

INSTRUCTED THE JUDGE.

Who Was So Well Pleased That He Gave Him Seven Months.

"Nathaniel Patrick Henry Schofield Berry" called the police clerk in stentorian tones, and a hearty laugh was heard from the lawyers, bailiffs and general hangers on around the room.

A very black negro of about 40 stepped to the bar with the remark, "Yes, sah, dat's my engument title."

"Well, Nat, what have you got to say about this charge of—of—what's the name of that thing anyhow, Mr. Ballou?"

"Shoutin' craps, your honor."

"Shoutin' craps," repeated the judge. "Now look here! I have sent enough of you fellows down on this charge, but I confess I know nothing about the game, if such it might be called. I've listened to the pigeon English of Chinamen in telling of their famous arrangement, and now you, Nat, there, tell me what this game of craps is like?"

"Well, judge, it's just like dis: You see you take de bones?"

"The what?"

"W'y, de bones, yo' honah. Them's de things you throw."

"The dice," suggested the police officer making the complaint.

"Oh, I see," answered his honor. "It's played with dice, eh?"

"You take de bones," continued Nathaniel Berry, looking with supreme contempt on the surrounding crowd anxious to learn the ins and outs of a famous but badly misunderstood game.

"De first man he trows de bones out like dis and pops his fingers. 'Come seven-eleven, 'got you faded,' 'cut his throat eleven, 'railroad,' 'nat'ral crap,' 'I name de bones,' 'baby's got to have' 'de no shoes,' 'take my gal to Baltimore,' 'Big Dick's my point,' 'all de way from Boston,' 'come on, Joe, you must be mine'—"

"Hold on there!" shouted the judge before the enthusiastic Nathaniel could be launched in his enthusiastic dissertation. "I'm still in the dark about that game, but from what I have heard you go seven months."

"Thirteen judge," said Nat, as he was being hustled from the bar of justice.—Washington Post.

A CLEVER FIRE HORSE.

The Clever Handed Animal That Chief Webber of Boston Used to Drive.

The rule in the Boston department is to reach the fire as soon as it can be done with safety. When an alarm comes in the firemen have that rule in mind. They are not thinking about posing for the public, but what they are likely to find at the end of their race, and when accidents occur in nine cases out of ten they are more likely to be due to the carelessness or fright of the public than to the recklessness of the firemen themselves. There are approximately 2,000 alarms a year in this city, to each of which from one to eight pieces respond. Compare the activity and momentum of a horse loose, but skillfully controlled, with the total resulting casualties of a year, and the showing will justify the department as a whole every time.

The horses themselves share not only the heat but the knowledge of the situation, and their training and intelligence is no small degree the comparative exemption from serious accidents which the department enjoys. A few years ago Chief Webber drove a horse named Animal which well expressed these characteristics. He had a head like a wedge, and he could run faster than a train. His fire gait was a run. He was famous for economizing his opportunities. Even in a thickly crowded street if he saw a hundred feet clear in front of him, he made it on the run. If a construction suddenly appeared, he would brace himself and skate over the pavement until his momentum was exhausted. Then with the next opening that was required, while he writhed in pain out like a snake among interlocking teams and usually was among the first arrivals at the scene of the fire. On one occasion he took himself and his team to a fire some distance from the city without a driver and arrived at the right box. The union men who saw his movements might have called him reckless, but being a horse of six years of service, it was more than any other horse in the department, and no serious accident to himself or others resulted.—London Transcript.

A Sermon on Money.
A colored exporter said recently, in the course of a sermon on "Money, the Devil's Hell:"

"My brethren, money cause mo' trouble in dis world dan anyting I know. For de devil is in de dollar. When I see a man wid a pocket full of money, I say ter myself, 'Dar's a man dat need a guerdien,' an I lay out de takin him home an lockin up de money fer him. Ef any er you in de world ever my voice is got money on yo' head, bring it right heah, an I lay out de takin an go yo' ways an I leum de way ter it till a blessin come ter it. De more it ter count it; des come for an unload!"—Atlanta Constitution.

