

CLIMATIC EXTREMES.

PARTS OF THE COUNTRY WITH ONE PECULIARITY OR ANOTHER.

The Yellowstone Has the Greatest Range of Temperature—Death Valley the Hottest Place—Where It Rains Every Day, Over the Hill From Winter to Summer.

I have run about the United States a good deal for the last 30 years and have made monetary notes of such climatic peculiarities as have come under my observation.

The place having the widest range of temperature of any with which I am familiar is Fort Kough, in the Yellowstone valley. Not infrequently in the winter the mercury tumbles down to 50 degrees below zero, and it has been known in summer to climb up to 120 degrees above.

Here is an extreme range of 170 degrees, and yet people manage to live very comfortably there the year round. In the early summer the grass on the plains and hills turns brown and yellow, and all green vanishes from the wide landscape except where a fringe of cottonwood trees skirts a water course. It is a peculiarity of the extreme high temperature in the arid regions that you do not perspire at all—that is, you do not sensibly perspire.

The moisture is all evaporated from your skin as fast as it is formed by the extreme dryness of the air. The heat is not nearly so oppressive, however, as it is at a temperature of 80 or 90 degrees along the Atlantic seaboard. If you are indoors or under the shade of a tree, you are quite comfortable.

Anything that will break the fierce rays of the sun is sufficient to relieve you from all oppression from the high temperature.

Traveling some years ago across the hot, billowy plain of the great basin of the Columbia with a camping party looking up a route for a railroad, we came to a huge columnar rock of black basalt. The day was intensely hot. We stopped the teams, and, throwing ourselves down on the shady side of the rock, we recalled the phrase in the Bible about "the shadow of a great rock in a weary land" and realized that a little shade meant as much to the people of arid Palestine, as to us tired travelers in arid America.

The hottest place in the United States is unquestionably Death valley, in southern California. It is about 200 feet below the sea level and is rimmed around with black, bare mountains. Birds flying across this valley in the heated season often drop dead. Borax is found here, but the mining processes cease in the heat of midsummer. I read somewhere of a party of men who entered the valley in July, knowing nothing of the deadly heat, and who preserved their lives by lying all day in the water of a little stream that came out of the mountains and was soon dried up in the fierce rays of the sun. They were glad to escape under the cooling shades of night.

The rainiest place in the United States is Neah bay, on the strait of Fuca, in the state of Washington. It actually rains every day in the year, and the total annual precipitation is nearly 100 inches. There is an Indian reservation on the bay. The natives have a very pretty knack of making ornamental basins and carving wooden bowls, which they decorate with high colors.

The most remarkable climatic barrier in the United States is that of the Cascade mountains, in Washington. In winter time the railway train toils up the eastern slope of these mountains between the walls of snow higher than the roofs of the cars in a long winding lane scooped out by the rotary plow. Once through the tunnel on the Northern Pacific, or over the switchback on the Great Northern, you suddenly leave winter behind you, and, whirling down the western slope of the mountains, in less than an hour you meet the full spring. The grass is green, waterfowl swim on the rivers and bays, the crows are holding their annual conventions in the trees with much oratorical clamor, and when you arrive at Tacoma you find the flowers blooming in the dooryards. The change seems magical and is as great as if you should start from Cui-coago in January and travel to the Gulf of Mexico, yet the whole distance you have traversed to bring about this wonderful transformation is less than 100 miles.

