

BLACK ROCKS.

A Story of the Early Days of the Connellsville Coal Region.

A writer in Forest and Stream says that Elias Blank, one of the early settlers of what is now the great Connellsville coal region, in western Pennsylvania, was among the first Americans to burn soft coal. How the thing came about is thus described:

One night Mr. Blank was aroused by a rapping at his door. Opening it, he admitted a famous Indian fighter, Lewis Whetzell, and a companion, Jonathan Gates, commonly known as "Long Arms."

"Friend Lewis," said Blank, "where have thee and our friend been and where bound?"

"I want to get out of here at once," said Whetzell, "and Long Arms is of the same opinion. This country's bewitched, and Long Arms and I are nearly scared to death."

"Friend Lewis, thee must not tell such stories to me," said old Elias. "Thee knows I am thy friend, and I have saved thee when a price was on thy head. I know thou art a man of courage, and friend Jonathan Gates, whom some call Long Arms, fears nothing on earth, and I'm fearful nothing that he and thee are scared over almost unto death. Shame on thee so to declare before thy friend, who loves ye both as he were thy father!"

"No, no, Elias," said Whetzell, dropping into the Quaker speech. "I tell thee no lie. We are scared. Yesterday afternoon we were in hiding about a mile from Dunkard creek, and in the evening we built a fire under the bank very carefully, and we got some black rocks to prop up a little kettle and put them beside the fire rather than in it, and the black rocks took fire and burned fiercely, with a filthy smoke and a bright light, and Long Arms said the devil would come if we staid, and we grabbed our kettle and poured out the water and made our way here, leaving the black rocks to burn."

Elias Blank was much interested. He did not tell Whetzell what the black rocks were, but he found out exactly where the men had made their fire, and when they went away he gave them each a new Ezra Engle rifle, a knife and a tomahawk, with four pounds of powder and a supply of lead.

Then he hunted up their camping ground, found the "black rocks" and opened a coal bank into one of the river hills, and this coal bank is still in existence in a 12 foot vein of coal that is absolutely free from slate and burns like pitch.

Resting at Unyanyembe.

My march is nearly over. I have got back into well beaten tracks and am even occupying a house where nearly every Englishman who has entered this region of Africa has lain and groaned over his fevers, his delays and the thousand and one troubles incidental to African travel. Livingstone waited here with patient resignation for months, ruminating no doubt now on the great lake, anon on the "great open sore of the world." Stanley barricaded and loop-holed its walls in the war with Mirambo. Here Cameron groaned over his fevers and his delays, and before me rises the picture of Murphy, stout and burly, sinking with a groan to the ground, and Dillon, blind and helpless, lying wearily on his couch. In later times Captain Carter of elephant fame had to flee from the house as from a house infected, and but a few days ago his Scotch assistant and two Belgians were on the point of shooting each other with their revolvers, and, last of all, to close this "strange, eventful history," here lies yours truly, resting from his long and lonely march and feeling as if his work was over.

I am at the present moment a prey to that horrible scourge, prickly heat, making me feel as if needles were oozing out of every pore of my corpus. Mosquitoes by the million buzz about my ears, but sing no pleasant love song to my maddening brain. I am also a martyr to certain volcanic eruptions vulgarly known as boils, which prevent me from sitting, lying, walking or standing with any degree of comfort. Then the temperature is so high that at midday I have not got out of my pyjamas, while to get a breath of air I have continually to resort to the fan. —Biography of Joseph Thompson, African Explorer.

Clean Shirts in Germany.

The Berlin Boersen-Courier tells about a German's invention of a paper shirt front which is intended to appeal to the large number of continental Germans who wear dickyies. The shirt front has a paper collar polish and is in seven layers. As each layer is torn off it reveals another white, glistening front. Thus from one paper dicky the wearer may evolve a clean paper shirt front for every day in the week. The dicky is made to button to any kind of shirt. It costs but 80 pfennig, or about 7 cents; consequently the expense of a clean front is but a cent a day. In view of the prevalence of the dicky habit in Germany the inventor has taken steps to manufacture his compound shirt fronts in large quantities.

Acids and the Teeth.

It is a dentist's word that acids are quite as injurious as sweets to the teeth, unless their traces are promptly removed. Oranges or apples eaten at night need the brush as certainly as do candy and other sweets. If persons would be careful, too, what is taken before a tooth filling appointment, those with sensitive teeth will find some mitigation to their suffering. Acids that set the teeth on edge are particularly to be avoided.

Good Arguments.

Yabsley—Mudge, what makes you laugh at your own stories?

Mudge—Why shouldn't I? If they were not worth laughing at, I would not tell them. —Indianapolis Journal.

Milton's Wives and Daughters.

Of Milton's three wives and his relations with them enough has been written. It was a hard thing to be Milton's wife or Milton's daughter. He was stern, he was austere, he was self-centered; his impeccable strength was purchased by a sublime and monotonous egotism, which is the name they give to selfishness in poets. Very chill must have been the life of his girls in that Puritan house, reading to the unwrapped Puritan father from languages they did not understand and taking down from his lips poetry they understood still less. Milton found them undutiful. Poor little "undutiful" daughters! Fathers had terrible conceptions of duty in those days. Did any one ever want to know Milton? Did any one ever not want to know Shakespeare? Doubtless there are readers of the Exeter Hall class who would have yearned for the glossy company of the "great Christian poet." But, on the whole, how thankful one should be that Shakespeare was not a "Christian poet!" —Academy.

