A DEPARTMENT CAPTAIN TALKS ABOUT FIRE ESCAPES.

Some Sensible Advice to Women-What to Do When Caught In a Burning Building-It Is Well to Know How to Take Care of Yourself at Such a Time.

"Wrap the rope around the body, always put one hand below and one hand above on the rope, then slide," was the advice of Captain McAdam in reply to my query of how to get out of a burning building.

The question was provoked by seeing a number of blue coated firemen go speeding down a rope suspended from the sixth story of a building. They were testing fire escapes, and their case and confidence made me wonder why some of this level headedness couldn't be imparted to women-or men either, for that matter-in cases of emergency.

So I went inside the great, admirably kept drilling rooms and interviewed the captain.

'Well," he added, "you can preach to women about the way to use ropes and fire escapes, but when a person is scared out of her senses you can't expect her to do calmly what she would tremble to do in time of safety.

"Why, I don't dare take a raw man and send him down from the sixth story for his trial. If I did, he would never appear again. I get him 'broke in' by ommencing at the first, then increasing his slide, not reaching the seventh story for two weeks."

"Then you don't think it silly for people to forget all common sense in time of fire?" I asked.

"Never. No one realizes more than I the horrible feeling of being caught in a trap. Fire seems to demoralize the bravest. Women are just as brave as men, for I have known a man to rush down stairs, leaving a wife and five children, when if all of Hagenbeck's animals were placed in a field and his child among them he would dash over the fence alone to its resene,

'What's best to remember?"

"First, how to use the ropes that are placed in hotel rooms and should be in every private residence. They are attached firmly to a link in the window. Should the rope be without appliances, simply drop it out of the window; then, sitting on the sill, place the rope around the body under the arms. Make no loop, only pass the long end of the rope over the other in front of the chest. As you lower yourself place the right hand firmly on the end of the rope, which reaches to the ground. This prevents the rope from slipping off the body. Throw the weight of the body on that hand and guide with the left, which is on the upper end of the rope. The friction of the ropes passing each other over the chest prevents a too rapid descent, and thus the hands are saved from severe blistering, for as soon as the rope cuts through the flesh man or woman will let go; the agony is too great. In descending keep the body near the wall and break the slide by scraping the feet along the walls." "Suppose the fire broke out from a

window below while the person is coming down-then what?"

'The only thing is to swing close to the wall until the heat is too intense, then give the body a herculean push outward by the feet from the wall. momentum will send the body flying out into space, clear of the flames; then slide just as fast as rope and gravitation will take you, even if the hands are cut. It is the only safe measure. There is no time to take any other precaution." Captain McAdam, however, does not

approve of the plain rope. Of course the iron fire escape is every fireman's pref-erence, if it is free, but sometimes it supports a mob that is equally danger-Again, certain occupants are cut off from it by fire, so next to this comes a rope, attached to an iron pulley, which in turn is fastened to a hook in the window. One end of the rope is thrown to the ground; the other has a small loop which can be quickly pulled to fit the body. It is slipped under the arms and the body lowered. No holding on is necessary, for it is the primitive science of a bucket on a pulley line going down a well. The rope goes around several small wheels inside the pulley, which materially check the run of the rope, limiting it to ten feet in ten seconds. The noose can't slip off the body. The wheels must go around as long as the weight is there, and, to quote the captain, "Kick and holler as she will, she's bound to come down.

"In case of being caught by the fire, captain, what is the best thing to do? Put a wet blanket around yourself and run through it?"

"Theoretically that is fine," he answered, "but remember that it takes buckets of water to soak a blanket, and if there is not a bath tub near to accomplish this no few pitchers are adequate. So next best is to wrap the head up in coat or anything woolen. This keeps out the fire and not the air from the lungs, and the greater danger comes from the former being inhaled.

