

GENIUS OF THE ROADSIDE.

How a Statesman's Rustic Protege Was Helped on Way to Fame.

"The off horse has lost a shoe from the right fore foot," said the coachman, as he drew up opposite a wayside blacksmith shop. "Shall I stop and have it replaced?"

"By all means," replied the owner of the carriage, Senator Aaron Burr of New York. "It is always the proper thing to keep your horses well shod, and, besides, I am only too glad of a chance to stretch my legs after so long a drive. While the smith is busy I will stroll to the top of one of those beautiful Ulster county hills."

When he returned half an hour later, he happened to glance at the side of a barn near the shop and saw with surprise an accurate though hurriedly drawn charcoal picture of his carriage and horses.

"Who drew that?" he inquired.

"That little rascally fellow yonder," replied the blacksmith, pointing to a boy in homespun who was chopping wood in the dooryard opposite as if his whole mind was occupied with his task.

"Hullo, my lad," called Burr, and when the little fellow looked up with the air of one who has been caught in some misdemeanor he added pleasantly, "If ever you want to change your occupation and see life, just put a clean shirt in your bundle and go to this address in New York," and he crossed the road to hand the boy a slip of paper.

The team was soon on its homeward way, and in a short time the incident passed from the crowded mind of Aaron Burr. Months afterward, as he sat at breakfast, a servant brought him a package containing a homemade clean shirt and said that a boy at the door had asked her to deliver it as an all-sufficient introduction. But the senator could not understand its significance, so he sent for the boy, whom he at once recognized as the youthful genius of the roadside.

With all his faults, Burr was a generous man at heart, and he spared neither pains nor expense to give the youth the best of instruction in his chosen profession. From an artistic point of view the student became very successful as the great painter Vanderlyn, although he lived a life of poverty.

He painted the portraits of Aaron Burr and his daughter, Theodosia, from which were taken the fine engravings by which we know them. He died near the spot where he drew the picture of the waiting team. His career is a noble monument to the better side of the nature of his benefactor, a nature not wholly devoid of sweetness and light, although darkened by frequent clouds through his mature life and finally eclipsed in the murky gloom of a purely selfish ambition.—Atlanta Constitution.

GOLFING PHILOLOGY.

Derivation of Curious Terms Which Belong to the Game.

To the enthusiastic golfer the game is never out of season. Fitted with "arctic" goloshes and a warm knitted waistcoat, he is seen upon the links on many a day which appears inclement to the uninitiated. Perhaps this disregard of snow and an ice is natural when one comes to look up the derivation of golfing terms. Many of the words come directly from the Icelandic languages, others have synonyms in Gaelic or Swedish.

The tee, or little nodule of gravel or earth from which the golfer strikes off his ball, at the beginning of each link, is derived from "tia," an Icelandic verb signifying "to point out."

Again, "golf" itself evidently comes from the Scandinavian "kolf," a club, the Gaelic form being "colb" and the Icelandic form being "kolf" (a clapper of a bell or bulb).

The "links" come straight from the Swedish "lynka," meaning a "twist" or "crook;" hence its application to the windings of the coast, the sandy, barren ground called "links" in Scotland.

To "put" (pronounced "putt") comes from the Gaelic "put," signifying to push or throw, as when the useful "putter" propels the golf ball from the "putting green" into the hole.

The "lofter" is derived from the Icelandic "loft"—that is, shy or air—Danish form being "loft" for selling or loft.—Philadelphia Inquirer.

One Veteran Without a Fension.

I sat on a hill with a sergeant who knew history and horses. He remembered Pansy, which had served 16 years in the troop and a first rate old horse then, but a d—d inspector with no soul came browsing around one day and condemned that old horse. Government got a meanly \$10—or something like that. This ran along for a time, when one day they were trooping up some lonely valley, and, behold, there stood Pansy, as thin as a snake, tied by a wickiup. He greeted the troop with joyful neigh. The soldiers asked the captain to be allowed to shoot him, but of course he said no. I could not learn if he winked when he said it. The column wound over the hill, a carbine rang from its rear, and Pansy lay down in the dust without a kick. Death is better than Indian for a horse. The thing was not noticed at the time, but made a world of fuss afterward, though how it all came out the sergeant did not develop, nor was it necessary.—Frederic Remington in Harper's Magazine.

Delicate Instruments.

