can explain these prodigies or monsters, as they happen to A family of we know not which of the higher mammals, perhaps the great tree ape which then lived in the warm regions of central France, may have produced a few 'sports,' widely different physically and mentally from their parents, and these 'sports' were the ancestors of mankind. This is a theory which asks for its acceptance no blind faith in the dogmatic assertions either of science or religious tradition.

As to where man first appeared Dr. Brinton says: "In fact, we are limited by a series of exclusions to the southern slope of that great mountain chain which begins in western Europe and Africa with the Atlas mountains, the Cantabrian Alps and the Pyrenees and continues to the Himalayas and their eastern extensions in farther India. Somewhere along this line in sonthern Asia or in southern Europe or in northern Africa we may confidently say man first opened his eyes upon the world about him. Up to the present time his earliest vestiges have been exhamed in the extreme west of this region, but that may be because there search has been more diligently made, but the fact remains that, speaking from present knowledge, we know of man nowhere earlier than in England, France and the Iberian peninsula."-Rewiew of Reviews.

Goes Gunning at Ninety-six.

John Walters, who lives about two miles west of Catonsville, is 96 years old and is probably the oldest man in this part of the state. Mr. Walters is an expert shot, and at his advanced age takes great pleasure in gunning. Recently he walked about 12 miles in the morning in pursuit of game and in the afternoon walked to Catonsville and return, a dis tance of 16 miles, in one day. Mr. Walters' mother died at the age of 105 years. -Catonsville (Md.) Correspondent.

Not a Romance.

Mr. Farwest-I met my old schoolmate, Lakeside, today, for the first time in an age, and I thought from the way he acted when I mentioned you that you and he must have had some romance or other before we met.

Mrs. Farwest-No romance about it. were married for a few years, that's all.-New York Weekly.

The Rocky Mountain Tunnel. The Rocky Mountain Transel.

The Rocky mountain tunnel on the Colorado Midiand railway goes through two miles of granite, cost a million of dollars and shortens the distance by eight miles, besides doing away with what was the most expensive railway olimb in the world.—Minneapolis House-bearer.

GENERAL LEE'S CHRISTMAS FARE

There Wers Cabbage and Bacon, but the cen Was Only Burrowed.

As the fortune of war has favored his larder, through some skillful toxaging of Ephrana, a negro, who was his faith ful cook, bodyservant and waiterthree gentlemen in one-General Lee invited several officers to dine with him on Christmas day, 1864. The Inchy reciplents of the timely invitation were five in number, all officers of distinction m, among them General's Longotteet, Gordon and Kershaw. They were all on time when the dinner was called. It was served on a rough pine table, with out a cover, in General Lee's weather beaten fent. It consisted of beiled cablage, and eight or ten boiled sweet potatoes and a dish of rice cooled or; The piece de resistance, which indeed the knightly guests found it hard to resist, was a small bit of fat bacon about 3 inches square, that lay on top of the large cabbage. Now, bacon was as rare in the Confederate camp at that time as are roses on the northern hill-tops in December. You can imagine, therefore, the self restraint exercised by each guest as they declined in turn a slice of the delectable meat proffered by their host, who held the carving knife and fork ready to cut and help.

It was observed that when the gen eral, after helping to the cabbage, said to the guest whose plate Ephraim held "Allow me to help you to a slice the bacon?" the devoted old servitor's hand trembled greatly. In fact, he seemed to be in a state of decided fright. The high military rank of the ests would not account for his trepidation, for he daily served near a master who outranked them all. There is no splendor left in the tracery of faded gold lace on their battle stained uniforms to dazzle his eyes and cause them to roll about and glance from bacon to guest, and from guest to bacon, as each answered the half question with the words, "No, thank you, general." The discomposure of the cerving man was all the more striking from its contrast with the screne, self poised dignity of his benign master.

