#### SAVAGE ISLANDERS.

THE MAN EATING NATIVES OF THE ISLAND OF GUADALCANAR.

Hostile Mountain Tribes That Prevent the Exploration of Territory That the Spanish Discovered Over Three Hundred Years Ago-Persistent Mr. Woodford.

A few years ago the English and the Germans divided the beautiful group of the Solomon islands between themselves and then looked around to see if their new acquisition was really worth anything. They decided that the islands were lovely to the eye and good enough to keep, but that the natives were the wildest and most untamable savages they had ever met. It was all a man's life was worth to venture among them. A gunboat or two have been kept in the neighborhood of late years, but these have not prevented the head hunters and cannibals from lopping off a white man's head on every convenient occa-

The scene of the latest native exploit is the large island of Guadalcanar. Several members of an Austrian scientific expedition, while climbing the mountain known as the Lion's Head early in August, 1896, were attacked by the bushmen or island natives. Five of the party were killed and six were wounded, including two guides and some sailors. A simultaneous attack was made upon the climbers and the small party they had left in camp below. Of course the natives were no match for guns, and they were soon driven into the bush, but not before they had inflicted terrible loss. Among the killed was Baron von Norbeck.

The Lion's head is in the very heart of the island, being almost equidistant beween the sides and ends of Guadal-No white man had ever been there before. No white man had ever penetrated the interior before except Mr. C. M. Woodford, and he went only about 15 miles inland, ascending the Aola river. Then he had to turn back for excellent reasons, in which the natives were concerned. But we must not forget poor Benjamin Boyd, who disappeared among the coast woods and was never seen again. It is said that this well to do Briton intended to declare the island annexed to his country on the strength of his landing there. At any rate he landed with his shotgun and said he was going to shoot a mess of pigeons, and that was the last that was ever seen of poor Ben Boyd. For some years presents were made to the coast natives marked "B. B." and "Ben Boyd, we are looking for you," but nothing was ever heard of his fate.

The island is about 80 miles long and 40 wide, and it is one of the southern Solomons, in the British territory. A large map has been made of it, chiefly white, for all that it shows is the coasts, the mouth of the rivers, the mountains that can be seen from the sea, and the two little rivers that Woodford has explored. All the rest is blank. Lion's head is a prominent feature, and

it is estimated to be 5,500 feet high.

In 1886 Mr. Woodford attempted to reach Lion's head, but was prevented by the hostility of these mountain tribes, who brought the Austrian party to grief, and by the timidity of his guides. But he lived six months among the coast natives at the little town of Aola. By means of most liberal presents he made friends with the natives They never stole anything from his hut, and he often induced them to accompany him on small trips into the

The people living inland usually ran into the bush when they saw him coming, but their fears were allayed by his native friends, who would shout that be was a good white man who bought butterflies, birds, snakes and stone axes and measured the water. But the people of the mountains still farther inland could not be mollified, and all his attempts to reach Lion's head and the still higher mountain of Lammas resulted in failure. The farther he and his coast natives went up the river Aola in their cauces the more timid his escort became. They rounded every bend in the river with spears poised and keeping a good lookout.

Any white man on the coasts of the Solomon group must be constantly on his guard. If he attempts to go inland and ascend a mountain, his life is hardly worth purchasing, even though a man-of-war may be lying in a neigh-boring harbor ready to purn a dozen villages if any harm is done. This is the mistake the Austrian party made. The natives are very superstitious about the mountain tops. Some dread object, a huge fish or clam or a devil, always lives there, and woe will betide the whole island if his peace is disturbed.

Cannibalism is very common, and bodies are hawked about for sale from town to town. Not a few white traders and natives coming to the Solomon is-lands on vessels have been killed solely for their heads, for all these natives, like many other savages in the Pacific, regard a collection of human heads as a treasure beyond price. Men-of-war always visit the coast after these murders, but they are usually unable to captur the culprits, as the natives invariably retire into the bush when they see a warship coming. Awhile ago the Eng-Hish did catch one of the murderers. They got together a large crowd of the natives, and most impressively shot the oriminal, but no deep moral effect seems

to have been produced.
In 1888 Mr. Woodford again visited he islands, and again he failed to reach the mountains of Guadalcanar. The austrians reached the mountains, but aid a terrible price for it. So these is-aid a terrible price for it. So these is-ands, discovered by the Spanish more han 800 years ago, are still almost as ittle known, excepting their coast lines, a the antarctic continent.—New York

The digit, a Hebrew measure of night, was a little over nine-tenths of a inch. 'It was taken from the second int of the right forefinger.

