

WATER POWER.

American and European Methods of Using It in a Large Way.

The standard American method of utilizing a large amount of water power has hitherto been to distribute the water to the several consumers or mill owners by means of a system of head races, so called, with facilities for its discharge at a lower level, to be utilized as the owner or lessee saw fit, and generally on his own premises.

To create a large group of mill sites of the older sort there was necessary, in the first instance, a large, continuous body of land, properly located for the purpose. If this could not be bought up secretly, and in large blocks, the whole water power enterprise would fail to come to fruition.

BIG OCEAN WAVES.

Careful Data Show Them to Be Not Over Thirty-two Feet High.

An article quoted in Current Literature gives this interesting information on ocean waves. Dr. G. Schott, as the result of studying the form and height of the waves of the sea, claims that under a moderate breeze their velocity was 24.6 feet per second, or 16.8 miles an hour, which is about the speed of a modern sailing vessel.

As the wind rises the size and speed of the waves increase. In a strong breeze their length rises to 260 feet and their speed reaches 36 or 36.4 feet per second.

Waves the period of which is nine seconds, the length 400 or 425 feet, and the speed 28 nautical miles per hour are produced only in storms.

During a southeast storm in the southern Atlantic he measured waves 600 feet long, and this was not a maximum, for in latitude 28 degrees south and longitude 39 degrees east he observed waves of 15 seconds' period, which were 1,150 feet long, with a velocity of 78.7 feet per second, or 46 1/2 nautical miles an hour.

Dr. Schott does not think that the maximum height of the waves is very great. Some observers have estimated it at 30 or 40 feet in a wind of the force represented by 11 on the Beaufort scale, the highest number of which is 12, and Dr. Schott's maximum is just 32 feet. He believes that in great tempests waves of more than 60 feet are rare, and that even those of 50 feet are exceptional.

Double Duty.

A capital story was once told of the Rev. Thomas Hunt, the veteran temperance orator, who was well known in the early history of the Wyoming valley. He was a somewhat eccentric man, but possessed of remarkably quick wits, which stood him in good stead on many occasions.

During the civil war he enlisted in one of the regiments of infantry raised in the valley and served as chaplain. One day in the very fiercest of the battle a major rode up in front of the regiment, and seeing Father Hunt at the head of the ranks inquired in great astonishment:

"Chaplain, what are you doing there?" "What am I doing?" repeated the staunch old minister quickly. "I'm cheering the hearts of the brave and watching the heels of the cowards!"

He was evidently performing this double task so well and thoroughly that the major could find no fault with him and left him to his self appointed charge.—Youth's Companion.

The Same Thing.

Major John writes in The United Service Magazine that while he was employed between Port Said and Kantara he saw the waters of the Lake Menzalek "diverge beyond the horizon" by a violent wind, so that the natives walked about where the day before they were fishing. This convinced him that he had seen exactly what happened when the Israelites passed dry shod through the Red sea.

Trying It On.

Tom (disappointed in love)—Well, this settles it. For the remainder of my days I shall live the life of a hermit. Jack—Don't say that, old man. Why not compromise on moving over to Brooklyn?—New York Herald.

LOADING AN OCEAN LINER.

The Storage Is Something Tremendous and Requires Careful Packing.

To load the loading of grain, either from an elevator or a lighter, into one of the mammoth vessels engaged in its transportation, is to witness one of the chief operations in the movements of the world's commerce. It is carried in long pipes, with a funnel shaped movable appendage at the end, which is shifted by means of a rope from one part of the hold to another, according as the stream of grain fills up the spaces reserved for it.

The "trimming" of the grain in the holds is an important part of its storage. After several thousand bushels have been streamed into the hold, a dozen or more men are delegated to shovel the downpouring column in between the vessel's beams, a job for which they are paid at the rate of a cent a minute. In vessels of the Cunard stripe it takes between 12,000 and 15,000 bushels to fill a hold, and these vessels average 50,000 bushels in the total cargo.