Dinner over, the general and his guests retired from the tent, but as they passed out General Lee turged and said in a low tone, "Ephraim, we have another cabbage, bave we not?"
The answer was, "Yes, sah, Mass

Bob. We's got anudder cabbage, sah." "Then, Ephraim," said the general. 'save the piece of bacon to cook with that cabbage.

The prompt and decisive reply, "No. sah, Mass Bob, I can't do dat! I jis borrow dat piece of bacon for seasonin from a friend ober dar in Richmon, and I done gib up my parole ob heaer dat I'll gib him back dat same bacon what borrow."

The general, who could not be a party to any man's violation of his parole of onor, consented at once to the return of the bacon that had so successfully run the gantlet of six hungry diners. He must have reflected, too, on the extremity of his fortunes that led to the borrowing of a part of his Christmas dinner on the hard condition that it should be returned natouched. His New Year's dinner was still more meager, I judge, from what he indicated to General Grant next day.

A flag of truce had been sent into the Confederate lines with an inquiry regarding a Union officer who had been counded and taken prisoner, and the officer who bore it, after stating its object, said, "General Lee, I am directed by General Grant to give you his com-pliments and to say that he is thoroughly informed as to all your movements, and even knows what you had for dinner yesterday."

General Lee took the pleasantry in good part and answered, "Please, captain, present my compliments to General Grant and say that I must doubt the correctness of his information, for I know him to be a humane man, and if he had known what I had for my dinner he would have sent me a part of his own."—Louisville Courier-Journal.

A Bridal Bouquet.

A German horticultural journal is responsible for this story about a bridal bouquet: A certain schoolteacher in the town of Konitz had ordered a bouquet for his wedding day, stipulating that it should not cost more than 4 marks (\$1), but not designating what kind of flowers should be selected. It was in the autumn, when hothouse flowers were few and dear, so the flor-ist composed it of white dahlias, but the bride and her family declaring that these flowers were unfit for the purpose the schoolteacher returned the bouquet to its maker and refused to pay for it.

The florist then sued him, but the position of the schoolmaster was sustained in court, in accordance with the testimony of experts in matters of taste whom he had called in and who echoed the opinion of the bride

A similar result followed upon an appeal to a higher court, despite the stimony of experts now summoned by the florist, and the florist was ordered to pay the costs of the suit, amounting to 300 marks.

A Furious Artesian Well.

A furious artesian well was struck in Chamberlain, S. D., a few months ago. At first, it sent out 3,000 gallons of water in a minute, but later the flow more than doubled. Water is forced through the pipe so vigorously that the solid eight inch stream is thrown over 14 feet into the air. The famous well at St. Augustine, Fla., is the only well in the country which approaches this in force and quantity of flow.—New York Led-

Principal of Young Ladies' Seminary

—No, Miss Dodge, I cannot allow you
to drive with Mr. Nassau this afternoon. You know our rules are that no young

is engaged to him.

Miss Dodge—I know, but I hope to be engaged before we get back.—Princeton Tiger.

MINOT LEDGE LIGHTHOUSE.

The Historic Storm Which Wiped the Origfual Structure Out of Existence.

The lighthouse on Minot's ledge stands within the shadow of a tragedy. It is the second structure erected upon The first lighthouse and the lives it held were claimed by the sea. Begun in 1847 and completed in November, 1848, it was overwhelmed in April, 1851. Its destruction was the est tragic event in the history of our lighthouse establishment. The stracture was an octagonal tower supported upon wrought iron piles strengthened by braces. The piles penetrated five feet into the rock. On the braces, 34% feet above the rock, the keeper had een structed a platform for the storage of bulky articles and had fastened to the lantera deck, 63 feet above the rock, a inch hawser, which he had anchored to a seven ton granite block, Along this hawser articles were hoisted up to the platform and there landed. These improvements were convenientand fatal, not, however, to the keeper who made them, for he was on shore when the storm which has become historic for its fury burst over the coast. On Monday, April 14, 1851, there