The fashion of the world changes, and the trade of the epitaph maker grows slack. Here and there, it is true, some one is still honored after the old custom, but for the most part a text, ppropriate or the reverse, a brief rec ord of birth and death, a word or two of vague and general significance, with possibly a simple expression of regret, have replaced in our modern cemeteries those shorthand histories of the dead, tragic or humorous, tender or severe, Some stained as with wine and made bloody, And some as with tears,

which formerly marked their resting

It is not that in these later years men have lost that craving for remembrance which, as old as life itself, is so vain, in the case at least of the commonalty of the race, that it might well be a subject for laughter were it not that what, seen from without is purely grotesque, assumes quite another complexion when it is touched by our own personality. It is not that the desire to be remembered is gone, and it is likely enough that in some fashion or another we should all still be epitaph makers, for ourselves or other people, if we had not lost faith in the permanency of the work. But time brings involuntary wis-dom. "Our fathers find their graves in our short memories, and sadly tell us how we may be buried in our survivors." "While I live," promises a lover with melancholy truthfulness in a Roman epitaph quoted by Mr. Pater
—"while I live you will receive this
homage; after my death, who can tell?" And so it comes to pass that, submitting to the inevitable, men learn to limit their aspirations and to content themselves, by way of epitaph, with the "two narrow words, 'Hic jacet,' " with which, says Sir Walter Raleigh, "elo-quent death" covers all.—I. A. Taylor in North American Review.

#### What to Say About the Baby.

One is always expected to say some-thing when looking for the first time on a new baby, and, as it is neither kind safe to tell the truth and say that the little, red, podgy creature doesn't look like anything, an English magazine gives a list of unpatented and uncopyrighted remarks to be used on such occasions:

"Isn't he sweet? He looks like you." "I think he is going to look like his father.

"Hasn't he dear little fingers? Do let me see his dear little toes."

"Isn't he large?"
"Isn't he a tiny darling?" "How bright he seems.

"Did you ever see such a sweet little mouth? 'Isn't he just too sweet for any-

"The dear little darling. I never saw so young a baby look so intelligent. "Do, please, let me hold him just a

minute Any and all of these remarks are warranted to give satisfaction, just as they have been giving satisfaction from time immemorial until the present day. -Ex-

Tom Reed's Argument Against Hanging. "Did you ever hear Tom Reed's argument against capital punishment?"
asked an attorney. "It was over in Topsham, during Tom's undergraduate experience at Bowdoin. A deacon had argued that 'Whoso sheddeth man's blood, by man shall his blood be shed.' The Mosaic law didn't hit young Mr. Reed, so he jumped up and drawled: 'Supposing, sir, we take the law which the gentleman has quoted and see where the logical deduction would bring us out. For instance, one man kills another, and another man jumps in and kills the man who killed the first, and so on until we come to the last man on earth? kill him? He can't con mit suicide. It is contrary to law, for the same law forbids it. Now, deacon,

what's the last man going to do? Must he wait until he is struck by lightning?' "The logic was unfair, but it won the debate."—Lewiston Journal.

#### A Chamberlain Story

The romarkable youthfulness of Mr. Chamberlain's appearance has given rise to many stories. Here is one of them: In the days when he was a mem-ber of Mr. Gladstone's administration the distinguished statesman had occasion to cross the Irish sea on a day when the boat was overcrowded and there were no berths for all. He was attended by a private secretary with a beard. The private secretary picked acquaint-ance with a Scotchman, and the Scotch-man made a suggestion for the distribution of the party on the principle of age before honors. "You and I, mon," he said, "will occupy the berths, and tho wee laddie can just lie himself down on the floor."

Persian Tears. A physician who has just returned from a visit to Persia says that the Persians still believe that human tears are a remedy for certain chronic diseases. At every funeral the bottling of mourners' tears is one of the chief features of the ceremonies. Each of the mourners is presented with a sponge with which to mop off his face and eyes, and after the burial they are presented to the priest, who squeezes the tears into bot-tles, which he keeps. This custom is one of the oldest known in the east and bas probably been practiced by the Persians for thousands of years. Mention is made of it in the Old Testament.

Between the mountains of India and Persia is a powerful tribe among whom an extraordinary custom prevails. Woman's rights have apparently received full recognition, for the ladies of the tribe can choose their own husbands. All a can choose their own husbands. All a single woman has to do when she wishes to change her state is to send a servant to pin a handkerchief to the hat of the man on whom her fancy lights, and he is obliged to marry her, unless he can show he is too poor to purchase her at the price her father requires.