Large vessels have four or five holds, and a distinction is made in storing the cargo in them. Grain, from its compact and dead weight, is reserved mostly for the center of the vessel, while cured provisions are packed as far forward and as far aft as possible, for their better preservation from the heat of the ship's fires. In some vessels, like the great Cunarders, which carry passengers as well as freight, the heaviest weight is stored in the lowest hold; in the technical parlance of the stevedore, "stiffening" the ship. It takes about 1,500 tons to "stiffen" a great Cunarder, and when this is done the lower hold is fastened and battened down and work is begun on the next.—Donahoe's Magazine.

COLERIDGE.

Indolence Capable of Energies Characteristic of His Appearance.

The antipatheticists sometimes horrify us by describing the poison which paralyzes all the active powers of the body while leaving the sensibilities untouched. Coleridge offers a study of that kind to psychologists. His will, no doubt, was congenitally feeble. "Indolence capable of energies," as he says in a remarkable passage of early self-portraiture, was characteristic of his whole appearance. He could absorb enormous masses of reading and write or speak with amazing fluency, but the energy could not be co-ordinated or concentrated.

As psychologists phrase it, he had lost his power of "inhibition." He could not suppress or restrain his emotions. He valued metaphysical research, as he says in his pathetic ode, because

From my own nature all the natural was his "sole resource, his only plan." He could distract his mind from one pursuit by another, but could not force his energies to converge upon a single or distant aim. Painful emotions were evaded, instead of being met face to face.

When he heard suddenly at Malta of John Wordsworth's death he tried to stagger out of a public room and before he reached the floor fell to the floor in a convulsive hysteric fit, and was ill for a fortnight. He then declared that he was unable to open any letters lest they should bring news of the death of one of his children.

The intensity of his feelings paralyzed instead of stimulated his powers. "Vexations and preying upon the spirit," he says, "pluck out the wing feathers of the mind." He is like a criminal upon the wheel, held down, not by chains, but by impotence of will, feeling every blow with singular intensity, but only capable of meeting it by shutting his eyes as long as possible or trying to distract his mind by puzzling over the problems most remote from practical application.—National Review.

A Great Leader.

We are pleased to inform you that we have received the sole agency for Otto's Cure, the great throat and lung healer. Otto's Cure is the great leader of all proprietary preparations for the cure of coughs, colds, asthma, bronchitis, consumption, etc. We will guarantee Otto's Cure to cure you and if you will call at our store we will give you a bottle of this great guaranteed remedy free of charge. Otto's Cure instantly relieves croup and whooping cough. Don't delay. Samples free. Large bottle 50c. at W. B. Alexander's, sole agent.

A Hugo Fad.

An enthusiastic admirer of Victor Hugo has made a collection of all the black and white and colored portraits of the poet that he could find. Altogether they number nearly 4,000, of which about 2,500 are caricatures and cartoons. The collector, M. Beuve, has also gathered together with infinite pains innumerable pipes, canes, tobacco jars, bottles, scarfpins, handkerchiefs, even cakes of soap, on which the head of the poet appears.

Edison says there is practically no limit to the speed that can be attained on a railroad. He thinks the greatest speed will come when electricity is obtained direct from coal.

Shiloh's Cure is sold on a guarantee. It cures incipient consumption. It is the best cough cure. Only one cent a dose, 25cts., 50cts. and \$1.00. Sold by J. C. King & Co.

THEATER CURTAINS.

Costly Draperies That Are Used in Some of the London Theaters.

Few have any idea of the money spent by the managers of London theaters in procuring the curtain which hides the stage from public view, remarked a well known theatrical furnisher to a reporter. Take, for instance, the glorious curtain at Sir Henry Irving's theater, the Lyceum. That curtain, if it cost a penny, cost at least 1,000 guineas. I am told that 1,000 yards of beautiful blood red plush were used to make it complete, and for it Sir Henry Irving is indebted to the Baroness Bartlett-Coutts, who some years ago generously made him a present of the curtain as a tribute to his artistic genius.

A very expensive curtain is that used at the Prince of Wales' theater, Coventry street, now occupied by Mr. Arthur Roberts. Its cost was about £600. It is made of boiler plate, is entirely fire-proof and weighs no less than six tons. No fire can get from the stage to the auditorium or vice versa, as the top and bottom of the curtain respectively rest against and upon a solid wall of brick-work. I believe this, as well as other curtains of the same kind, was the invention of Mr. C. J. Phipps, the theatrical architect.