was a strong easterly gale blowing. At that time there were on the tower two assistant keepers and a friend of the principal keeper. The visitor became frightened at the first indication of a storm, and in response to a signal from the tower a boat put off for Cohasset and took him ashore. On Tuesday the wind swung around to the northeast, the most dangerous quarter from which the elements can hurl themselves upon Minot's, as they then rejoice in the accumulated fury of miles of wind torn sea. By the 16th it had increased to a hurricane, and the tower was so completely buried in the heavy sens that nothing of it could be seen by the group of anxious watchers at Cohasset. About 4 o'clock in the evening of the 16th the platform was washed ashore. Then the watchers knew that the water had risen to within seven feet of the tower At nightfall it was seen that the light was burning. It was observed at fitful intervals until 10 o'clock that night, when it was finally lost to sight. At I o'clock on the morning of Thursday April 17, just at the turn of the flood, when the outstreaming tide and the inrushing hurricane met at Minot's, a violent tolling of the lighthouse bell was beard. After that no sound rose above the din of the storm. About 6 o'clock in the morning a man walking along the shore saw a chair washed up a little distance ahead of him. Examining it, he recognized it as having been in the watchroom of the tower. After this discovery no one had any doubts of the tragedy which had been enacted behind the curtain of the storm. When it lifted, naught was seen over Minot's ledge but the sea, its white crests streaming triumphantly in the gale.

It is believed by those competent to judge of such matters that the destruction of the tower was due to the surface which the platform constructed by the keeper offered to the waves and to the strain of the hawser upon the structure. Every time this hawser was struck by a sea it actually tugged at the tower. There seems also little doubt that the sum appropriated by congress for the building of the lighthouse was insufficient by about two-thirds for such a structure as the perilous situation called for. - Gustav Kobbe in Century.

Reynolds Painting Siddons.

Some of Reynolds' methods were pe culiar. He usually painted his sitters from their reflection in a mirror and not from a direct view. He always re-mained standing while at work, and he rarely signed a portrait.

One notable exception, however, was made in the case of his magnificent portrait of Mrs. Siddons as the Tragic Muse, which was painted when the master was 60 years old and when Mrs. Siddons was 28. The great actress, failing at first to recognize a sort of embroidery which the artist had added to the edge of her robe, soon perceived that it contained the words, "Joshua Rey nolds pinxit, 1784," whereupon Joshua assured her that he would be proud to have his name go down to posterity on the hem of her garment! fore commencing this picture the artist, instead of posing the sitter himself, requested Mrs. Siddons to give him her own idea of the Tragic Muse, and she immediately assumed the pose in which the picture was painted.—Scribner's Magazine.

Memory.
There are 100 different varieties of memory, and perhaps we cannot altegether choose which we will possess though every sort, when we have the germs of it, may be cultivated.

To learn anything by heart the best plan is to read a sentence and repeat it without a book, then read the next sentence and repeat the two, and so on. Repetition is of great importance, "line upon line." More is learned and remembered by reading through one book twice than by reading two books once.

After a thing has been learned it must be recalled and gone over at intervals, or the impression will fade away. Dr. M. Granville says we should take out our own ideas and dust them sometimes.-Interior.

Her Indignation.

A pretty little woman came out of a big dry goods store the other day. Her eyes were flashing fire, and her face was flushed with indignation. "What's the matter?" inquired

friend who met her at the door,

"Why," she said, "I just saw a man do a thing in there that makes my blood boil. I went over to the dress goods counter and found him there sitting on a stool and letting his wife stand. When I came along, he got up and offered me his seat. And his wife stood there meekly and never said a word. If he'd been my husband, I would have snatched him baldheaded." Can you blame her?-Buffalo Express.

WASHINGTON'S STATE DINNERS.