"Should the smoke commence to fill the room and you want to crawl to another part of the building, drop on your bands and knees and crawl as close to the floor as possible, for the smoke goes first to the top and to the floor last, so that much time is secured. If all escape seems cut off, put on woolen clothes, hold a piece of flannel over the mouth and nose, stand at the most prominent window and call for help. A fireman will speedily come by ways you never thought of and deliver you."—H. Hallmark in Chicago Record.

The Dear Child.

Clergyman (anxious to compliment the host of a Sunday school outing)-Now, can any child tell me to what one person we are most indebted for the great crowd of happy and smiling faces that are gathered here today?

Dear Child — Adam.—London Tit-

A WELL AS A BAROMETER.

It Is on a Cattarangus (N. Y.) County Farm and Infallibly Foretells Weather.

There is a curious well on the Flint farm, in the town of Great Valley, Cattaraugus county. It is a natural barom-eter. Nobody ever passes that farm, winter or summer, if the weather is settled, without asking something like

"Does the well threaten a change?" For every one knows that if there is bad weather coming the well will let them know it, sure as sure as can be.

They call the well up there the "whistling well," although it doesn't whistle now But that isn't any fault of the well. This well was dug about 50 years ago by the father of Colonel Flint, who now occupies the farm. He put it down 45 feet, but found no water and dug no farther Instead of water, a strong current of air came from the well at times The opening was covered with a big flat stone, and for amuse ment a hole was drilled in the stone and a big tin whistle fitted into it. This whistle had two tones-one when the air rushed up from the well, and a different one when the counter current sucked the air back in the mysterious depths. It wasn't long before the discovery was made that within 48 hours after the outrushing current from the well started the whistle to shricking a storm invariably followed. When the tone of the whistle was changed by the reversing of the current, it was discovered that the change meant a change and the coming of fair weather. These weather signals never failed. When the weather was settled, the whistle was silent. The whistle got out of order some years ago, and for some reason was never repaired, but the coming and going currents of air still prophesy the coming of their respective "spells of weather" with unvarying infallibility. -New York Sun.

JOHN BULL'S HUMOR.

It Is of the Fat Witted Kind; That Is What Americans Think.

Hawthorne, observing Englishmen in England, speaks of them as "heavy witted." Emerson alludes to their "saving stupidity." Howells has introduced to us some typical specimens of English respectability and rank baffled in their chase after American humor, but on the scent and arriving at the point of appreciation after considerable silent thought, sometimes lasting into the next day, and here is the testimony of Lowell, from his recently published "Let-In a letter written in 1889 from England to Professor Norton he thus explains the warm reception given to Buf-

falo Bill by London society:
"But I think the true key to this eagerness for lions, even of the poodle sort, is the dullness of the average English mind. I never come back here without being struck with it. Henry James said it always stupefied him at first when he came back from the continent. What it craves beyond everything is a sensation, anything that will serve as a Worcestershire sauce to its sluggish palate. We of finer and more touchy fiber get our sensations cheaper and do not find Wordsworth's emotion over a common flower so very wonder-

'People are dull enough on our side of the ocean stream also, God wot, but here, unless I know my people, I never dare to let my mind gambol. Most of them, if I ever do, look on like the famous deaf man at the dancers, wondering to what music I am capering. They call us superficial. Let us thank God, dear Charles, that our nerves are nearer tl arface, not so deeply imbedded in fat or muscle that wit must take a pitchfork to us."-Outlook.

The "a" and "ap" In Surnames.

The small letters a and ap as they appear between the Christian and surnames, as in Thomas a Kempis and William ap Hugh, are abbreviations of Latin prepositions meaning "of," "at" or "from." They generally refer to the town or place where one was born or town or place where one was born or horse represents the strength of seven to the family estate. In the case of the men of the average weight of 154 first mentioned person above, the fa-mous author of "Imitation of Christ," the a denotes "from." His real name Thomas Hammerkin, but he was born in the town of Kempen, near Cologne, and on that account was known during his school days and always after as Thomas a Kempis, which was equivalent to "Thomas from Kempen." In modern times these prepositions have been almost entirely eliminated from our nomenclature and are now only found in the contracted forms, as in "Pugh," a surname which was formerly "ap Hugh."—St. Louis Republic.