Perhaps the most beautiful theater curtain in London—where the finest curtains in the world are to be seen—are those at the Lyceum, to which I have referred, the Palace Theater of Varieties, and the Savoy. The Palace curtain is a real work of art, and Mr. D'Oyly Carte must have lavished a small fortune upon its make. It is a beautiful dream of gold and various other colored silks, and something like 600 square yards of silk were used in its manufacture. I am told that the director of the Paris Opera was almost thunderstruck when, during Mr. Carte's production of "Ivanhoe," he saw the curtain for the first time.

The Savoy curtain must have cost £300 for a penny, its material being of the finest gold plush. Another expensive curtain was that bought by Mr. Charles Wyndham for the Criterion. It cost over £120, being made by Maple.

Most of the other London houses, and probably all the country theaters, content themselves with the old fashioned curtain of canvas, sometimes with a scene and sometimes with imitation curtains painted upon it. The cost of these varies of course, and may run from £20 to £200, according to the amount of work put into them and the artist engaged to paint the scene.—London Tit-Bits.

An Important Item.

Do not waste your money on vile, watery mixtures compounded by inexperienced persons when W. B. Alexander, sole agent, will give you a bottle of Otto's Cure free of charge. If you have coughs, colds, asthma, consumption, or any disease of the throat or lungs, a few doses of this great guaranteed remedy will surprise you. Hold a bottle of Otto's Cure to the light and observe its beautiful golden color and thick, heavy syrup. Samples free; large bottle 50c.

Frankford, Del., July 20, 1894.

Gentlemen:—I have been suffering from Insomnia, caused, I suppose, from disordered liver. A friend of mine recommended Hood's Compound Extract Celery. Although I am not a believer in medicines of this kind, rather than suffer any longer I was prevailed upon to give your medicine a trial. Had any one foretold the results that followed, I would have disbelieved them. Thanks to the excellent effects from two bottles, I am working eight hours per day and sleeping like a top.

PATRICK HENNESSEY.

Sold by Stoke, the druggist.

And Then He Went Home.

"Mr. Stalate," she murmured, "do you remember when, in 1894, we sat up to watch the new year in?" "Yes," he replied rapturously. "Well—don't you—don't you?" "Don't I what?" "Don't you think we are beginning rather early this year?"—Washington Star.

Leech lake, in Minnesota, takes its name from a translation of the Indian gahshungwah chemakang, "the place of leeches."

KARL'S GLOVER ROOT PILLS. IT GIVES FRESHNESS AND CLEAR SKIN. CURES CONSTIPATION, INDIGESTION, DIZZINESS, ERUPTIONS ON THE SKIN, BEAUTIFUL COMPLEXION. 10c FOR A CASE IT WILL NOT CURE.

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ADMINISTRATOR'S NOTICE.

Notice is hereby given that letters of Administration on the estate of Michael Coffee, late of Reynoldsville, Jefferson county, Pa., have been granted to C. J. Kerr, of Reynoldsville, Pa. All persons indebted to said estate are required to make immediate payment to the administrator, and those having claims against it will present them, properly probated, to him for settlement.

Railroad Time Tables.

PENNSYLVANIA RAILROAD. IN EFFECT MAY 19, 1895.

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

EASTWARD. 9:04 a. m.—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:23 p. m.

3:39 p. m.—Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:23 a. m.

WESTWARD. 7:08 a. m.—Train 1, daily except Sunday for Ridgway, DuBois, Clearfield and intermediate stations. Leaves Ridgway at 3:00 p. m. for Erie.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH. TRAIN 11 leaves Philadelphia 8:50 a. m.

TRAIN 12 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 13 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 14 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 15 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 16 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 17 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 18 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 19 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 20 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 21 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 22 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 23 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 24 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 25 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 26 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 27 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 28 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 29 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 30 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 31 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

TRAIN 32 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 p. m.; daily arriving at Driftwood at 9:59 a. m.

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