They Were Very Solemn Affairs, Accord-

ing to an Ancient Annalist. Washington's state dinners must have been exceedingly solemn affairs if they were all like the description of the following, which is found in the ancient diary of Scuator Maclay, one of the first two representatives of the state of Pennsylvania in the United States senate:

"Thursday, Aug. 27, 1789—A little after 4 o'clock I called upon Mr. Bassett of Delaware state, and we went to the president's for dinner.

The company were President and Mrs. Washington, Vice President and Mrs. Adams, Governor Mifflin and his wife, Mr. Jay and wife, Mr. Langdon and wife, Mr. Dalton and a lady (per-haps his wife), Bassett, myself, Lee Lowis and the president's two secretaries.

"The president and his wife sat opposite each other in the middle of the table; the two secretaries, one at each end. It was a great dinner and the best of the kind I ever was at. The room, however, was disagreeably warm.

"First were soup, fish, roasted and baked ments, gammon, fowl, etc. This was the dinner. The middle of the table was garnished in the usual tasty way small images, artificial flowers, etc. The dessert was fruit, apple pies, pudding, etc., then ice cream, jelly then watermelons, muskmelons, apples peaches and nuts.

"It was the most solemn dinner I was ever at. Not a health drank, scarce a word said until the cloth was taken away. Then the president, filling a glass of wine, with great formality drank the health of every individual around the table. Everybody imitated him, changed glasses, and such a buzz of 'Health, sir,' 'Health, madame,' 'Thank you, sir,' and 'Thank you, madame,' I had never heard before.

"The ladies sat a good while, and the bottle passed about, but there was a dead silence almost. Mrs. Washington at last withdrew with the ladies. I expected the men would now begin, but the same silence remained. The president told of a New England clergyman who had lost his hat and wig in passing a river called the Bronx, and he smiled, and everybody else langhed.

"He now and then said a sentence or two on some common subject, and what he said was not amiss. Mr. Jay tried to make a laugh by mentioning the caricature of the Duchess of Devonshire assisting in carrying on Fox's election.

"The president kept a fork in his hand when the cloth was taken away. I thought for the purpose of picking nuts. He ate none, but played with the fork, striking on the edge of the table. We did not sit long after the ladies retired. The president rose and went up stairs to drink coffee. The company followed. I took my hat and went home."-New

The Maxim Airship In a conversation with H. J. W. Dam,

reported in McClure's Magazine, Hiram S. Maxim, inventor of the Maxim airship, said:

The principle I have worked on, generally speaking, is that of the kite. That large cloth frame at the top of the model is the aeroplane, or main kite surface. The lesser aeroplane above the platform or car, the side aeroplanes or wings and the flat pointed rudders fore and aft are designed to furnish additional kite surface. It is necessary to make it, however, so that we can run it in a calm against the air, thus making our own wind, as it were, and for this purpose I have a railway track, and instead of cords to hold the kite against the wind I employ a pair of powerful screw propellers driven by a steam engine.

"In this manner I can drive the machine exactly as I please, can ascertain exactly how much the push of the screws is, and at the same time find out exactly how much the machine lifts at different de. The machine is in fact a big Should I fly it in the air with a cord during a strong gale and then run my engines, I should be able to find out how fast they would have to run in order to take all the pull off the cord. As soon as the cord became slack, the machine would be flying with its own engine power.

Steamship Shaft Indicators.

One of the most notable marine devices in the engine room of first class steamships is an arrangement by which the engineers are enabled to know whether that part of the shaft which extends outside the ship's hold is working smoothly or not. In all twin screw ships this runs through a sort of tunnel fastened to the ship with big brackets. Of course it is impossible to get at this shaft dur-ing a voyage. On the Paris, for in-stance, this is said to be 40 feet long. To meet the objection in question a little, fine tube is made to pass along the top of the shaft which runs inside the ship, just over the shaft, and water is constantly running through this tube in a fine stream. The engineer on watch frequently tries the temperature of this water with his hand, so that if the water were warm he would know at once that something was wrong with the working of the shaft and it would be slowed down, or this not remedying the trouble the engines on that side would be stopped .-New York Sun.

