I'm sixty years of age teday, And I have worked and slaved And some one else shall presently Get all that I have saved.

But it is not
The simple thought
Of going that I deplore.
The this—when I
In the cold earth lie
They'll think of me no more

Pve labored on from day to day
With one hope in my mind.
Twas that whon I was laid away
I'd leave a void behind—
Something, you know,
To always show
That I had lived and wrought.
But now at lest
That dram is past—
Pve got to share the common lot.

I've thrown a fever off today
And risea from my bed.
For months I've been but helpless clay,
With wild thoughts in my head.
I'd femily thought
The mill would not
Run if I were not there to see,
But it's kept right on,
Though I've been gone,
And that's the thing that saddens me.
—S. E. Riser in Cleveland Leader.

MEN BURN SPONTANEOUSLY

Medical Science Records Instances of the Combustion of Flesh From Within.

When Dickens used so effectively the spontaneous combustion of the human ody as a climax for a novel, he had back of him a great deal of evidence that such a miracle had actually taken

In an article on "The Pathology of Man," in the old French "Encyclopedie Methodique," D'Azyr gives the case of a woman 50 years of age who had made a practice of going to bed drunk every day for many years. Her bones were finally found in the bed with the flesh charred from them, as scientists supposed, by spontaneous combustion.

The somewhat similar case of Grace Pitt is given in the transactions of the English Royal society. She was the wife of a fishmonger who lived at Ipswich, and she was found stretched on the kitchen floor by her daughter, burning, the girl said, "without flames." Her body and legs resembled smoldering coals and when water was thrown on her gave forth the odor of scorched flesh, accompanied by a suffocating smoke. The girl ran from the house and called in the neighbors, who found nothing but bones and charred flesh left of the woman. She, too, had been a hard drinker.

A third case, given in a French essay, is that of Mme. de Boiseon, 80 years old, who lived near Dol. It is said she was very lean and that for several years she had drunk nothing but spirits. Her waiting maid found her burning in her room, the fire in her case, as in the others, seeming to originate in the flesh itself and not in the clothing. Water thrown on her failed to check the fire, and she burned until nothing but her skeleton remained in the chair. The chair itself was only slightly scorched.—New York World.

Indoor Photography.

To make a good portrait in the ordinary room is quite a difficult task, as all the light to be had comes through the window and leaves the shadow side of the portrait underexposed. This can somewhat be remedied by the use of a piece of white muslin about 12 feet long and about 8 feet wide or more.

Stretch a string across the room par-allel with the window and fasten it to a point about six feet from the window. and also six feet from the floor. Fasten the muslin over the top of the window and throw the other end over the string. allowing it to fall to the floor. This forms a sort of one-half side of a tent, and this somewhat confines the light and reflects it on the shadow side of your ob-ject and helps to brighten and soften the light. In using curtains for a back-ground place them back of the sitter as far as the wall will allow, so as to produce a soft effect. Place the sitter about three feet from the window and about ite the far side of the casement. Pull the window down from the top, and perhaps it would be best to cover up the lower part of the window with some dark cloth or paper. Close all doors so as not to have any draft, and then make the exposure.—J. A. Boos in New York Mail and Express.

Noosing a Sea Lion.

A correspondent of Ram's Horn narrates a pulling match between a sea lion and a farmer:

Near Tillamook, Or., an old German farmer chanced to be driving along the beach, when his watchful gaze was ed by the sight of a large sea lion ne distance out on the sand, fast

It was the work of a moment for Jaoob to make a lasso of a stout rope he had in his wagon, fasten the end of is to the hind axle and adjust the noose over the sea lion's head. Then Jacob mped into the wagon and started

homeward with his prize.

The see lion did the same, and as his am was the stronger of the two Jaoob started seaward at a good pace, and only saved himself and his "outfit" by springing quickly to the ground, grasp-ing his jackknife and cutting the rope.

The Mannish Woma

A masculine woman has always been the abhorrence of men and women alike. She is as repellent to nature as an efferninate man. The woman who dresses in mannish garb, who walks with a stride, who talks in a loud, harsh voice, who assumes an air of business importance, who is always threatening to do things that are unrefined or difficult because they have been man's privilege, is a subject of amusement to some and of aversion to others.—Brook-

British Flags.

All the flags for British ships of war, except the royal standards, are made in the government dockyards, and the enormous number required may be judged from the fact that in the color loft at Chatham alone about 18,000 flags are made in a year.

A Study of Berlin.