Her Idea of Time.

At the house of a friend of mine the other day a little auburn haired tot had been guilty of some mischief and had disappeared. We searched all over the house for her without success at first, but at last she was found behind an easy chair.

"Why, where on earth have you been, Annie?" asked the mother. "Been here," came the feeble re-

"And how long have you been here?"
"Four days!" she piped.
It had seemed a long time to the child with the guilty conscience.—New York

Mushroom Poisoning.

It is well perhaps for the sake of a possible emergency to bear in mind that on the authority of Dr. Taylor, chief of the division of microscopy of the de-partment of agriculture, there is but one known antidote to mushroom poisoning, sulphate of atropin. A dose may be given in the usual way by the mouth or by hypodermic injections

Miss Gaswell—Have you heard that all is over between Miss Bellefield and

Mr. Hilltop?
Miss Dukane—I heard something about it. Did Blanche break her heart? Miss Gaswell—No, only her engage-neut.—Pittsburg Chronicle-Telegraph.

THE SOLACING WEED.

Civilized Men Take to Tobacco as a Level Above the Lower Animals.

In the opinion of about four in every five men the essential difference between man and the inferior animals is that man smokes tobacco. Occasionally a pre-cocious monkey has been taught to drink beer and smoke a pipe—Old Tom in the London zoo, for instance—but this only emphasizes the exclusive humanness of smoking. The monkey is nearest kin to man and is in full progress toward the human state. As the ultra temperance lecturers affirm, "A dog wouldn't smoke the vile weed." No other animal than superior man and the anthropoid ape will smoke. Perhaps in the civilized white world one man in five is the victim of some defect that disqualifies him for smoking. The defect may be a tendency to a cancerous growth, or it may be a wife or a motherin-law. The remaining four are in the full enjoyment of all their faculties and the right to pursue happiness through a cloud of tobacco smoke.

Lack of opportunity to smoke is without doubt the most afflictive evil under which a majority of men suffer. A large proportion of men are employed in offices, stores and shops where rules against smoking are rigidly enforced. This is entirely proper. No superior smoker ever smokes while working. To do that is to debase the luxury and to take off the keen edge of the pleasure. It is intemperance and dissipation. The most expert wine tasters never drink to excess, but find that in moderation only does the palate retain its power to detect the delicate flavor. So with smok-At night, after a few pipes or eigars have dulled the edge of appetite, it is allowable to smoke half a dozen with some violence to stimulate a jaded palate, but at other times pleasure goes with moderation. To smoke after a meal is the imperative demand of the whole system. Not to be able to do this is to incur endless disorders of the nervous system, the stomach and the entire digestive apparatus and sometimes to invite progressive decay of the mental faculties. There is no better preparation for a day's work for the smoker than a or eighr after breakfast.-New York Advertiser.

BRASS SIGNS IN NEW YORK.

Probably Half a Million Dollars Invested In This Sort of Ornamentation.

A stroll along Broadway early in the morning discloses an army of men engaged in polishing the brass signs that flank the entrance of the stores, and the same sight may be noted on Sixth avenue or any of the other principal business streets. Walk down one of these thoroughfares an hour later, and the rays of the sun, reflected from thousands of burnished surfaces, made bright for the day by vigorous rubbing, dance about you and dazzle your eyes. In fact, commercial New York is a city of brass