Spokane's Elastic Social Function.

Spokane society dotes on receptions A reception is the most elastic, convenient social affair imaginable. little stretching of the rules will make it a grand ball, a concert, a banquet or a prayer meeting. It can be adjusted to the crowd, the weather, the political situation or anything else. The only trouble with these receptions is that a guest never knows whether to take a prayer book or a copy of Hoyle with him when he starts to the meeting.—Spokane Chron-

Her Judgment Was Good.

Because a Washington farmer could not marry a particular girl he willed her his money and then blew his head off. Evidently he thought her excellence of judgment entitled to recognition.—San Francisco Examiner. Ballroad Cime Cables.

BUFFALO, ROCHESTER & PITTS. BURGH RAILWAY,
The short line between Dullois, Ridgway,
rifterd, Salamanes, Burtala, Rochester,
gara Fulls and points in the upper oil

egion.
On and after Nov. 19th, 1933, passen-cer trains will arrive and depart from Falls reck station, dully, except Sunday, as fol-7.10 A M.; LED p. m.; and 7.00 p. m. Accom-modations from Poux-minway and Rig

modations from Punksularney and Kon.

150 A. M. Ruffalo and Roc Levis; mailFor Brockwayville, Ridgway Johnsonburg, Mt. Jeweth, Bratfard, Salamanew, Raffalo and Rochester; connecting at Johnsonburg with J. & E. train 3, for Whenk, Kane, Waren, Lory and Ridg.

7:15 A. M.; 145 p. m.; and 7:30 p. m. Accom-modation For Sykes, sity Run and Punk sulawney.

modation For Sykes, sig Run and Ponx settware.

2:20 F. M. Brauford Accommodatio r.For Beechten, Brockway-ville, Ellmont, Carmon, Ridgeny, Johnsonburg, M. Jovett and Braiford.

6:00 F. M. Mall For Dullois, Sykes, Big Run, Puresulawitey and Waiston.

9:20 A. M. Sunday Train For Brockway-ville, Ridgeny and Johnsonburg.

8:00 F.M. Sunday train For Dullois, Sykes, Big Run and Prinsatiawiney.

Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be callected by conductors when fares are gaid on trains, from all stations where a ticket office is maintained. Thousand mile tickets at two cents per

Thousand mile tickets at two cents per nile, good for passage between all stations, J. H. McINTYRE, Agent, Falls creek, Pa. J. H. BARRETT, E. C. LAPEY, General Supt, Gen. Pas. Agent Buffalo, N. Y. Rochester N. Y

DENNSYLVANIA RAILROAD.

IN EFFECT NOV. 19, 1893.

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

9:94 A M.—Train S. daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:59 p. m., New York, 19:08 p. m.; Baltimore, 7:29 p. m.; Washington, 8:37 p. m. Pulman Parior carfrom Williamsport and passenger coaches from Kane to Philadelphia.

3:39 P. M.—Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 a. M.; New York, 7:33 a. M. Through coach from DuBols to Williamsport. Philadelphia and New York, 7:33 a. M. Through coach from DuBols to Williamsport. Philadelphia and New York, 7:33 a. M. Through coach from DuBols to Williamsport. Philadelphia and New York, 7:33 a. M.; Train 4, daily for Sunbury, Harrisburg and Intermediate stations, arriving at Philadelphia, 6:30 a. M.; New York, 9:30 a. M.; Baltimore, 6:20 a. M.; Washington, 7:30 a. M.; Pulman cars from Eric and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg, Passenger coaches from Eric to Philadelphia and Williamsport to Baltimore.

WESTWARD

more.

WESTWARD

32 A. M.—Train I. daily except Sunday for Ridgway, DuBols, Clement and intermediate stations. Leaves Ridgway at 3:00 c. M. for Eric. 130 A. M.—Truin 3, daily for Eric and intermediate points. 27 P. M.--Train II, daily except Sunday for

meante ponts.