#### Mailroad Cime Cables.

DENNSYLVANIA RAILROAD.

IN EFFECT NOVEMBER 15, 1896.

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

EASTWARD

2:01 a m-Train 8, daily except Sunday for Sumbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:23 p. m., New York, 9:23 p. m.; Baltimore, 6:00 p. m.; Washington, 7:16 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

2:25 p. m.-Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 A. M.; New York, 7:33 A. N. Fullman Sleeping cars from Harrisburg and Philadelphia and New York, Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M.; New York, 9:43 A. M. on week days and 19:28 A. M. on Sunday; Haltimore, 6:20 A. M.; Washington, 7:40 A. M. on week days and 19:28 A. M. on Sunday; Haltimore, 6:20 A. M.; Washington, 7:40 A. M. Pullman cars from Erle and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeppr at Harrisburg. Passenger coaches from Erle to Philadelphia and Williamsport to Baltimore.

WESTWARD

121 a. m.—Train 1, daily except Sunday for Ridgway, DuBols, Clermont and Inter-mediate stations. Leaves Ridgway at 3:10 p. M. for Erie. 150 a. m.—Train 3, daily for Erie and inter-mediate points.

35 p. m.--Train 11, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

FROM THE EAST AND SOUTH.

TRAIN 11 leaves Philadelphia 8:30 A. m.! Washington, 7:30 A. M.; Baltimore, 8:50 A. M.; Wilkesbarre, 10:15 A. M.; daily except Sunday, arriving at Driftwood at 5:55 P. M. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:30 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.

TRAIN I leaves Renovo at 6:30 a. m., daily except Sunday, arriving at Driftwood 7:21

#### JOHNSONBURG RAILROAD.

(Daily except Sunday.) TRAIN 19 leaves Ridgway at 9:20 a. m.; . sonburg at 9:38 a. m., arriving at Cler

"RAIN 20 leaves Clermont at 10:45 a. m. ar-riving at Johnsonburg at 11:41 a. m. and Ridgway at 12:00 a. m.

### RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

A.M.	STATIONS.	P. M.	P.M.
9 25	Ridgway	2 00	6 30
9.33	Island Run	1.00	6.23
9.36	Mill Haven	1.48	6 19
9.48	Croyland	1.37	6.09
9.52	Shorts Mills	1 34	6 04
9.57	Blue Rock	1.29	5 59
9.59	Vineyard Run	1.27	5 57
10.01	Carrier	1.23	5 54
10.12	Brockwayville	1 15	5.44
10 23	McMinn Summit	1 05	5 33
10.25		12 58	5.28
10.30	Falls Creek	12 50	5 20
0.45	DuBois	12 40	5 10
	A. M. 9 25 9 36 9 36 9 48 9 52 9 57 9 59 10 12 10 22 10 25 10 25 10 25	9 25 Ridgway 9 25 Island Run 9 36 Mill Haven 9 48 Croyland 9 52 Shorts Mills 9 57 Blue Rock 9 39 Vineyard Run 10 01 Carrier 10 12 Brockwayville 10 22 MeMinn Summit 10 25 Harveys Run 10 20 Falls Creek	9 25 Ridgway 2 00 9 25 Island Run 1 52 9 36 Mill Haven 1 48 9 48 Croyland 1 37 9 52 Shorts Mills 1 34 9 57 Blue Rock 1 29 9 39 Vineyard Run 1 27 10 11 Brockwayville 1 15 10 22 McMinn Summit 1 05 10 25 Harveys Run 1 25 10 25 Harveys Run 1 25 10 25 Falls Creek 1 25 10 30 Falls Creek 1 25 10 30

Eastward. Train 8, 7:17 a. m. Train 6, 2:10 p. m. Train 4, 7:55 p. m. Westward. Train 3, 11:34 a. m Train 1, 3:10 p. m Train 11, 7:21 p. m S M. PREVOST, Gen. Manager.

BUFFALO, ROCHESTER & PITTS BURGH RAILWAY.

The short line between DuBols, Ridgway, Brudford, Salamanca, Buffaio, Rochester, Niagara Falls and points in the upper oil region.

On and after Nov. 15th, 1896, passen-zer trains will arrive and depart from Falls Creek station, dally, except Sunday, as fol-

7.25 a m and 1.25 p m for Curwensville and Clearfield.

Clearfield.

10.00 a m-Buffalo and Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jowett, Bradford, Salamanca, Buffalo and Rochester; connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Eric.