Does It Pay to be Sick?

Besides the discomfort and suffering, illness of any sort is expensive. Hundreds of people consult the doctors every day about coughs and colds. This is better than to suffer the disease to run along, but those who use Otto's Cure for the throat and lungs do better still. It costs less and the cure is certain. You can get a trial bottle free of our agent, H. Alex. Stoke. Large size 25c. and 50c.

Livery stable keepers should always keep Arnica and Oil Liniment in the stable, nothing like it for horses. Arnica & Oil Liniment is equally good for man and beast. 25 and 50 cents per bottle. For sale by H. A. Stoke.

Thousands walk the earth to-day who would be sleeping in his bosom but for the timely use of Dawn's Elixir. For sale by H. A. Stoke.

For a mild cathartic and efficient tonic, use Baxter's Mandrake Bitters. Every bottle warranted. For sale by H. A. Stoke.

DR. HENRY BAXTER'S MANDRAKE BITTERS,
CURES CONSTIPATION AND BILIOUSNESS.
A delightful tonic and laxative. Can be taken by young and old. No dieting necessary. Eat anything you like and plenty of it. Builds up "run down" people making them well and vigorous. Try it.
At Druggists. Only 85c per bottle. Henry, Johnson & Lord, Props., Burlington, Vt.
For sale by H. A. Stoke.

A Note From the Editor.

The editor of a leading state paper writes: "If you had seen my wife last June and were to see her to-day you would not believe she was the same woman. Then she was broken down by nervous debility and suffered terribly from constipation and sick headache. Bacon's Celery King for the nerves made her a well woman in one month." H. Alex. Stoke will give you a free sample package of this great herbal remedy. Large size 25c. and 50c.

WANTED—FAITHFUL MEN OR WOMEN to travel for responsible established house in Pennsylvania. Salary \$750 and expenses. Position permanent. Reference, Enclose self-addressed stamped envelope. The National, Star Insurance Bldg., Chicago.

First National Bank
OF REYNOLDSVILLE.

Capital, \$50,000.
Surplus, \$5,000.

C. Mitchell, President;
Scott McClelland, Vice Pres.;
John H. Kaucher, Cashier.
Directors:
C. Mitchell, Scott McClelland, J. C. King,
John H. Coggett, G. E. Brown,
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Does a general banking business and solicits the accounts of merchants, professional men, farmers, mechanics, miners, lumbermen and others, promising the most careful attention to the business of all persons.
Safe Deposit Boxes for rent.
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L. M. SNYDER,
Practical Horse-shoer and General Blacksmith.
Horse shoeing done in the neatest manner and by the latest improved methods. Over 100 different kinds of shoes made for correction of faulty action and diseased feet. Only the best make of shoes and nails used. Repairing of all kinds carefully and promptly done. SATISFACTION GUARANTEED. Lumbermen's supplies on hand.
Jackson St. near Fifth, Reynoldsville, Pa.

WANTED—FAITHFUL MEN OR WOMEN to travel for responsible established house in Pennsylvania. Salary \$750 and expenses. Position permanent. Reference, Enclose self-addressed stamped envelope. The National, Star Insurance Bldg., Chicago.

Railroad Time Tables.

PENNSYLVANIA RAILROAD.

IN EFFECT AUGUST 1, 1897.

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

EASTWARD
9:10 a. m.—Train 8, weekdays, for Sunbury, Wilkesbarre, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 9:23 p. m.; New York, 9:30 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m.; Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

4:05 p. m.—Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 4:20 a. m.; New York, 7:23 a. m.; Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:20 a. m.

3:25 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:55 a. m.; New York, 9:23 a. m. on week days and 10:38 a. m. on Sunday; Baltimore, 6:20 a. m.; Washington, 7:40 a. m.; Pullman sleepers from Erie and Williamsport to Philadelphia and Williamsport to Washington. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Williamsport. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

WESTWARD
4:41 a. m.—Train 9, weekdays, for Erie, Ridgway, DuBois, Clermont and principal intermediate stations.
9:41 a. m.—Train 3, daily for Erie and intermediate points.
5:45 p. m.—Train 15, weekdays for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.
TRAIN 8 leaves New York 5:50 p. m., Philadelphia 8:50 p. m., Washington 9:23 p. m., arriving at Driftwood 4:41 a. m., weekdays, with Pullman sleepers and passenger coaches from Philadelphia to Erie and Harrisburg to Williamsport.

TRAIN 15 leaves Philadelphia 8:30 a. m., Washington, 7:50 a. m.; Baltimore, 8:50 a. m.; Wilkesbarre, 10:15 a. m.; weekdays, arriving at Driftwood at 5:45 p. m. with Pullman Parlor car from Philadelphia to Williamsport and passenger coach to Kane.