6127 P. M.--Frain II, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DIRFTWOOD FROM THE EAST AND SOUTH.

TRAIN II leaves Philadelphia 8:50 A. m.; Washington, 7:50 A. M.; Baitimore, 8:45 A. M.; Wilkesbarre, 10:15 A. H.; daily except Sunday, arriving at Driftwood at 6:27 P. M. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8 p. m.; Philadelphia, II:29 p. m.; Washington, 10:40 s. m.; Baltimore, 11:40 p. m.; daily arriving at Driftwood at 9:25 a. m. Pullman sleeping cars from Philadelphia to Erie and from Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport and to DuBols.

TRAIN Lleaves Renovo at 6:35 a. m., daily except Sunday, arriving at Driftwood 7:32 s. m.

JOHNSONBURG RAILROAD.

(Daily except Sunday.) TRAIN is leaves Ridgway at 9:40 a. m.; John-sonburg at 9:55 a. m., arriving at Clermont at 10:45 a. m. at 19:45 a. m. RAIN 20 leaves Clermont at 19:55 a. m. ar-riving at Johnsonburg at 11:40 a. m. and Ridgway at 11:55 a. m.

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D2:09	10 10 :	Shorts Mills	13.59	6.0
15 42	10.15	Blue Rock	12.04	9.5
12.44	10:17	Vineyard Run	13:52	5/5
12 44	10:20	Carrier	10.00	79.4
1.00	10.00	Brockwayville	12 38	5.3
1 10	10.42	McMinn Summit	1(2.39)	5.2
1.14	10.48	Harveys Run	12.26	5.5
1 20	10.55	Falls Creek	12 20	5.1
1.45	11 05	DuBois	12 05	5.0

J. R. WOOD, Gen. Pass. Ag't.

A LLEGHENY VALLEY RAILWAY COMPANY commencing Sunday Dec. 24, 1893, Low Grade Division. EASTWARD

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



Da. E. C. WEST'S NERVE AND BRAIN TREAT MENT, a specific for Hysteria, Dizziness, Pits, Neu ralgia, Headache, Nervous Proxitation caused by alcohol or tobacco, Wakerluiness, Mental Depression Softening of Brain, causing insanity, misery, desay doath, Premature Old Age, Barrenness, Desay Desay to although the Desay of the Company of the Comiodishing of Brain, eausing insanity, minery, decay, leath, Premature Oid Age, Barreiness, Loss of Power in either sex, Impotency, Lencorrhess and all Female Weaknesses, Involuntary Losses, Spermanorrhess caused by over-exertion of brain, Self-abuse, over-infuliarence. A month's treatment, Self-abuse, over-infuliarence. A month's treatment of the Self-abuse, Self-abuse, over-infuliarence. A month's Liver English and Constitution. But Mill sond written guarantee to redund if not cured. But and the Self-abuse of the Se

H. ALEX. STOKE, Reynoldsville.

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Every Sometimen needs is a

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PENNYROYAL PILLS. Sold by H. Alex, Stoke, densarior

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CRIME.

T.M.

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LISTEN!

Till I tell you of something that is of great interest to all. It must be re-membered that J. C. Froehlich is the Popular Tailor of Reynoldsville, and hat is what I am going to dwell this time. Never mind the World's Fair for a few moments, as his exhibit of goods is something on that scale. The tremendous display of seasonable suit-ings, especially the fall and winter asings, especially the fall and winter assortment, should be seen to be appreciated. A larger line and assortment of fall and winter goods than ever. I ask and inspection of my goods by all gentlemen of Reynoldsville. All fits and workmanship guaranteed perfect. Yours as in the past.

J. G. FROEHLIGH. Reynoldsville, Pa.

Next door to Hotel McConnell.

(UNGECTARIAN.)

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WHOLE SERMONS IN A SENTENCE. THE RAM'S HORN.

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