Through Ocean Travel. Steamer chairs were, when first made in this country, called Devonshire chairs. They were fashioned after a chair used in Devonshire, England, on verandas and lawns and in smoking rooms and were first made here for the same uses. The Devonshire chairs were rather larger and more claborate than the steamer chair.

The use of this chair on steamers was begun about 25 years ago. It soon became so popular that it received its pres-Chairs of this style are still sold for land use, both indoor and outdoor, and their use ashore is increasing. The principal manufacturer of these chairs in New York sells them in almost if not quite every state in the Un-ion and in Central America, South America and as far away as Australia.

Steamer chairs are made of maple, of oak and of walnut, and they range in price from \$2.50 to \$6. Children's steamer chairs were introduced not long ago, but not many are sold. When steamer chairs first began to be used, one man in this city made a small for tune by selling them on the piers on sailing days. As much as \$15 was paid to him for a chair. For some years this man controlled the best of the chair selling privileges, but others took up the business, and his large profits were soon materially cut down by competition.

For a time sellers of chairs on the piers handled more steamer chairs than the regular dealers. The practice which then sprang up of offering chairs in the street on sailing days in the open space in front of the pier shed is still continued to some extent. This space is called the farm. There are offered on sailing days fruit, tinware and other supplies such as steerage passengers might require, and steamer chairs and other folding chairs.

There is a company that makes a business of renting steamer chairs. A number of the larger steamship companies now rent steamer chairs to passangers. The charge for a steamer chair across the Atlantic is from 50 cents to \$1.

Common as their use has become, it is estimated that not much more than half the total number of ocean travelers provide themselves with steamer chairs. -New York Sun.

ADVERTISE THEIR AGE.

The Alaskan Squaws Number Their Birthdays on Their Chins.

The Alaska squaw is peculiar-she advertises her age.

At Fort Wrangel, Jeneau and Sitka many Indian women may be seen with a piece of wood or bone in the lower lip, and the size of this savage ornament indicates the age of its owner. When a girl marries, her lower lip is pierced, and a peg of wood or a piece of bone the size of a pea is inserted. As she grows older this is increased in size un-til it is almost as wide as her chin and one-fourth of an inch high. The result is naturally most unsightly.

There is an interesting family at Fort Wrangel which illustrates perfectly this peculiar custom. It includes four generations. A young girl may be seen sit-ting at one side of the one roomed square frame house, while her mother, grandmother and great-grandmother are squatted on the earthern floor near the door, offering mats and baskets to the ship's passengers who come on shore.

The girl has no disfiguring ornament on her chin, but the others have, and the piece of bone in the feeble old greatgrandmother's lower lip looks like a wart such as Gulliver may have seen upon the hands of the Brobdingnagians.

This index to the Indian woman's age is about one-eighth of an inch in thickness and is kept in place like a cuff button. - New York Press.

An Indian's Education.

The physical training of the hunter ras a part of the education of every Indian boy and different tribes had differ-ent modes of developing the powers of endurance. Among the Omahas the youth were taught to run, not so much to run rapidly for a short distance as to keep up an even pace for many miles, and the habit of careful observation was also inculcated. The runners' services on the tribal hunt were important. It was necessary for them to be able to travel far in search of the buffalo and to return quickly, so that the tribe could go forward and the hunters encompass the herd before it could move any great distance. They must also closely note the topography of the country as they ran here and there in search of the game so as to be able to direct the tribe to the herd over the shortest route, which they might not themselves have traveled. They must also be constantly on the watch for tracks or signs of an enemy, lest they should bring the tribe into danger. It was not uncommon for these young men to run from 70 to 100 miles within 24 hours, taking very little rest and food.—"Hunting Customs of the Omahas," by Alice C. Fletcher, in Cen-

Infantile Thirst For Knowledge.

- "Mamma, what day is this?"
 "This is Friday, dear."
 "Where's Sunday?"
 "Sunday is still in the future."
- "How did it get there?"
- "I mean it hasn't come yet."

 "It hasn't? What's keeping it?"

 "Why, dear, it can't come until it's
- "How does it know when it's time for it?"
- "Don't bother me, Katie."
 "Mamma, what's Sunday doing any-how?"—Chicago Tribune.

A negro preacher addressed his flock with great earnestness on the subject of "Miracles," as follows: "My beloved friends, de greatest of all miracles was 'bont de louves and fishes. Dey was 5,000 louves and 2,000 fishes, an de twelve 'postles had to eat 'em all. De miracle is dey didn't bust."—Atlanta Constitution.

The Compass Plant.

On the western prairie is found the compass plant whose leaves point to the north. We wish to direct you to the great health giver, Bacon's Celery King for the nerves. If you are suffering from dyspepsia, liver complaint and indigestion, if you are sleepless at night and awake in the morning feeling languid, with coated tongue and sallow, haggard looks, Bacon's Celery King for the Nerves will cure you and restore you to blooming health. Trial packnges free. Large size 50c. at W. B. Alexander, sole agent.

