

The Star.

VOLUME 4.

REYNOLDSVILLE, PENN'A., WEDNESDAY, APRIL 1, 1896.

NUMBER 46.

Railroad Time Tables. PENNSYLVANIA RAILROAD.

IN EFFECT MAY 19, 1895.

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

EASTWARD
9:00 a. m.—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:25 p. m.; New York, 9:25 p. m.; Baltimore, 6:45 p. m.; Washington, 7:30 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

9:35 a. m.—Train 9, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 6:50 a. m.; New York, 9:50 a. m.; Baltimore, 6:30 a. m.; Washington, 7:30 a. m. Pullman cars from Erie and Williamsport to Philadelphia. Passengers in sleeper from Harrisburg and Washington to Philadelphia and Williamsport to Baltimore.

WESTWARD
7:25 a. m.—Train 1, daily except Sunday for Drifftwood, DuBois, Clearfield and intermediate stations. Leaves Drifftwood at 7:00 p. m. for Erie.
9:50 a. m.—Train 3, daily for Erie and intermediate stations.
6:27 p. m.—Train 11, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFFTWOOD FROM THE EAST AND SOUTH.
TRAIN 11 leaves Philadelphia 8:50 a. m.; Washington, 7:50 a. m.; Baltimore, 8:50 a. m.; Williamsport, 10:15 a. m.; daily except Sunday, arriving at Drifftwood at 6:57 a. m. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 9 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:50 p. m.; daily arriving at Drifftwood at 9:50 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.

TRAIN 1 leaves Reno at 6:35 a. m., daily except Sunday, arriving at Drifftwood 7:25 a. m.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)
TRAIN 10 leaves Drifftwood at 9:30 a. m.; Johnsonburg at 9:45 a. m., arriving at Clearfield at 10:40 a. m.

TRAIN 30 leaves Clearfield at 10:50 a. m., arriving at Johnsonburg at 11:44 a. m. and Drifftwood at 12:00 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.
SOUTHWARD.
P. M. A. M. STATIONS. A. M. P. M.
12:10 9:30 Ridgway 1:35 6:30
12:18 9:38 Island Run 1:25 6:22
12:22 9:42 Tice Run 1:20 6:18
12:31 9:52 Croysland 1:11 6:05
12:38 10:00 Short's Mills 1:02 5:58
12:42 10:05 Tice Run 1:20 6:25
12:44 10:07 Vine Run 1:23 6:31
12:46 10:10 Carrier 1:20 6:30
1:00 10:22 Brockwayville 1:38 5:48
1:10 10:32 McMillan Summit 1:40 5:25
1:14 10:38 Harveys Run 1:20 5:20
1:20 10:45 Falls Creek 1:20 5:15
1:45 10:53 DuBois 1:20 5:00

WESTWARD.
TRAIN 8, 7:30 a. m. Train 11, 11:44 a. m.
TRAIN 6, 1:45 p. m. Train 1, 3:00 p. m.
TRAIN 4, 7:30 p. m. Train 11, 5:35 p. m.

GEN. MGR. J. H. WOOD, JR.
Gen. Pass. Agt. J. R. WOOD.

DUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.
On and after Nov. 30th, 1895, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:25 a. m. for Curwensville and Clearfield.
1:55 p. m.—Accommodation from Pannsylvania and Big Run.
10:00 a. m.—Buffalo and Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester; connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.
10:27 a. m.—Accommodation—For Skyes, Big Run and Pannsylvania.
2:20 p. m.—Bradford Accommodation—For Brockwayville, Brockwayville, Elmout, Carmon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.
4:27 p. m.—Mail—For DuBois, Skyes, Big Run, Pannsylvania and Winton.

Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be collected by conductors 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. McLESTER, Agent, Falls Creek, Pa.
E. C. LAPEY, Gen. Pass. Agent, Rochester N. Y.