TRAIN 3 leaves New York at 5:50 p. m., Philadelphia, 8:50 p. m.; Washington, 9:23 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:41 a. m. Pullman sleeping cars from Philadelphia to Williamsport, and through passenger coaches from Philadelphia to Erie and Harrisburg to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)
TRAIN 19 leaves Ridgway at 9:55 a. m.; Johnsonburg at 10:28 a. m., arriving at Clermont at 10:55 a. m.
TRAIN 20 leaves Clermont at 11:00 a. m., arriving at Johnsonburg at 11:45 a. m. and Ridgway at 12:04 p. m.

RIDGWAY & CLEARFIELD R. R. AND CONNECTIONS.

SOUTHWARD.		SOUTHWARD.	
A. M.	P. M.	A. M.	P. M.
8:50	4:00	Reno	5:40 10:25
9:41	4:41	Driftwood	4:03 9:32
10:32	5:10	Emporium, June, St. Marys	11:02 9:00
11:11	5:52		11:32 8:16
11:10	6:50	Kane	12:30 9:05
11:30	6:49	Wilcox	12:06 8:42
11:44	7:00	Johnsonburg	10:08 8:26
12:10	7:20	Ridgway	9:50 7:25
12:17	7:27	Island Run	9:43 7:48
12:29	7:31	Mill Haven	9:40 7:45
12:31	7:41	Cropland	9:29 7:36
12:35	7:45	Shorts Mills	9:25 7:31
12:39	7:49	Blue Rock	9:22 7:28
12:41	7:51	Vineyard Run	9:19 7:28
12:43	7:53	Carrier	9:17 7:24
12:53	8:03	Brockwayville	9:08 7:16
12:57	8:07	Lanes Mills	9:04 7:11
1:07	8:15	Harveys Run	8:55 7:04
1:15	8:20	Falls Creek	8:50 7:00
1:40	8:30	DuBois	6:40 6:40

J. H. HUTCHINSON, J. R. WOOD,
Gen. Manager. Gen. Pass. Ag't.

ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday, May 16, 1897. Low Grade Division.

STATIONS.	EASTWARD.				WESTWARD.			
	No. 1.	No. 2.	No. 9.	101	101	104	104	
Red Bank	10:50	4:25						
Lawsonham	11:00	4:38						
New Bethlehem	11:30	5:10	5:20					
Oak Ridge	11:35	5:18	5:27					
Maysville	11:41	5:26	5:35					
Summersville	12:03	5:46	5:55					
Brookville	12:30	6:01	6:06					
Bell	12:55	6:10	6:15					
Fuller	12:58	6:22	6:27					
Reynoldsville	12:55	6:40	6:45					
Panconst	1:03	6:48	6:53					
Falls Creek	1:20	7:00	7:05	10:25	1:30			
DuBois	1:30	7:10	7:15	10:35	1:40			
Sabula	1:45	7:26	7:31					
Winterburn	1:53	7:36	7:41					
Penfield	1:50	7:42	7:47					
Tyler	2:05	7:51	7:56					
Benezette	2:25	8:20	8:25					
Grant	2:47	8:30	8:35					
Driftwood	3:15	8:58	9:03					

Trains daily except Sunday.
DAVID MCGREGG, Gen'l. Supt.
JAS. P. ANDERSON, Gen'l. Pass. Ag't.

BUFFALO, 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. 15th, 1896, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:25 a. m. and 1:35 p. m. for Curwensville and Clearfield.
10:40 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.
10:47 a. m.—Accommodation—For Sykes, Big Run and Punxsutawney.
10:25 a. m.—For Reynoldsville.
1:15 p. m.—Bradford Accommodation—For Beechtree, Brockwayville, Elmont, Clermont, Ridgway, Johnsonburg, Mt. Jewett and Bradford.
1:25 p. m.—Accommodation for Punxsutawney and Big Run.
4:25 p. m.—Mail—For DuBois, Sykes, Big Run, Punxsutawney and Walton.
7:40 p. m.—Accommodation for Big Run and Punxsutawney.

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. McINTYRE, Agent, Falls Creek, Pa.
E. C. LAPEY, Gen. Pass. Agent, Rochester, N. Y.

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WANTED—FAITHFUL MEN OR WOMEN to travel for responsible established house in Pennsylvania. Salary \$750 and expenses. Position permanent. Reference, Enclose self-addressed stamped envelope. The National, Star Insurance Bldg., Chicago.

Fine line of Fall and Winter Goods at N. Hamau's at Low Prices.

See advertisement next week.



A. D. Deemer & Co.

are busy opening up
a new stock of goods
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Fall and Winter Trade



Marvelous Reduction!

IN PRICES AT

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The immense stock must be reduced within 60 days. Furniture, Etc., sold for cash at cost and below cost. All competition knocked on the head, since we CAN AND WILL NOT BE UNDERSOLD BY ANYONE.

- Just think!
- \$2.50 Mattresses at \$1.75.
- \$3.00 Very Best Kitchen Chairs, six for \$2.25.
- \$1.75 Large Stands for 75c.
- Everything else accordingly.