The other day a South Fifth avenue maker was asked if he could give an estimate of the amount of money invested in these "standing ads." of metal. "Well," he replied, "a door sign of

brass costs from \$25 to \$150, according to its size, lettering and border designs. Of course you can get small office signs for less money, but I am speaking of those used by merchants, bankers and that class of people. Take some large stores, and you will notice they are literally bordered with brass signs at the entrances and long signs beneath the big show windows. A display of that sort represents an outlay of from anywhere tween \$500 and \$2,000. From the local business our firm does and from a general knowledge of how our rivals are getting on, I have no hesitancy in saying that commercial New York city has \$500,000 invested in brass signs."-

A steam "horsepower" is equivalent

Horsepower of the World's Engines.

to the actual strength of three horses of the average weight and size, and each pounds. The total horsepower of the engines of the world (not including loco-motives, of which there are 105, 000, with a total horsepower of 3,000,000) is 46,-000,000, which represents all the force that could be exerted by 1,000,000,000 men, or more than twice the total working population of the entire globe. Fourfifths of the power machines now in active service have been made during the past 25 years. This country has the highest amount of horsepower, 7,500,-000; England comes second, with 7,000,-000; Germany third, 4,500,000, only two other countries, France and Austria-Hungary, having engines represent-ing over 1,000,000 horsepower, that of France being reckoned at 3,000,000 and Austria-Hungary at 1,500,000. The above figures are for 1891 and are the very latest on that subject. -St. Louis

The Inventor of the Torpedo. Mr. Brennan, the inventor of the torpedo, commenced life as a watchmaker in Australia and at once developed a genius for invention. From first to last this torpedo, which has proved so profitable to him, cost him 18 years of hard work. The torpedo was sold to the Brit-ish government for \$150,000, and to insure the secret of the mechanism being kept each portion of this fearful engine of destruction is made in a different shop, the workmen are searched on entering and leaving the building, and Mr. Brennan and his partner are the only persons who fix the torpedo togeth-er ready for working.—London Globe.

Much Improved.

From the report of a missionary to Africa:

"My congregation refuse to give up cannibalism, but I have succeeded in so far improving their tastes that they now eat with knives and forks."—Reading (Pa.) Telegram.

The word Minneapolis is a compound of an Indian word meaning curling water and a Greek word meaning city.

Pat's Way of Putting It.

Caller-Your master's not at home, ch, Pat? Pat-No, sir! He do be in the ould

country these t'ree wakes, sor. Caller—Excuse me, Pat, but how is that when your mistress is on this side of the water your master's on the other, and vice versa? Is there any trou-

ble between them? Pat-None at all, sir. Only they have agrade bechune 'em that they can live togither better whin they're apart.— Richmond Dispatch.

An English-French and French-English dictionary is sold in England which in size is only 1 1-16 inches by 13/4 inches. It has 656 pages, 50,000 words with meaning in two languages and contains in all over 400,000 words.



AYER'S Cherry Pectoral SAVED HIS LIFE

So says Mr. T. M. Reed, a highly-

respected Merchant of Mid-dictown, Ill., of a Young Man who was supposed to be in Consumption.

"One of my customers, some eyears ago, had a son who had all cities symptoms of consumption. c The usual medicines afforshed him of no relief, and he strailly failed outil he was unable to leave his extended." no relief, and he storally failed until he was unable to leave his bed. His mother amplied to me for some remedy and I resummended Aver's Cherry Pectoral. The voong man took it according to directions, and some began to improve until 1e became well and strong,"—T. M. Rueb, Middletown, H.

"Some time ago, I caught a severe cold, my thront and lungs were badly inflamed, and I had a terrible cough. It was supposed that I was a victim of consumption, and my triends had little hope of recovery. But I bought a battle of Ayer's Cherry Peetornl, took it, and was entirely cured. No doubt, it saved my life."—I. JONES, Emerts Cove, Tenn.

Ayer's Cherry Pectoral Received Highest Awards AT THE WORLD'S FAIR

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DISSOLUTION NOTICE.