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

EASTWARD.
STATIONS. No. 1. No. 5. No. 9. 101. 109. A. M. P. M. A. M. P. M. A. M. P. M.
Bed Bank 10:45 4:40
Lawsonham 10:57 4:52
New Bethlehem 11:30 5:20
Oak Ridge 11:40 5:30
Mayville 11:46 5:41
Summersville 12:05 6:00
Brookville 12:18 6:20
Ball 12:31 6:38
Fuller 12:45 6:58
Reynoldsville 1:00 7:15
Pannocott 1:06 7:25
Falls Creek 1:20 7:40
DuBois 1:30 7:54
Salamanca 1:42 8:10
Wintersburn 1:58 8:28
Pannocott 2:05 8:38
Fuller 2:18 8:50
Glen Elder 2:30 9:07
Bessemer 2:43 9:19
Grant 2:58 9:34
Drifftwood 3:10 9:46
A. M. P. M. A. M. P. M. A. M. P. M.

WESTWARD.
STATIONS. No. 2. No. 6. No. 10. 106. 110. A. M. P. M. A. M. P. M. A. M. P. M.
Drifftwood 10:10 5:30
Grant 10:42 5:52
Bessemer 10:52 6:02
Glen Elder 11:05 6:15
Fuller 11:20 6:30
Pannocott 11:30 6:40
Salamanca 11:47 6:57
DuBois 1:03 7:13
Falls Creek 1:15 7:25
Pannocott 1:28 7:38
Reynoldsville 1:43 7:49
Fuller 1:56 7:57
Brookville 2:10 8:11
Summersville 2:20 8:28
Brookville 2:30 8:38
New Bethlehem 2:45 8:53
Oak Ridge 2:55 9:05
Bed Bank 3:10 9:17
A. M. P. M. A. M. P. M. A. M. P. M.

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

CARRIES NEITHER PURSE NOR SCRIP.

Let Love alone. He is divinely led, And feels the way his veiled eyes do not see. No throne nor principality hath he, Nor any place to lay his royal head. No care hath he about his daily bread; He rocks not whether he be bond or free; But, full of faith and sweet conviction, He goes forth cheerily to woo and wed.

For Love believes that all God hath is his, Freely he takes, freely he gives away, With melting, mingling touch of hand and lip, Let Love alone. He elideth all there is. The whole world trembles with his potent sway.

The king who carries neither purse nor scrip.—Anne L. Munsey in New York Sun.

SLAVE RAIDS IN AFRICA.

More Than a Hundred Villages Destroyed In One Campaign.

As we approached the falls we saw that the river banks had been depopulated and the villages were in ashes. We passed dead bodies floating in the river. Canoes were standing on end like hollow columns; crowds of fugitives were afloat and hiding among the rocky islands. These were all signs of a general terror, but we could get no information of its character. Vague ideas of an invasion from some savage tribe came to our minds, and now and then we had a misgiving that there must be Arab slavers in the neighborhood.

Continuing our ascent, on the third day we came in sight of a huge Arab camp on the right bank, and before long we discovered that the Arabs of Nyangwe (Livingstone's farthest point), having heard the most exaggerated reports of our successful descent of the Congo in 1877, had hastened after us to reap a harvest of ivory and slaves. They had been too successful. Over 118 villages had been destroyed below Stanley falls alone, a rich plunder of ivory was in their camp, and several hundred slaves, old and young, were herded like goats and heavily fettered in the slave pen. It then appeared that while we had been negotiating with the negro chiefs along the river, making roads, building stations and hauling steamers overland, the Arabs of Nyangwe had been coming down the river, laying the country waste. We had at last met, about 50 miles below the falls. A glance at the scenes of the camp was sufficient to reveal what a future awaited the Kongo valley had we not conceived the project of opening the river to civilizing influences. There was not a moment to lose. We had no authority to open fire on the miscreants. They were subjects of the Prince of Zanzibar, who was a protégé of England, and to plunge into hostilities with them might possibly involve us in serious complications. But while we dared not use force we believed that by continuing the same system we had found so successful with the native chiefs we could check the audacity of the slavers by our mere presence among them. After some days spent in cautious and friendly negotiations with the Arabs we were permitted to establish a station at the falls, and after seeing it well advanced we turned the prows of our steamers down river toward Leopoldville.—Henry M. Stanley in Century.