The most peculiar climatic region with which I am familiar is the Puget sound basin, in the state of Washington. It is separated from the ocean on the west by the rugged snow clad range of the Olympic mountains, and its eastern boundary is the still loftier range of the Cascades. The sound is connected with the Pacific by the broad strait of Juan de Fuca, and up this strait pours a great volume of moist air, brought by the Japan current from far out to sea. The mountains of Vancouver island on one side and the Olympics on the other make of the strait an enormous funnel, and the moisture laden winds are condensed against the cold, snowy ranges on either hand and are precipitated in frequent showers upon the shores of the sound. It rarely snows there, but it rains a little almost every day from October to June. The result is to produce a dense vegetable growth in the forest consisting of immense trees—fir, hemlocks, spruces and cedars—and of undergrowth so dense that it is almost impossible to force your way through it without hard work with an ax. A St. Paul man of my acquaintance went out to that region to see what he called his farm. He owns a tract of land five or six miles from Olympia, the capital of the state, and had often boasted about that farm to his acquaintances. He set out from Olympia on horseback to view the land, but after three hours' hard struggle in the forest he turned back without even getting sight of his possessions, and was followed as far as the clearing by a cougar, which hastened his progress by its dismal and menacing howls.—Chicago Times-Herald.

"Prospectors ought to be taught," said Professor B. Sadtler, "that in opening a new camp absolute honesty in regard to values is essential. A well defined lead may not have values at the surface and yet be a good property, while all the lying and other dishonest actions possible will not make a mine out of a barren lead, and such things being sure to be detected often have the effect of setting back a district which is really possessed of merit. A short time since I went up the Platte to examine some prospects near Pine Grove. I went through the territory carefully and selected my samples and was packing them when a man who has a number of claims in the vicinity came up and threw a piece of rock on the pile, with the remark that he had just picked it up and it looked as if it might run well. I knew at once that the rock had not come from any of the prospects that I had examined and said nothing.

"When I had the assays made, I had this piece assayed separately. It ran several ounces in gold, and the rest of the samples ran about \$1 in gold. It was one of the cheapest cases of an attempt to salt that I ever experienced. On another occasion the same man worked a number of Denver people in a scheme having for its base an alleged tin deposit. He simply soaked a piece of ore in chloride of tin. He didn't even know how to salt the ore in such a manner that it could not be detected by the first assayer who saw it, for every one who was at all familiar with ore saw at a glance that it was not tin ore."

—Denver Republican.

Crossing the Atlantic. "The best time to cross the Atlantic," says a woman traveler, "is in winter. The passenger list is large enough then for company and small enough for comfort. Everybody gets acquainted with everybody else, and though the voyage is apt to be prolonged no one complains. I went over in a mob last summer and was miserable. The contrast with my return voyage was very pronounced. Another suggestion is to take one of the slow boats. The few crack speeders are filled, usually, with the rich society set who cross to the other side. They consider the trip a bore and all the persons on board not on their visiting list. It is a crime. The atmosphere on the less fashionable boats, for the smart set affects its ocean liners as it does its other fashions, is much more agreeable. There is sure to be a genial, delighted company, to which one is made welcome, and of which one holds ever afterward delightful memories."

—St. Louis Republic.

The French Press. The French press is probably the highest in literary excellence and the lowest in morality and commercial honor of any of the great civilized nations of the world. In this respect it reflects the character of the people—artistic, but lacking in depth, caring more for the form than for the substance. Naturally color printing has been carried to a higher degree of perfection in Paris than any other city, the reproductions of her famous paintings and the colored engravings in the art supplements of leading newspapers, such as Le Figaro, being unrivaled.—Chautauquan.

Practical. Chawley Gotrocks—My dearest Margaret, I love you tenderly, devotedly. Your smiles would shed— Margaret—Never mind the woodshed. How about a residence built for two.—Washington Times.

Hotels. HOTEL MCCONNELL, REYNOLDSVILLE, PA.

FRANK J. BLACK, Proprietor. The leading hotel of the town. Headquarters for commercial men. Steam heat, free bath, rooms and closets on every floor, sample rooms, billiard room, telephone connections, etc.

HOTEL BELNAP, REYNOLDSVILLE, PA.

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

Miscellaneous. 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, ATTORNEY-AT-LAW, Brookville, Jefferson Co. Pa. Office in room formerly occupied by Gordon & Corbett West Main Street.

G. M. McDONALD, ATTORNEY-AT-LAW, Notary Public, real estate agent. Patents secured, collections made promptly. Office in Nolan block, Reynoldsville, Pa.