Berlin is almost as discouraging in its other landmarks of its notable Germans as in its public statues. It is almost as bad as New York, where few houses now stand that were in existence when Franklin and Washington were London is rich in buildings as sociated with great men, and an American can hardly walk from Westminster to St. Paul's without recalling a dozen names of men whose lives are dear to him. Berlin has, however, been almost built enew since 1870. I can remember whole streets that were different when I was a boy. There are, to be sure, a few instances of memorial plates being affixed to houses where notable Germans have lived, but even in these cases the houses themselves are an uninteresting portion of an uninteresting street. The Prussian kings adored uniformity in street architecture, as well as in the dressing of soldiers, and that may be the reason why today the most beautiful streets of Berlin furnish less interest to a stranger than the grimiest alleys of London, with their charming diversity of dirty fronts.

The houses here are all equally high, equally broad, equally gaudy on the outside and equally devoid of individu-ality within. The Anglo-Saxon owns his house and makes it comfortable for himself and his family. The Prussian lives in an apartment house, along with perhaps a dozen more families, all of them subject to the petty tyranny of a porter whose duties are dangerously near to those of a police agent. Thus the individual taste of a Berlin artist, writer, actor or other notable resident finds no expression through his architectural surroundings. A Helmholtz, a Mommsen, a Menzel or a Virchow is in Berlin as little identified with his house as a soldier with his barracks. This form of living has its conveniences, particularly to a bachelor, but is not conducive to interest in those who seek the literary landmarks of great capitals. —Poultney Bigelow in Harper's Weekly.

Domestic Service on the Kongo

"Cruelty In the Kongo Free State" is the title of a paper made up from the journals of the late E. J. Glave in The Century. Mr. Glave says: Toyo, the boy I engaged of Sims, is more different kinds of an ass than any one I have met for several moons. The other day, after cooking something in the frying pan, he placed the scoty side on the drum of my banjo. I do not understand his language very well, but from ges-ture and disgusted look it ought to have been clear to him that I objected to that sort of untidiness. When I threw off the frying pan, he took it up carefully, wiped the sooty part with a cloth I had given him to clean plates with, and then put it back on the banjo. He has made tea in my coffeepot without re-moving the coffee grounds. He walks into my room without taking off his hat or removing his pipe. He is ugly, slow and has no more intelligence than a rock. I found him wearing a hat which I had given him to carry, and wiping his sweaty face on my towel. What service he could have rendered Sims' mission I do not know.

Sorry He Spoke.

On one occasion when a well known wit was listening to the band on the pier at Brighton some medical students who happened to be there thought they would have a joke with him, and ac-cordingly one of their number went up with outstretched hand and said:

"Ah, good morning, Mr. - How do you do?"

"I am quite well, thank you," replied he, "but I really have not the honor of your acquaintance."
"What!" said the student. "You don't know me? Why, I met you at the

"Young man, accept my apologies, but really I saw so many monkeys there that it is impossible for me to recognize them all again. "—Pearson's Weekly.

They Are Sensitive.

The sensitiveness of the families of distinguished men as to the early occupations of their ancestors is some-what remarkable. Recently an author was asked to write a brief history of the life of a man who had done service to his state. Like Lincoln, this man had n a woodchopper, a fact to which his historian gave prominence. "Don't say he was 'a woodchopper,' "

said the spokesman of the family.
"That will never do." "What shall I say then?" asked the

author. "Say—let me see now. Just say that he was connected with the lumber busi-ness."—Atlanta Constitution.

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Horse shocing 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 (set. Only the best make of shoes and noils used. Repairing of all kinds carefully and promptly done. Satisfaction Guananteed. Lumbermen's supplies on hand. Jackson St. near Fifth, Reynoldsville, Pa.

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It is a mistake to suppose that the only way to be good looking is to be born so. Good health has more to do with good looks than anything else. Such diseases as constipation, dyspepsia. liver complaints, rheumatism, nervous disorders, &c., not only shorten life, but spoil tempers and "looks." Bacon's Celery King for the nerves cures these troubles. H. Alex. Stoke sells it and will give you a sample package free. Large size 25c. and 50c.

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BEECH CREEK BAILROAD.

New York Central & Hudson River R. R. Co., Lessee

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Daily 4 Week-days \$600 p m Sundays 10 35 a m Sunday
 "b" New York passengers traveling via Phil-adelphia on 10,20 a m train from Williams-port, will change cars at Columbia Ave., Philadelphia.

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DENNSYLVANIA RAILROAD.