United States Marshal's Sale.

By virtue of sundry writs of Levari Facias and Venditioni Exponas, issued out of the Circuit Court of the United States for the Western District of Pennsylvania, and to me directed, I will expose to public sale on

Friday, April 24, 1896.

at ten o'clock A. M., at my office in the Federal building, corner of Fourth Avenue and Smithfield streets, in the City of Pittsburgh and State of Pennsylvania, the following described property, situate in the county of Jefferson and State of Pennsylvania, to-wit:

First, In the township of Snyder, beginning at a stone, formerly a cherry corner of warrant No. 34, also a corner of warrant No. 1534; thence by the last mentioned warrant line North 70 degrees East 168 5-10 rods to a post; thence South 20 degrees East 128 5-10 rods to a post, formerly a hemlock; thence South 20 degrees West 25 rods to a beech; thence North 70 degrees West 155 rods to a post, formerly an iron wood; thence North 60 degrees West 60 rods to the place of beginning, containing 96 acres 142 perches of land, more or less, with the improvements thereon, consisting of one two-story frame building used as an office, shutes, railroad trestle, 1 loading tippie, dumping pan and scales complete, 1 railroad engine, 5 pockets, coaling shute, 1 mule barn, 2 steam boilers, connections, etc., 1 blacksmith shop, tools, iron, &c., 1 frame building used as supply house. Subject, nevertheless, to the unpaid part of a certain purchase money mortgage made by B. E. Cartwright to Martin Clover, dated 11th of February, 1890, conditioned for the payment of \$2,500, with interest as therein specified.

Second, Situate partly in the said township of Snyder and partly in the Borough of Brockwayville, beginning at a stone, formerly a cherry corner of the Henry Pfeifer survey on warrant No. 34, the same being the South-west corner of the tract hereinafter described; thence (true courses variations three degrees 30 min. West); North 20 degrees 30 minutes West 30 feet to a post; thence South 70 degrees West 25 feet to a post; thence 30 feet distant from the centre of the Ridgway and Clearfield Railroad and parallel to the same, North 24 degrees 53 minutes West 94 4-10 feet to a point; thence 30 feet distant from the centre of the said Ridgway and Clearfield Railroad and parallel with the same, North 25 degrees 53 minutes West 111 4-10 feet to a point; thence 30 feet to a stake, the North-west corner of the tract; thence south 65 degrees 45 minutes East 92 feet to a stake in a Spring at foot of Embankment of Toby Branch of the New York, Lake Erie and Western railroad; thence parallel to said railroad and fifty feet distant from the centre of the same, 258 feet on a 4-degree curve; thence South 86 degrees 10 min. East 400 feet to a stake, being the North-east corner of the tract hereby described; thence South 20 degrees East 1,800 feet to a stake, the South-east corner of the tract; thence South 70 degrees West, 1,230 feet to the place of beginning, containing 70 3-10 acres, more or less, with the improvements thereon, consisting of forty-one frame dwellings, each two-stories high, one connecting switch with the Ridgway and Clearfield Railroad. Subject, nevertheless, to the unpaid part of a certain purchase money mortgage made by B. E. Cartwright to J. L. Bond, conditioned for the payment of \$4,330, with interest as therein specified.

Third, Situate in the township of Snyder, containing 25 acres, more or less, with about 4 acres cleared, with one log dwelling house and a spring of water thereon, bounded on the North by Kingsbury, East by the Moorhead, now Fairman, South by the Chamberlain, and West by Fairman, the same being now occupied by Mr. Babott.