Notice is hereby given that the partnership heretofore existing between Geo. W. Sykes, Geo. H. Allis and Eli Moorhouse, proprietors of the Reynoldsville woolen mill under the firm name of Sykes, Allis & Moorhouse, was dissolved the Eith day of November, 1894, by mutual consent, G. H. Allis and Eli Moorhouse retiring from the firm. All claims due the said partnership are to be paid to Geo. W. Sykes, and all debts of the sald partnership will be assumed by Geo. W. Sykes, The business will be continued as usual.

GEO. W. SYKES, GRO. H. ALLIS, ELI MOORHOUSE.

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The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Palls and points in the upper oil section.

region.
On and after June 17th, 1884, passenger trains will arrive and depart from Falis Creek station, daily, except Sunday, as fol-

Creek station, daily, except Sunday, as follows:
1.29 P. M. and 5.30 p. m.—Accommodations
from Funxantaway and Big Run.
8.50 A. M.—Buffalo and Rochester inail—For
Brockwayville, Ridgway Johnsonburg, Mt.
Jewest, Brasico d, Sulamanca, Ruitado, and
Rochester; connecting at Johnsonburg
with P. & E. Frain 3, for Wilcox, Kane,
Warren, Corry and Eric.
10.53 A. M.—Accommodation—For Sykes,
Big Run and Punxantawney
2.20 P. M.—Bradford Accommodation—For
Beechtree, Brockwayville, Kilmont, Carmon, Ridgway, Johnsonburg, M. Jewett
and Bradford.
5.10 P. M.—Mill-For DuBeic, Sykes, Big
Run, Punxentawney and Walston.
Passengarts are requested to purchase tickcis before entering the curs. An excesscharge of Ten Cents will be collected by condiactors when farcs are paid on trains, from

charge of Feat-Cents will be collected by conductors when farces are paid, on trains, from
all stations where a thelectoffice is maintained.
Thousand mile thekots at two cents per
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J. H. McIstyner, Agent, Falls creek, Pa.,
R. G. Magnews, E. C. Larey,
General Supt., Gen, Pas. Agent,
Burfalo, N. Y. Rochester N. Y.

DENNSYLVANIA RAILROAD.

IN EFFECT NOV. 25, 1894.

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

FASTWARD

2:08 A M.—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:59 p. m., New York, 9:38 p. m.; Baltimore, 6:45 p. m.; Washington, 7:36 p. m. Puliman Parlor carl from Williamsport and pussenger coaches from Kancto Philadelphia.

2:30 P. M.—Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 1200 A. M.; New York, 7:33 A. M. Pullman Skepfing cars from Hacrisburg to Philadelphia and New York, Philadelphia passengers can remain in skepper undisturbed annil 7:20 A. M.

2:35 P. M.—Train 4, daily for Sonbury, Harrisburg undisturbed annil 7:20 A. M. arriving at Philadelphia, 6:52 A. M.; New York, 9:33 A. M. on week days and 10:35 A. M. on Sunday; Rabilmore, 6:35 A. M.; Washington, 7:30 A. M. Philadelphia, 6:52 Foot Eric and Williamsport to Philadelphia. Pressengers in skepper for Baltimore and Washington will be transferred into Washington Stepper at Harrisburg, Passenger coaches from Eric to Philadelphia and Williamsport to Baltimore.

WESTWARD

129 A. M.—Train I, daily excent Sunday for Ridaway, Duliels, Clermont and inter-mediate stations. Leaves Ridaway at 2:00 p. M. for Eyle. 3:50 A. M.—Train I, daily for Eyle and inter-mediate spirits.

mediate points. 27 P. M.-Train H. daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD PROM THE EAST AND SOUTH

FROM TABLEAST AND SOUTH.