The Alexandrite.

Don't think that your knowledge of wonder gems is complete till you have seen an "alexandrite," green by day and red by night. And such a green olive bronze, with a potent suggestion that red is there. Green when held in the sunlight. In a darkened room with artificial light a ruby where the emerald was a moment before-a tawny wine red of exquisite tone. - Edmund Rus-

Luck Money. Luck money in Great Britain is the gratuitous return of 1 shilling per head on all cattle sold at auction marts, 2 shillings per score upon sheep, onepence per head on pigs up to 30 shillings in value, twopence per head over 30 shilllings and up to 60 shillings and time-pence per head over 60 shillings. What applies to pigs also applies to calves.

Shiloh's cure, the great cough and group cure, is in great demand. Pocket sizo contains twenty-five doses, only 25c. Children love it. Sold by J. C. King

This country imports from Greece annually many thousand pounds of so called dried currants, which are really small



Get an Education.

Education and fortune go band in hand. Get an education at the Central State Normal School, Lock Hayen, Pa. First-class accommedations and low rates. State aid to students. For illustrated catalogue address IAMES ELDON, Ph. D., Principal, Lock Hayen, Pa.

THE

STORE

Has just received a Large Stock of

Fall and Winter Goods!

that will be sold at astonish ingly low prices.

Boys' knee pants, heavy goods, formerly 35 cts., now

Desirable line of window shades at 18 cts.

A big line of men's underwear from 50 cts. a suit up.

Ladies' heavy ribbed vests at 19 cts.

Ladies' fine natural wool vests formerly \$1.35, now 95 cts.

Men's winter gloves from 25 cts. up.

Children's all wool vests from 18 ets. up.

Just received 100 rolls of oil cloth, for floor or table, 50 inches wide, only 15 cts. a yard.

Large line of men's pants from 60 cts. up, Men's shoes, hats, caps, an assortment of men's, youths' and boys' clothing at low prices.

Save your money and come and see our goods.

People's Bargain - Store, ZEN. Proprietor.

A Big Surprise.

In store for all who try Bacon's Celery King for the Nerves. The general verdict of all who have used the great vegetable preparation is that it is the grandest remedy ever discovered for the cure of dyspepsia, liver complaint, general debility, etc. Bacon's Celery King for the Nerves stimulates the digestive organs, regulates the liver and restores the system to vigorous health and energies. Samples free. Large packages 50c. Sold only by W. B. Alexander.

Railrond Cime Cables. PENNSYLVANIA RAILROAD.

IN EFFECT MAY 19, 1895.

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

EASTWARD

7:04 a m—Train s, daily except Sunday for Sunbury, Harrisburg and Intermediate stations, arriving at Philadelphia 6:23 p. m., New York, 9:23 p. m.; Baltimore, 6:15 p. m.; Washington, 7:39 p. m.; Baltimore, 6:16 p. m.; Washington, 7:39 p. m.; Baltimore, 6:16 p. m.; Washington, 7:30 p. m. Pullman Parlor car from Williamsport and passenger conclusion with the stations of Harrisburg and Intermediate stations, arriving at Philadelphia 4:36 a. M.; New York, 7:33 a. M. Pullman Sieeping cars from Harrisburg to Philadelphia and New York, Philadelphia passengers can remain in sleeper undisturbed until 7:36 a. M.

1:25 p. m.—Train 4, daily for Sunbury, Harrisburg and Intermediate stations, arriving at Philadelphia, 6:22 a. M.; New York, 9:23 p. m.—Train 4, daily for Sunbury, Harrisburg and Intermediate stations, arriving at Philadelphia, 6:22 a. M.; New York, 9:23 a. M.; New York, 9:24 p. m.—Train 4, daily for Sunbury, Harrisburg and Intermediate stations, arriving at Philadelphia, 6:22 a. M.; New York, 9:23 a. M.; New York, 9:24 p. m.—Train 4, daily for Fundamy, 10 a. M. on Sunday; Baltimore, 6:25 a. M.; Washington, 7:20 a. M.; Washington will be transferred into Washington will be transferred into Washington sleeper at Harrisburg. Passenger conches from Eric to Philadelphia and Williamsport to Baltimore.

WESTWARD

Philadelphia and Williamsport to Baltimore. WESTWARD

7:38 a. m.—Train I. daily except Sanday for
Ridgway, Dullois, Clermont and intermediate stations. Leaves Ridgway at 3:00
P. M. for Eric.

9:59 a. m.—Train 3, daily for Eric and intermediate points.

6:27 p. m.—Train 11, daily except Sanday for
Kane and intermodiate stations.

THROUGH TRAINS FOR DRIFTWOOD
FROM THE EAST AND SOUTH.

TRAIN I leaves Philadelphia 8:59 A. m.
Washington, 7:50 A. m.; Baitimore, 8:63 A. M.;
Wilkesharre, 19:15 A. M.; daily except Sunday, arriving at Driftwood at 6:37 p. M. with
Pullnam Parlor car from Philadelphia to
Williamsport.

Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8 p. m.; Phila-delphia, 11:30 p. m.; Washington, 10:40 a. n.-Baltimore, 11:30 p. m.; daily arriving at Briftwood at 9:30 a. m. Pullman sleeping cars from Philadelphia to Eric and from Washington and Baltimore to Williamsport and through passenger coaches from Phila-delphia to Eric and Baltimore to Williams-bort. PRAIN I leaves Renove at 6:35 a. m., daily except Sunday, arriving at Driftwood 7:26

JOHNSONBURG RAILROAD.

(Daily except Sunday.) TRAIN 19 leaves Ridgway at 9:30 a. m.; John sonburg at 9:45 a. m., arriving at Clermon at 10:30 a. m. TRAIN 20 leaves Clermont at 10:50 a. m. ar-riving at Johnsonburg at 11:34 a. m. and Ridgway at 12:00 a. m.

RIDGWAY & CLEARFIELD R. R.

P. 31	A.M.	STATIONS.	A. M.	12 31
CASE.	ALCOH.		130 100 1	Trans.
12:10	9:30	Ridgway	1.32	0.18
12:18	0.38	Island Run	1.25	8.22
12.22	9.42	Mill Haven	1 21	6.17
12 11	0.02	Croyland	111	6.02
12 48	70.00	Shorts Mills	1.02	0.00
12 42	10.05	Blue Rock	12.56	5.54
12 44	30.02	Vineyard Run	12 63	0.03
12.34	30.40	Carrier	12.50	5.48
1.00	40.04	Brockwayville	12.18	75 286
1.30	10.33	McMinn Summit	12.30	5.95
1.11	121.351	Harveys Run	13.95	5 19
1.90	10.75	Ently Creek	19.90	5.17
1.47	100.70	INS LEAVE RIDGY	12.75	AW

S M. PREVOST, Gen. Manager J. R. WOOD, Gen. Pass. Ag't

BUFFALO, ROCHESTER & PITTS-BURGH RAILWAY.

The short line between Dullois, Ridgway, Bradford, Salmanca, Buffalo, Rochester, Niggara Falis and points in the upper oil region.
On and after June 17th, 1894, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

lows:
1.20 p. m. and 5.30 p. m.—Accommodations
from Punxsutawney and Big Run.
8:50 a. m.—Buffalo and Rochester mail—For
Brockwayville, Ridgway, Johnsonburg, Mt.
Jewett, Bradford, Salamanca, Buffalo and
Rochester.

Rochester; connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Eric. 10:153 a. m.—Accommodation—For Sykes, Big Run and Punssutawney. 2:20 p. m.—Bradford Accommodation—For Beechtree, Brockwayville, Ellinoni, Car-mon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

5:10 p. m.-Mail-For DuRois, Sykes, Big Run Punxsutnwaey and Walston.

Passengers are requested to purchase tlek-ets before entering the cars. An excess charge of ten Cents will be collected by con-ductors when fares are paid on trains, from all stations where a ticket office is maintained. Thousand mile tickets at two cents per mile, good for passage between all stations.

J. H. MCINTYRE. Agent, Falls creek, Pa.
R. G. MATHEWS
Goneral Supt.
Buffalo N. Y.
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Rochester N. Y

A LLEGHENY VALLEY RAILWAY COMPANY commencing Sunday May 26, 1895, Low Grade Division.

STATIONS.	No. 1.	No.5.	No. 9.	101	109
Red Bank Lawsonham New Bethlehem Oak Ridge Maysville Summerville Brookville Hell Fuller Reynoldsville Pancoast Falls Creek DuBols Sabula Winterburn Penfield Tyler Glen Fisher Benezette Grant	1 48 1 59 2 05 2 15 2 26 2 43	7 34 7 47 7 58 8 06 8 16 8 27	No. 9. A. M. 5 120 5 288 5 477 6 0 13 6 25 6 444 6 6 6 7 7 10 7 7 33 7 7 40 8 18 18	11 05	1 36 1 45
Grant Driftwood	2 53 3 20 P. M.	9 25 P. M	8 28 8 55 A. M.	А. М.	р. м
	WEST	WARD		-100	
STATIONS.	No.2	No.6	No.10	106	110

WESTW	ARD			
		•		
STATIONS. No.2 1	No.6	No.10	106	11
Summerville 2 39 Maysville 2 58 OakRidge 3 06	5 5 5 5 5 5 6 6 7 7 7 7 7 8 7 9 5 7 7 7 7 8 8 8 8 8 7 7 7 7 7 8 8 8 8 8	6 35 7 06 7 133 7 44 7 54 8 12 8 25 8 48 9 17 9 24 10 04 10 25	P. M. 12 10 12 20	

Trains daily except Sunday.

DAVID CCARGO, GEN'L. SUPT
JAS, P. ANDERSON GEN'L. PARE. AQT.

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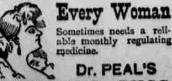
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