Fourth, Also all the coal, minerals and the right of mining the same, contained in the following described tract or parcel of land, situate in the township of Snyder, County of Jefferson and State of Pennsylvania, bounded and described as follows to-wit: Beginning at a stone South 70 degrees West 50 feet distant from the centre of the track of the Ridgway and Clearfield Railroad, and which is the North-west corner of the tract until recently belonging to Martin Clover, now the property of the Brock Coal Company; thence South 60 degrees 15 minutes East 380 2-10 feet to a post, which is distant 30 feet at right angles from the centre of the Brock Coal Company's tramway; thence South 1 degree and 1 minute West 165 feet to a post; thence South 8 degrees 57 minutes West 255 8-10 feet to a post; thence South 75 degrees 30 minutes West 200 4-10 feet to a post, 30 feet distant from the centre of the Ridgway and Clearfield Railroad track; thence along the line of the right of way of the said railroad to the place of beginning, containing about 2 3-10 acres of land. Reserving the right to a wagon crossing over the tracks and right of way under the trestle work of said Brock Coal Co. to the Ridgway and Clearfield Railroad bridge over the Rattlesnake Creek, for the purpose of putting in logs and timber and other lawful purposes.

Fifth, Also all that certain piece or parcel of land situated in the township of Snyder, county of Jefferson and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at a post which is the south-west corner of the J. W. Smith, formerly Toward, tract, which post is 1,240 feet north 70

United States Marshal's Sale.

thence south 70 degrees west, by lot of land above described, 50 rods, more or less, to a post; thence south 30 degrees west, by above described lot of land, 160 rods, more or less, to the place of beginning, containing 56 acres and 28 square rods, more or less, and being part of land conveyed to D. Kingsbury by David R. Griggs and others, trustees of the United States Land Company, by deed dated 23rd November, A. D. 1850, and recorded in the recorder's office in and for the County of Jefferson, in Deed Book No. 6, page 300, &c. Reserving, however, to William McMinn and Martha McMinn as much coal, minerals and right of mining the same, as they or either of them may use upon the above described lands during their natural lives. Also reserving to Wm. McMinn and Martha McMinn such amounts as may be assessed by disinterested parties for damages done to the surface land disturbed on the above described lands (except the mining rights above mentioned.)

Sixth, Also all the coal contained in the following described tract or piece of land, situate in said township of Snyder, bounded and described as follows, to-wit: Beginning at a hemlock, the north-east corner of James Moorhead's land; thence north 70 degrees east 80 rods to a post; thence south 20 degrees east 100 rods to a post; thence south 80 rods to a post; thence north 20 degrees west 100 rods to the place of beginning, containing 50 acres and being parts of tracts Nos. 1534 and 4242, together with the right of ingress and egress for the purpose of mining said coal.

Seventh, Also all the coal contained in the following described piece of land, together with the right of ingress and egress for the purpose of removing the same, situate in the said township of Snyder, bounded and described as follows, to-wit: Beginning at a post at the east corner of land of Jacob Myers; thence south 70 degrees west 120 rods, more or less, to a post; thence south 20 degrees east 100 rods, more or less, to a hemlock tree; thence north 70 degrees east 20 rods, more or less, to a birch tree; thence north 20 degrees west 20 rods to a post; thence north 70 degrees east 100 rods, more or less, to a post; thence north 20 degrees west 80 rods to the place of beginning, containing 62 1-2 acres, more or less, being part of warrant No. 1534. Reserving, however, all the pine timber now growing or being upon said land unto Comfort D. Felt and Marcia Felt, their heirs and assigns, with the right of cutting and removing same at any time hereafter.

Eighth, Also, all the coal contained in the following described tract of land, situate, lying and being the township of Snyder, bounded and described as follows, to-wit: Beginning at a basswood stump, at the North corner of Division No. 2 of warrant No. 1534; thence South 70 degrees West 120 rods, more or less, to a stone; thence South 20 degrees East 60 rods, more or less, to a post; thence North 70 degrees East 120 rods to a post; thence North 20 degrees West 60 rods to the place of beginning, containing 50 acres, more or less. To have and to hold the said coal with the right of way to all mines necessarily upon said land, together with the right of mining.