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

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

D. R. E. HARBISON, SURGEON DENTIST, Reynoldsville, Pa. Office in rooms formerly occupied by J. S. McCreight.

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

Is Marriage a Failure? Have you been trying to get the best out of existence without health in your family? Have you been wearing out your life from the effects of Dyspepsia, Liver Complaint and Indigestion? Are you sleepless at night? Do you awake in the morning feeling languid, with coated tongue and sallow, haggard looks? Don't do it. A shout in the camp tells how Bacon's Celery King has cured others; it will cure you. Trial package free. Large sizes 50c. and 25c. at Reynolds Drug Store.

Railroad Time Tables. PENNSYLVANIA RAILROAD. IN EFFECT NOVEMBER 15, 1896.

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

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

9:23 a. m.—Train 9, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:42 p. m.

9:42 a. m.—Train 10, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:01 p. m.

10:01 a. m.—Train 11, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:20 p. m.

10:20 a. m.—Train 12, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:39 p. m.

10:39 a. m.—Train 13, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:58 p. m.

10:58 a. m.—Train 14, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:17 p. m.

11:17 a. m.—Train 15, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:36 p. m.

11:36 a. m.—Train 16, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:55 p. m.

11:55 a. m.—Train 17, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:14 p. m.

12:14 p. m.—Train 18, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:33 p. m.

12:33 p. m.—Train 19, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:52 p. m.

12:52 p. m.—Train 20, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 10:11 p. m.

1:11 p. m.—Train 21, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 10:30 p. m.

1:30 p. m.—Train 22, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 10:49 p. m.

1:49 p. m.—Train 23, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 11:08 p. m.

2:08 p. m.—Train 24, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 11:27 p. m.

2:27 p. m.—Train 25, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 11:46 p. m.

2:46 p. m.—Train 26, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 12:05 p. m.

3:05 p. m.—Train 27, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 12:24 p. m.

3:24 p. m.—Train 28, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 12:43 p. m.

3:43 p. m.—Train 29, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 13:02 p. m.

4:02 p. m.—Train 30, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 13:21 p. m.

4:21 p. m.—Train 31, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 13:40 p. m.

4:40 p. m.—Train 32, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 13:59 p. m.

5:00 p. m.—Train 33, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 14:18 p. m.

5:19 p. m.—Train 34, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 14:37 p. m.

5:38 p. m.—Train 35, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 14:56 p. m.

5:57 p. m.—Train 36, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 15:15 p. m.

6:16 p. m.—Train 37, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 15:34 p. m.

6:35 p. m.—Train 38, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 15:53 p. m.

6:54 p. m.—Train 39, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 16:12 p. m.

7:13 p. m.—Train 40, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 16:31 p. m.

7:32 p. m.—Train 41, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 16:50 p. m.

7:51 p. m.—Train 42, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 17:09 p. m.

8:10 p. m.—Train 43, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 17:28 p. m.

8:29 p. m.—Train 44, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 17:47 p. m.

8:48 p. m.—Train 45, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 18:06 p. m.

9:07 p. m.—Train 46, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 18:25 p. m.

9:26 p. m.—Train 47, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 18:44 p. m.

9:45 p. m.—Train 48, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 19:03 p. m.

10:04 p. m.—Train 49, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 19:22 p. m.

10:23 p. m.—Train 50, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 19:41 p. m.

10:42 p. m.—Train 51, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 20:00 p. m.

11:01 p. m.—Train 52, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 20:19 p. m.

11:20 p. m.—Train 53, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 20:38 p. m.

11:39 p. m.—Train 54, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 20:57 p. m.

11:58 p. m.—Train 55, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 21:16 p. m.

12:17 p. m.—Train 56, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 21:35 p. m.

12:36 p. m.—Train 57, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 21:54 p. m.

12:55 p. m.—Train 58, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 22:13 p. m.