Insect Steeds Ridden by Insects.

In a recent meeting of the Entomological society of Washington some specimens of phrysope, a species of parasitic fly, which had been collected in the White mountains, were exhibited as curiosities, because each carried on its back one or more minute cecidomyid flies. The opinion was expressed that this was a true case of smaller species of insect using a larger species for the purpose of locomotion from place to place.—Youth's Companion.

A greater part of the cast off uniforms of British soldiers find their way to the shops of dealers in secondhand clothing. The coats are then either outworn or sold to theatrical managers or exported to Africa and elsewhere for trade purposes with the Kaffirs and other civilized people.

That well-established cough remedy, Down's Elixir, still more than holds its own in the public estimation, despite sharp and active competition. It is a "home remedy," and in this locality needs words of praise from us, so well and favorably known to it. It is the standard remedy for coughs, colds and all throat troubles, with great numbers of our people, and their continued use and unsolicited recommendations of it speak volumes in its favor.—Burlington, Vt., Free Press, January 29, 1892. For sale by H. A. Stoke.

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. DONALD.
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.

SMITH M. MCCREIGHT.
ATTORNEY-AT-LAW,
Notary Public and Real Estate Agent. Collections will receive prompt attention. Office in Freshick & Henry block, near postoffice, Reynoldsville, Pa.

DR. B. E. HOOVER.
REYNOLDSVILLE, PA.
Resident dentist. In the Freshick & Henry block, near the postoffice, Main street. Gentleness in operating.

DR. R. DEVERE KING.
DENTIST,
Offices over Reynoldsville Hardware Co. store, Main street, Reynoldsville, Pa.

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.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper of region.

On and after Feb. 20th, 1898, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:25 a. m. and 1:40 p. m. for Curwensville and Clearfield.

9:43 a. m.—Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, and Rochester, connecting at Johnsonburg with P. & E. train for Wilcox, Kane, Warren, Corry and Erie.

10:37 a. m.—Accommodation—For Sykes, Big Run and Punxsutawney.

10:38 a. m.—For Reynoldsville.

1:15 p. m.—Buffalo Express—For Beechtree, Brockwayville, Ellmont, Curwensville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, and Buffalo.

1:25 p. m.—Accommodation for Punxsutawney and Big Run.

4:40 p. m.—Mail—For DuBois, Sykes, Big Run, Punxsutawney and Clearfield.

7:40 p. m.—Accommodation for Big Run and Punxsutawney.

Passengers are requested to purchase tickets before entering the cars. An excess charge of 10 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.

BECH CREEK RAILROAD.