Ninth, Also, all the coal and mining rights contained in the following tract or parcel of land, situated in the said township of Snyder, bounded and described as follows, to-wit: Commencing at a post at the west corner of the lot of land conveyed to James Moorhead; thence North 20 degrees West 110 rods, more or less, to a maple tree; thence North 70 degrees East 80 rods, more or less, to a post; thence South 20 degrees East 110 rods, more or less, to a sugar maple tree; thence South 70 degrees west by land of James Moorhead to the place of beginning, containing 35 acres, more or less, and being part of warrant No. 1534. Reserving all the oil and salt and other minerals except coal.

The third tract above described, with the coal and other minerals in the several tracts subsequently described, being the same that Samson Short and Kate, his wife, by deed dated November 19, 1889, granted and conveyed to B. E. Cartwright, subject, nevertheless, to the unpaid part of a certain purchase money mortgage made by the said Cartwright to said Short, conditioned for the payment of the sum of \$15,620. Being the same land conveyed to the Brock Coal Company by B. E. Cartwright and Alice J., his wife, by deed dated June 23, A. D. 1890, and duly recorded in the office for the recording of deeds in Jefferson county, in Deed Book Vol. 50 at page 239 etc.

Tenth, Also, all that piece or parcel of land lying and being in the township of Snyder, County of Jefferson and State of Pennsylvania, bounded and described as follows: Beginning at a stone South 70 degrees West 50 feet distant from the centre of the track of the Ridgway and Clearfield Railroad, and which is the North-west corner of the tract until recently belonging to Martin Clover, now the property of the Brock Coal Company; thence South 60 degrees 15 minutes East 380 2-10 feet to a post, which is distant 30 feet at right angles from the centre of the Brock Coal Company's tramway; thence South 1 degree and 1 minute West 165 feet to a post; thence South 8 degrees 57 minutes West 255 8-10 feet to a post; thence South 75 degrees 30 minutes West 200 4-10 feet to a post, 30 feet distant from the centre of the Ridgway and Clearfield Railroad track; thence along the line of the right of way of the said railroad to the place of beginning, containing about 2 3-10 acres of land. Reserving the right to a wagon crossing over the tracks and right of way under the trestle work of said Brock Coal Co. to the Ridgway and Clearfield Railroad bridge over the Rattlesnake Creek, for the purpose of putting in logs and timber and other lawful purposes.

Eleventh, Also all that certain piece or parcel of land situated in the township of Snyder, county of Jefferson and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at a post which is the south-west corner of the J. W. Smith, formerly Toward, tract, which post is 1,240 feet north 70

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degrees east from a stone known as the Cherry corner and which is the north-west corner of a tract formerly the property of Martin Clover, now belonging to the Brock Coal Company; thence north 70 degrees east 754 feet to a post; thence north 20 degrees west to the south bank of Little Toby Creek; thence along the south bank of said creek in a north-westerly direction to a post which is north twenty degrees west from the place of beginning; thence south 20 degrees east to the place of beginning, containing 82-100 acres, more or less. True course variations 3 degrees 30 minutes west. Reserving, however, all the coal and mineral rights heretofore reserved in former conveyances of said land.

Twelfth, Also, all that piece or parcel of land, situate, lying and being in the township of Snyder, county of Jefferson and State of Pennsylvania, bounded and described as follows: Situate on the south bank of the Little Toby creek, and bounded on the north and east by said creek, on the west by a tract of land now the property of the Brock Coal Company, late belonging to J. W. Smith, on the south by lands of the Brock Coal company, late known as the Martin Clover tract, the aforesaid piece or parcel of land containing one-tenth of an acre, more or less.