TRAIN II leaves Philaderphia 8:50 A. m.; Washimaten, 7:50 A. x.; Raltimore, 8:53 A. m.; Wilkesburre, 10:15 A. M.; duily except Sanday, arriving at Driftwood at 0:27 A. M. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8 p. m.; Philadelphia, 11:29 p. m.; Washimaton, 10:40 a. m.; Baltimore, 11:39 p. m.; duily arriving at Driftwood at 9:39 n. m. Pullman skeeping cars from Philadelphia to Eric and from Washimaton and Baltimore to Williamsport and through passenger coaches from Philadelphia to Eric and Baltimore to Williamsport.

TRAIN I leaves Renovo at 6:35 a. m., daily except Sunday, arriving at Driftwood 7:3 n. m. JOHNSONBURG RAILROAD.

(Daily except Sunday.) TRAIN 19 leaves Ridgway at 9:30 a. m.; John-sonburg at 9:45 a. m., arriving at Clermont

at 10:49 a. m. TRAIN 20 leaves Clermont at 10:50 a. m. ar-rl.ing at Johnsonburg at II:44 a. m. and Ridgway at 12:00 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EYCEPT SUNDAY.
SOUTHWARD. NORTHWARD. P. M. A. M. STATIONS. A. M. P. M.
12 10 940 Ridgway 130 636
12 18 948 Island Run 120 622
12 22 952 Mill Haven 146 645
12 31 10 62 Croyland 166 605
12 81 10 10 Shorts Mills 12 30 600
12 42 10 15 Hue Rock 12 54 554
12 44 10 17 Vinoyard Run 12 52 531
12 45 10 20 Carrier 12 55 534
12 45 10 20 Carrier 12 55 54
14 10 13 Brockwayville 12 38 536
140 1032 Brockwayville 12 38 536
140 1032 Brockwayville 12 38 536
140 1042 McMinn Summit 12 30 525
144 10 44 Harveys Run 12 25 520
120 10 55 Falls Creek 12 20 545
145 11 35 DuRois 12 05 500
TRAINS LEAVE RIDGWAY.

Eastward.

Train 8, 17 1a, m. Train 1, 13 4 a, m.
Train 6, 135 p, m. Train 1, 130 p, m.

S M. PREVOST. J. R. WOOD, STATIONS. P. M. A. M.

J. R. WOOD, Gen. Pass. Ag't A LLEGHENY VALLEY RAILWAY

A COMPANY commencing Sunday May 27, 1894, Low Grade Division. EASTWARD.

No.2 | No.6 | No.10 | 106 | 110 |
A. M. A. M. P. M. P. M. P. M. P. M. 10 10 | 5 00 | 6 35 |
10 42 | 5 32 | 7 06 |
10 52 | 5 42 | 7 16 |
11 00 | 5 50 | 7 53 |
11 20 | 6 10 | 7 44 |
11 30 | 6 20 | 7 54 |
11 30 | 6 20 | 7 54 |
11 30 | 6 20 | 8 50 |
11 47 | 6 37 | 8 12 |
1 05 | 6 50 | 8 32 | 12 20 |
1 34 | 7 28 | 8 32 |
1 34 | 7 28 | 8 48 |
1 42 | 7 40 | 8 48 |
1 42 | 7 40 | 8 48 |
1 42 | 7 40 | 8 48 |
1 68 | 7 7 7 9 05 |
2 10 | 8 09 | 9 17 |
2 20 | 8 19 | 9 25 |
2 30 | 8 38 | 9 44 |
3 06 | 9 05 | 10 18 |
3 15 | 9 17 | 10 25 |
3 47 | 9 47 |
4 00 | 10 00 |
4 M. M. A. M. P. M. A. M. P. M. except Sunday. No.2 | No.6 |No.10 | 106 | 110 STATIONS. Driftwood
Grant
Grant
Benezette
Glen Fisher
Tyler
Penfeld
Winterburn
Sabula
DuBols
Falls Creek
Pancoast
Reynoldsville
Fuller
Bell
Brookville
Summerville
Maysville
OakRidge
New Bethlehem
Lawsonham
Red Bank Driftwood

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