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

HEAD UP	EXP. MAIL	Nov. 14, 1897.	HEAD DOWN	EXP. MAIL
No. 47	No. 23		No. 20	No. 25
8:10	8:10	PHILADELPHIA	8:10	8:10
8:25	8:25	PHILADELPHIA	8:25	8:25
8:40	8:40	PHILADELPHIA	8:40	8:40
8:55	8:55	PHILADELPHIA	8:55	8:55
9:10	9:10	PHILADELPHIA	9:10	9:10
9:25	9:25	PHILADELPHIA	9:25	9:25
9:40	9:40	PHILADELPHIA	9:40	9:40
9:55	9:55	PHILADELPHIA	9:55	9:55
10:10	10:10	PHILADELPHIA	10:10	10:10
10:25	10:25	PHILADELPHIA	10:25	10:25
10:40	10:40	PHILADELPHIA	10:40	10:40
10:55	10:55	PHILADELPHIA	10:55	10:55
11:10	11:10	PHILADELPHIA	11:10	11:10
11:25	11:25	PHILADELPHIA	11:25	11:25
11:40	11:40	PHILADELPHIA	11:40	11:40
11:55	11:55	PHILADELPHIA	11:55	11:55
12:10	12:10	PHILADELPHIA	12:10	12:10
12:25	12:25	PHILADELPHIA	12:25	12:25
12:40	12:40	PHILADELPHIA	12:40	12:40
12:55	12:55	PHILADELPHIA	12:55	12:55
1:10	1:10	PHILADELPHIA	1:10	1:10
1:25	1:25	PHILADELPHIA	1:25	1:25
1:40	1:40	PHILADELPHIA	1:40	1:40
1:55	1:55	PHILADELPHIA	1:55	1:55
2:10	2:10	PHILADELPHIA	2:10	2:10
2:25	2:25	PHILADELPHIA	2:25	2:25
2:40	2:40	PHILADELPHIA	2:40	2:40
2:55	2:55	PHILADELPHIA	2:55	2:55
3:10	3:10	PHILADELPHIA	3:10	3:10
3:25	3:25	PHILADELPHIA	3:25	3:25
3:40	3:40	PHILADELPHIA	3:40	3:40
3:55	3:55	PHILADELPHIA	3:55	3:55
4:10	4:10	PHILADELPHIA	4:10	4:10
4:25	4:25	PHILADELPHIA	4:25	4:25
4:40	4:40	PHILADELPHIA	4:40	4:40
4:55	4:55	PHILADELPHIA	4:55	4:55
5:10	5:10	PHILADELPHIA	5:10	5:10
5:25	5:25	PHILADELPHIA	5:25	5:25
5:40	5:40	PHILADELPHIA	5:40	5:40
5:55	5:55	PHILADELPHIA	5:55	5:55
6:10	6:10	PHILADELPHIA	6:10	6:10
6:25	6:25	PHILADELPHIA	6:25	6:25
6:40	6:40	PHILADELPHIA	6:40	6:40
6:55	6:55	PHILADELPHIA	6:55	6:55
7:10	7:10	PHILADELPHIA	7:10	7:10
7:25	7:25	PHILADELPHIA	7:25	7:25
7:40	7:40	PHILADELPHIA	7:40	7:40
7:55	7:55	PHILADELPHIA	7:55	7:55
8:10	8:10	PHILADELPHIA	8:10	8:10
8:25	8:25	PHILADELPHIA	8:25	8:25
8:40	8:40	PHILADELPHIA	8:40	8:40
8:55	8:55	PHILADELPHIA	8:55	8:55
9:10	9:10	PHILADELPHIA	9:10	9:10
9:25	9:25	PHILADELPHIA	9:25	9:25
9:40	9:40	PHILADELPHIA	9:40	9:40
9:55	9:55	PHILADELPHIA	9:55	9:55
10:10	10:10	PHILADELPHIA	10:10	10:10
10:25	10:25	PHILADELPHIA	10:25	10:25
10:40	10:40	PHILADELPHIA	10:40	10:40
10:55	10:55	PHILADELPHIA	10:55	10:55
11:10	11:10	PHILADELPHIA	11:10	11:10
11:25	11:25	PHILADELPHIA	11:25	11:25
11:40	11:40	PHILADELPHIA	11:40	11:40
11:55	11:55	PHILADELPHIA	11:55	11:55