Thirteenth, Also, all that certain piece or parcel of land, situate, lying and being in the Borough of Brockwayville, in the county of Jefferson and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at a post where the Southern line of East Main street in said Borough and the Eastern line of a proposed street; thence eastward along the aforesaid East Main street 70 feet to a post; thence southward at a right angle with the said East Main street, 150 feet to a post in the northern line of an alley; thence westward along said alley 70 feet to a post in the eastern line of aforesaid proposed street; thence northward along said proposed street 150 feet to the place of beginning, containing 16500 superficial square feet, more or less, of land, with the improvements thereon, consisting of a two-story frame dwelling house and outbuilding. With the improvements on the several tracts heretofore described consisting of one standard gauge railroad bridge across Toby creek, 1 wagon bridge, cribbing for railroad and wagon bridge, 8,931 feet tram road 25 pound rails, 3,753 feet tram road 20 pound rails, 3,861 feet tramroad 16 pound rails, 2 General Electric Company electric locomotives, 184 mining cars, 5,500 mine props, 220 mine ties, 2,544 feet hemlock lumber, 405 bracket insulators and cars complete, 25 trolly wire switches, 1,000 electric track connectors, 13 turnbuckles, 12,776 feet of main trolly wire, 46 feet of feed wire, 160 line poles, also 1 electric power house, and to include all the improvements on the several tracts of land hereinbefore described.

Seized, taken in execution, and to be sold as the property of the Brock Coal Company, at the suits of Joseph Ward, Trustee and the General Electric Company, respectively.

JOHN W. WALKER,
U. S. Marshal, Western Dist. of Pa.
Marshal's Office, March 31, 1896.

Worth Knowing.

Many thousand people have found a friend in Bacon's Celery King.

If you have never used this great specific for the prevailing maladies of the age, Dyspepsia, Liver Complaint, Rheumatism, Costiveness, Nervous Exhaustion, Nervous Prostration, Sleeplessness and all diseases arising from derangement of the stomach, liver and kidneys, we would be pleased to give you a package of this great nerve tonic free of charge.

W. B. ALEXANDER.

Wanted It Out.

An old highland sergeant in one of the Scottish regiments was going his rounds one night to see that all the lights were out in the barrack rooms. Coming to a room where he thought he saw a light shining, he roared out, "Put out that light there!"

One of the men shouted back, "It's the muns, sergeant!"

Not hearing very well, the sergeant cried in return: "I dinna care a tacket what it is! Put it out!"—Scotsman.

Not Worthy a Wife.

The missing bridegroom is getting numerous. The latest one's absence from the wedding ceremony is said to have been due to his excessive bashfulness. A man who is too modest to attend his own wedding doesn't deserve a wife, and he isn't likely to get one.—Boston Herald.

Just as He Supposed.

"Has anybody here a corkscrew?" spoke up a sharp nosed old gentleman in the sleeping car.

"I have," was the response from nearly every seat.

"Just as I thought," shouted the old gentleman. "And now who will be the first to sign the temperance pledge?"—Providence Visitor.

The Oldest Known.

A French medical paper prints what is believed to be the oldest known medical recipe. It is a tonic for the hair, and its date is 4000 B. C. It was prepared for an Egyptian queen and required dogs' paws and asses' hoofs to be boiled with dates in oil.

Gold, silver, copper, iron, tin, lead, mercury, sulphur, carbon, antimony, bismuth and zinc were the only minerals known at the time of the discovery of America.

The ancients, according to Pliny, made a very excellent sympathetic ink, using new milk as the basis.

Hotels.

HOTEL McCONNELL,
REYNOLDSVILLE, PA.
FRANK J. BLACK, Proprietor.
The leading hotel of the town. Headquarters for commercial men. Steam heat, free bus, bath rooms and closets on every floor, sample rooms, billiard room, telephone connections, &c.

HOTEL BELNAP,
REYNOLDSVILLE, PA.
J. C. DILLMAN, Proprietor.
First class in every particular. Located in the very centre of the business part of town. Free bus to and from trains and commodious sample rooms for commercial travelers.