IN EFFECT AUGUST 1, 1897.

Philadelphia & Eric Railrond Division Time Table. Trains leave Driftwood.

9:10 a m-Train 8, weekdays, for Sumbury, Wilkesbarre, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 6:24 p. m., New York, 9:30 p. m.: Baltimore, 6:00 p. m.: Washington, 7:15 p. m. Pullman Parlor carfrom Williamsport to Palladelphia and passenger concluse from Kame to Philadelphia and milliamsport to Baltimore and Washington.

193 p. m.—Train f. weekly

and Williamsport to Battimore and Washington.

193 p. m.—Train 6, weekdays, for Harrishung and intermediate stations, arriving at Philadelphin 4:30 A. M.; New York, 7:33 A. M. Pullman Steeping cars from Harrishung to Philadelphia and New York, Philadelphia passengers can remain in sleener undisturbed until 7:30 A. M.; See p. m.—Train 4, daily for Sanbury, Harrishung and intermediate stations, arriving at Philadelphia, 3:32 A. M.; New York, 9:33 A. M. on week days and 3:38 A. M. on Sunday; Baltimore, 6:59 A. M.; Washington, 7:40 A. M. -Pallman sleepers from Eric 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 Eric to Philadelphia and Williamsport to Baltimore.

WESTWARD

ininsport. Passonger coaches from Erie to Philiadelphia and Williamsport to Baltimore.

WESTWARD
4:41 a. m.—Train 9, weekdays, for Erie, Ridgway, DuBois, Clermont and pain-ipal intermediate stations.
9:43 a. m.—Train 15, weekdays for Erie and intermediate stations.
9:43 a. m.—Train 15, weekdays for Kane and intermediate stations.
THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.
TRAIN 9 leaves New York 5:55 p. m., Philadelphia 8:50 p. m.; Washington 8:35 p. m., arriving at Driftwood 4:41 a. m., weekdays, with Pullman sleepers and passenger coaches from Philadelphia to Erie and Baltimore to Williamsport.
TRAIN 15 leaves Philadelphia 8:30 a. m.! Washington, 7:50 a. m.: Baltimore, 8:50 a. m.! Washington, 7:50 a. M.: Baltimore, 8:50 a. m.! While the philadelphia to Erie and Baltimore to Williamsport and passenger coach to Kane. TRAIN 3 leaves New York at 7:35 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; daily arriving at Driftwood at 7:45 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:36 p. m.; daily arriving at Driftwood at 9:44 a. m. Pullman sleeping cars from Phila of Willamsport, On Sundays only Pullman sleeper Philadelphia to Erie.
JOHNSONBURG RAILROAD.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)
"RAIN 19 leaves Ridgway at 9:35 n. m.; Johnsonlarg at 10:08 n. m., arriving at Clermont sonburg at 10:08 a. m. ar-at 10:35 a. m. PRAIN 20 leaves Clermont at 11:90 a. m. ar-riving at Johnsonburg at 11:45 a. m. and Ridgway at 12:94 p. m.

		WEEKDAYS.		
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11 10	630	Kane	12 30	9 03
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11 44	7 00	Johnsonburg	10 08	8 26
12 10	7.20	Ridgwny	9 50	7.56
12 17	7.27	Ridgwny Island Run	9 43	7.48
12 20	9.01	Mill Haven	9.40	7 45
12 31	7 41	Croyland	9.29	7 30
12 35	7.45	Shorts Mills	9 26	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
12.50	8 00	Brockwayville	9.09	7 16
12 57	8.07	Lunes 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	N 30	Duffols	6.40	6 40

A LLEGHENY VALLEY RAILWAY A COMPANY commencing Sunday, May 16, 1897, Low Grade Division. EASTWARD. No. 1. No. 5. No. 9. | 109 | 103

3	STATIONS.		******	*****	75.00		4
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Red Bank..... 3 50 9 41 P. m.i.a. m. P. M.P. M. P. M. Trains daily except Sunday.
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7.25 a m and 1.35 p m for Curwensville and Clearfield.

10.60 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 Eric.

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

10.28 a m—For Reynoldsville.

1.15 p m—Bradford Accommodation—For Beechtree, Brockwayville, Ellmont, Carmon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

1.25 p. m.—Accommodation for Punxsutawney and Big Run.

1.25 p. m.—Mail—For DuBois, Sykes, Big Run Punxsutawney and Walston.

1.40 p. m—Accommodation for Big Run and Punxsutawney.

Passengers are requested to purchase tickeets 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.

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