12:10	12:10	PHILADELPHIA	12:10	12:10
12:25	12:25	PHILADELPHIA	12:25	12:25
12:40	12:40	PHILADELPHIA	12:40	12:40
12:55	12:55	PHILADELPHIA	12:55	12:55
1:10	1:10	PHILADELPHIA	1:10	1:10
1:25	1:25	PHILADELPHIA	1:25	1:25
1:40	1:40	PHILADELPHIA	1:40	1:40
1:55	1:55	PHILADELPHIA	1:55	1:55
2:10	2:10	PHILADELPHIA	2:10	2:10
2:25	2:25	PHILADELPHIA	2:25	2:25
2:40	2:40	PHILADELPHIA	2:40	2:40
2:55	2:55	PHILADELPHIA	2:55	2:55
3:10	3:10	PHILADELPHIA	3:10	3:10
3:25	3:25	PHILADELPHIA	3:25	3:25
3:40	3:40	PHILADELPHIA	3:40	3:40
3:55	3:55	PHILADELPHIA	3:55	3:55
4:10	4:10	PHILADELPHIA	4:10	4:10
4:25	4:25	PHILADELPHIA	4:25	4:25
4:40	4:40	PHILADELPHIA	4:40	4:40
4:55	4:55	PHILADELPHIA	4:55	4:55
5:10	5:10	PHILADELPHIA	5:10	5:10
5:25	5:25	PHILADELPHIA	5:25	5:25
5:40	5:40	PHILADELPHIA	5:40	5:40
5:55	5:55	PHILADELPHIA	5:55	5:55
6:10	6:10	PHILADELPHIA	6:10	6:10
6:25	6:25	PHILADELPHIA	6:25	6:25
6:40	6:40	PHILADELPHIA	6:40	6:40
6:55	6:55	PHILADELPHIA	6:55	6:55
7:10	7:10	PHILADELPHIA	7:10	7:10
7:25	7:25	PHILADELPHIA	7:25	7:25
7:40	7:40	PHILADELPHIA	7:40	7:40
7:55	7:55	PHILADELPHIA	7:55	7:55
8:10	8:10	PHILADELPHIA	8:10	8:10
8:25	8:25	PHILADELPHIA	8:25	8:25
8:40	8:40	PHILADELPHIA	8:40	8:40
8:55	8:55	PHILADELPHIA	8:55	8:55
9:10	9:10	PHILADELPHIA	9:10	9:10
9:25	9:25	PHILADELPHIA	9:25	9:25
9:40	9:40	PHILADELPHIA	9:40	9:40
9:55	9:55	PHILADELPHIA	9:55	9:55
10:10	10:10	PHILADELPHIA	10:10	10:10
10:25	10:25	PHILADELPHIA	10:25	10:25
10:40	10:40	PHILADELPHIA	10:40	10:40
10:55	10:55	PHILADELPHIA	10:55	10:55
11:10	11:10	PHILADELPHIA	11:10	11:10
11:25	11:25	PHILADELPHIA	11:25	11:25
11:40	11:40	PHILADELPHIA	11:40	11:40
11:55	11:55	PHILADELPHIA	11:55	11:55
12:10	12:10	PHILADELPHIA	12:10	12:10
12:25	12:25	PHILADELPHIA	12:25	12:25
12:40	12:40	PHILADELPHIA	12:40	12:40
12:55	12:55	PHILADELPHIA	12:55	12:55
1:10	1:10	PHILADELPHIA	1:10	1:10
1:25	1:25	PHILADELPHIA	1:25	1:25
1:40	1:40	PHILADELPHIA	1:40	1:40
1:55	1:55	PHILADELPHIA	1:55	1:55
2:10	2:10	PHILADELPHIA	2:10	2:10
2:25	2:25	PHILADELPHIA	2:25	2:25
2:40	2:40	PHILADELPHIA	2:40	2:40
2:55	2:55	PHILADELPHIA	2:55	2:55
3:10	3:10	PHILADELPHIA	3:10	3:10
3:25	3:25	PHILADELPHIA	3:25	3:25
3:40	3:40	PHILADELPHIA	3:40	3:40
3:55	3:55	PHILADELPHIA	3:55	3:55
4:10	4:10	PHILADELPHIA	4:10	4:10
4:25	4:25	PHILADELPHIA	4:25	4:25
4:40	4:40	PHILADELPHIA	4:40	4:40
4:55	4:55	PHILADELPHIA	4:55	4:55
5:10	5:10	PHILADELPHIA	5:10	5:10
5:25	5:25	PHILADELPHIA		