MOORE'S WINDSOR HOTEL,
1217-29 FILBERT STREET, PHILADELPHIA, PENN'A.
PRESTON J. MOORE, Proprietor.
342 bed rooms. Rates \$2.00 per day. American Plan. 15 block from P. & R. Depot and 1/2 block from New P. & R. Depot.

Mitchell,
E. NEFF,
JUSTICE OF THE PEACE
And Real Estate Agent, Reynoldsville, Pa.

C. MITCHELL,
ATTORNEY-AT-LAW.
Office on West Main Street, opposite the Commercial Hotel, Reynoldsville, Pa.

C. Z. GORDON, JOHN W. REED,
GORDON & REED,
ATTORNEYS-AT-LAW,
Brookville, Jefferson Co., Pa.
Office in rooms formerly occupied by Gordon & Corbett, West Main Street.

W. L. McCracken, G. M. McDONALD,
Brockville, Reynoldsville,
McCRACKEN & McDONALD,
Attorneys and Counsellors-at-Law,
Offices at Reynoldsville and Brookville.

FRANCIS J. WEAKLEY,
ATTORNEY-AT-LAW,
Offices in Mahoney building, Main Street, Reynoldsville, Pa.

REYNOLDSVILLE LAUNDRY,
WAH SING, Proprietor.
Corner 4th street and Gordon alley. First-class work done at reasonable prices. Give the laundry a trial.

DR. B. E. HOOVER,
REYNOLDSVILLE, PA.
Resident dentist. In building near Methodist church, opposite Arnold block. Gentleness in operating.

DR. R. E. HARBISON,
SURGEON DENTIST,
Reynoldsville, Pa.
Office in rooms formerly occupied by I. S. McCright.

DR. R. DEVERE KING,
DENTIST,
Office at the residence of J. C. King, M. D., at corner of Main and Sixth streets, Reynoldsville, Pa.

HOTEL McCONNELL,
REYNOLDSVILLE, PA.
FRANK J. BLACK, Proprietor.

HOTEL BELNAP,
REYNOLDSVILLE, PA.
J. C. DILLMAN, Proprietor.

MOORE'S WINDSOR HOTEL,
1217-29 FILBERT STREET, PHILADELPHIA, PENN'A.

Mitchell,
E. NEFF,
JUSTICE OF THE PEACE

C. MITCHELL,
ATTORNEY-AT-LAW.

C. Z. GORDON, JOHN W. REED,
GORDON & REED,
ATTORNEYS-AT-LAW,

W. L. McCracken, G. M. McDONALD,
Brockville, Reynoldsville,
McCRACKEN & McDONALD,

FRANCIS J. WEAKLEY,
ATTORNEY-AT-LAW,

REYNOLDSVILLE LAUNDRY,
WAH SING, Proprietor.

DR. B. E. HOOVER,
REYNOLDSVILLE, PA.

DR. R. E. HARBISON,
SURGEON DENTIST,

DR. R. DEVERE KING,
DENTIST,

Robinson & Mundorf.

CASH GROCERS

The local historians of Baton Rouge, La., believe that the mortal remains of Fernand De Soto lie buried between two gigantic live oaks near the present site of Port Hudson. The books tell different tales about the death and burial of the great discoverer. Some say that he was wrapped in his mantle and thrown into the Mississippi; others that the remains were incased in a hollow log. In 1853 three hunters—Rigby, Davis and Hurin—were encamped near what is now Port Hudson. While kindling a fire they found a human skeleton in a hollow log that had been lying in a drift. The bones were those of a man six feet tall. In the log a helmet, a rusty sword and a large bronze crucifix were also found, and on one of the fingers of the skeleton's hand a large coral ring. The discoverers of this ghastly memento believe that the remains were those of De Soto, the discoverer of the Mississippi river. The burial place of the bones is well known to the Rigbys, who still reside in Louisiana.—St. Louis Republic.