1:14 p. m.—Train 59, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 22:32 p. m.

1:33 p. m.—Train 60, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 22:51 p. m.

1:52 p. m.—Train 61, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 23:10 p. m.

2:11 p. m.—Train 62, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 23:29 p. m.

2:30 p. m.—Train 63, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 23:48 p. m.

2:49 p. m.—Train 64, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 24:07 p. m.

3:08 p. m.—Train 65, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 24:26 p. m.

3:27 p. m.—Train 66, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 24:45 p. m.

3:46 p. m.—Train 67, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 25:04 p. m.

4:05 p. m.—Train 68, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 25:23 p. m.

4:24 p. m.—Train 69, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 25:42 p. m.

4:43 p. m.—Train 70, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 26:01 p. m.

5:02 p. m.—Train 71, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 26:20 p. m.

5:21 p. m.—Train 72, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 26:39 p. m.

5:40 p. m.—Train 73, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 26:58 p. m.

6:00 p. m.—Train 74, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 27:17 p. m.

6:19 p. m.—Train 75, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 27:36 p. m.

6:38 p. m.—Train 76, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 27:55 p. m.

6:57 p. m.—Train 77, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 28:14 p. m.

7:16 p. m.—Train 78, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 28:33 p. m.

7:35 p. m.—Train 79, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 28:52 p. m.

7:54 p. m.—Train 80, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 29:11 p. m.

8:13 p. m.—Train 81, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 29:30 p. m.

8:32 p. m.—Train 82, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 29:49 p. m.

8:51 p. m.—Train 83, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 30:08 p. m.

9:10 p. m.—Train 84, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 30:27 p. m.

9:29 p. m.—Train 85, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 30:46 p. m.

9:48 p. m.—Train 86, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 31:05 p. m.

10:07 p. m.—Train 87, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 31:24 p. m.

10:26 p. m.—Train 88, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 31:43 p. m.

10:45 p. m.—Train 89, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 32:02 p. m.

AUDITORS' REPORT

Of Winslow Township for the Year Ending March 31, 1897.

I, MARTIN FOLTZ, Supervisor.

DR.

To amt of sent duplicate... \$1,296 41

" unsorted duplicate... 30 45

" from county treasurer... 102 29

" from collector... 240 00

" balance due Foltz... 21 29

CR.

By amt due him on last year's... \$1,079 96

" lab'd done and exp's... 1,528 84

" council fee and costs... 20 00

" time, 166 days... 322 00

" exonerations... 10 00

" returned sent... 172 24

CR.

To amt of sent duplicate... \$1,284 41

" unsorted duplicate... 30 45

" from collector... 240 00

" balance due Foltz... 21 29

CR.

By amt labor on roads... \$1,541 84

" returned to Com... 24 25

" 2 years contract fee... 21 75

" paid for filing... 30 00

" paid costs West Reyn... 62 50

" time 166 days... 322 00

" exonerations... 10 00

" returned sent... 172 24

CR.

To amt of duplicate... \$1,292 99

" from last year's... 284 33

" assumed Joseph Rey... 28 71

CR.

By amt sold unsorted... \$270 00

" sold surplus's orders... 830 76

" paid on judgments... 125 47

" per centage... 27 00

" returned to Co. Com... 28 25

" exonerations... 24 19

" returned to balance... 144 71

CR.

To amt from collector... \$222 00

" from other sources... 204 02

" balance due W. J. Bower... 304 02

CR.

By keeping papers... \$208 41

" services and expenses... 32 00

" relief papers... 7 50

" medical attendance... 45 45

" bills paid... 37 50

" medical attendance... 13 74

" contract fees... 15 00

" Warren Hospital... 32 25

CR.

To amt from collector... \$741 48

" from other sources... 199 25

" bal. due G. W. Mohney... 10 98

CR.

By keeping papers... \$257 75

" services and expenses... 118 64

" bills paid... 37 50

" medical attendance... 13 74

" contract fees... 15