10.27 a m-Accommodation—For Sykes, Big Run and Punxsutawney.

10.18 a m-For Reynoldsville.

1.15 p m—Bradford Accommodation — For Beechtree, Brockwayville, Ellmont, Car-mon, Ridgway, Johnsonburg, Mt. Jewett and Bradford. 5 p. in.—Accommodation for Punxsu-tawney and Big Run.

4.25 p. m.—Mail—For DuBois, Sykes, Big Kun Punxsutawney and Walston. -Accommodation for Big Run and Punxsutawney.

Pansautawhey.

Passengers are requested to purchase tickets before entering the cars. An excessing 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. McIstyre. Agent, Falls Creek, Pa. E. C. Lafey, Gen. Pas. Agent, Rochester N. Y.

### BEECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co., Lessee CONDENSED TIME TABLE.

EXP Mail No 37 No 33	Nov. 16, 1806.	EXP No 30	Mail
p m p m 155 Arr	PATTONLo	re a m	P m
9 30 1 10 9 05 12 35 Lve	KermoorA	15 00 rr 5 25	4 40 5 05
	GAZZAM		5 15
8 49 12 15 Art	KermoorLv	e 541	5.22
8 45 12 11	New Milport	5 46	
8 33 11 59	Olanta Mitchells	5 58	
8 16 11 40 Lve	.Clearfield June. A	rr 6 15	5 57
8 08 11 31	.CLEARFIELD	. 6 25	16 05
7 57 11 21 Arz	.Clearfield June. Lv	re 635	6 39
7 48 11 12	Woodland	6 45	
7 42 11 05	Bigler	6 52	6.53
		7.00	
	MunsonA		
6 55 10 16 Lve	PHIL'PSB'G A	r 740	
7 40 11 01 Am	(PHIL PSBG) L	re 6.55	
7 18 10 36 Arr	MunsonLv	re 7.17	7 17
7 12 10 32 6 48 10 12	Winburne	7 22	7 22 7 42
6 26 9 50	Gillintown	7.57	
6 16 9 43	SNOE SHOE	. 804	
5 18 8 48	BEECH CREEK	5 48	8 57
5 05 8 33	Mill Hall	. 9 01	
4 58 8 25	LOCK HAVEN	9.07	9 17
435 800 JE	SEY SHORE JUN	C. 9 16	
4 30 7 55	JERSEY SHORE.	9.30	
	WILLIAMSP'T A	rr 10 60	
pm am		n m	p m
pm am Pn	ILA. & READING R.	R. a m	p m
12 40 16 55 Art	WILLIAMSP'T L	ve +10 20	*11 30
48 ab *11 ab Lve	A PHILA A	IT 5 00	7 10
14 30 Lv	N.Y.via Tamaqua	Ar 600	
	.N. Y. via Phila., /		
am pm		p m	n m
"b" New York	Veek-days § 5 00 ‡ 10 55 a m Sunday k passengers travel on 10 20 a m train fr change cars at Col	ing via	Phil-

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New Rethlehem
Oak Ridge
Maysville.
Summerville
Brookville Bell Fuller Reynoldsville Pancoast Falls Creek DuBobs 1 35

Grant Driftwood	19 52 3 30 P. M.	9 05 P. M	8 97 8 55 A. M.	A. M.	P. M.
	WEST	WARD	-		
	No.2	No.6	No.10	106	110
STATIONS.				P. M.	
Driftwood	10 10	75 100	5 90	P. M.	E. 36
Grant	+10 38	+5 57	45 59	1	
Benezette	10 48	6.00	6 00		
Tyler	11 17	6.34	6 39		
Penfield	11 26	6 43	6 40		
Winterburn	11 32	6 49	6 55		
Samin	11.42	6.50	7 06		
DuBois	12 55	7 12	7.20	12 40	5 10
Falls Creek	1. 1.20	7.25	7 35	12 50	5 20
Pancoast	1 31	7 31	17.41	-	1000
Reynoldsville		7.40	7 50	1. 3	
Fuller	1.56	7 57	18 97		
Bell	12.09	75 (0)	18 19		
Brookville	2 16	8 16	5.20		
Summerville Maysville	2 32 2 52	8 32 8 52	8 42		
Oak Ridge,	3 00	9 00	19 10		
New Bethlehem	3 10	9 10	9.00		
Lawsonham		0 43	2.20		
Red Bank	3 53	9.55			
new martin party	P. 70	A. 10		P M	P. M.

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