Some of the delicate instruments in the Toronto magnetic observatory intended to measure fluctuations in the earth's magnetism have been greatly disturbed by the electric currents flowing through the earth from the adjacent trolley lines. Accordingly these instruments are to be removed to a point nine miles from the city and two miles from any possible trolley route. The records of the Toronto observatory date back more than half a century and are the most valuable of their kind ever obtained on this continent.

New York English.

We have been told by a keen and intelligent observer who has returned to this city after a sojourn of two years abroad that the average New Yorker is becoming very careless with his English; not only does he jumble his words together in every conceivable sequence, but he makes a gesture to supply a word or verb and rattles off slang the analogy of which is often intelligible only to himself. Without recalling for the moment any specific examples, we believe our friend to be correct. He does not go far enough, however; there is another side. If the New Yorker at times tries to get an idea out in the fewest possible words, on other occasions he is tediously tautologous and prolix. One has only to keep an open ear in a car ride up town to find confirmation for this. Here, as though relaxing the exigency of economy of speech that has been practiced while discussing affairs all day, needless and endless repetitions take place and the obnoxious "I say" introduces half the phrases that are uttered. We haven't any explanation to make, however, or remedy to offer.—New York Times.

The Difference.

"Why are some statues made life size and some heroic size?"

"A life size statue represents a man as big as he was, and a heroic size statue represents him as big as he thought he was."—Chicago Record.

On the Wrong Track.

Slims recently received private information that his son was not confining himself strictly to the straight and narrow path. There were ugly rumors that the young man played cards and bet on the horses. Slims determined to double his paragonic vigilance. The other evening he turned to the young man who was deep in a newspaper and inquired sharply, "What are you reading, son?"

"A column under the head of 'What the Book Makers Are Doing?'"

"I'll tell you what they are doing, sir," said the old man severely. "They are living luxuriously this winter and laying their plans to fleece such lambs as you next season. They keep up the race tracks and get rich by fooling noodle pates like you. I've heard all about you, sir, and your wild ways. Order that paper stopped. What are you laughing at, you young rascal?"

"At your surprising knowledge of horse race methods," I was reading the literary reviews."—Detroit Free Press.

Various Policies.

Accident insurance policies have taken many curious shapes, ranging from the penny in the slot to the coupon in the weekly newspaper, but the limit has been reached in London, where the purchaser of a book of cigarette paper is insured for \$50 for a period of 70 days. The annual cost of this amount of insurance is about 75 cents a year, provided the holder of the novel policy is not a cigarette fiend. The amount of insurance is specifically set aside for the defraying of funeral expenses in the event of accidental death.—New York Journal.

Vulgar Shirt Sleeves.

In an article describing the women's billiard room of the Waldorf-Astoria hotel the London Globe says: "If a man should be so bold as to remove his coat, an attendant instantly hands him a lounge jacket. All present shut their eyes and do not open them again until the ringing of a bell announces that the shirt sleeves have been covered."

Many of the fruits and vegetables now eaten in England were almost unknown to our forefathers. Not until Henry VIII's time were there either raspberries or strawberries or cherries grown in England, and we do not read of the turnip, cauliflower and quince being cultivated before the sixteenth century or the carrot before the seventeenth century.

Reforming.

"Your money or your life!" shouted the footpad.

"I have no money," said the victim, "and my life will be of no use to you."

"I don't know about that," replied the footpad. "I have been thinking for some time of trying a new life."—Philadelphia North American.

A Spur to Pride.

"It does a man good to be rejected by a girl."

"Why?"

"It makes him pitch in and marry a more attractive girl."—Chicago Record.

The omnibuses of one London company covered just about 20,000,000 miles in the course of a year, the distance sufficient to take them nearly three times around the world every day.

Analysis of a Frenchman.

A Frenchman sleeps in italics, sneezes in small capitals, talks in thunder, gesticulates in cyclone and acts in tornado. He feels it all and means less than one-tenth of it. Not that the nine-tenths are hypocrisy, but that they are dramatic froth, discounted in final solution at the bank of effervescence.—Brooklyn Eagle.

His Favorite Author.

Nooel—Ah, you're a literary man, eh? Who's your favorite author?

Author—Witchell.

"Witchell? Witchell! Don't think I know him."

"Apparently not. My card, sir."—Philadelphia Record.

Garlic Is Ancient.

Garlic came from Asia and has been used since the earliest times. It formed part of the diet of the Israelites in Egypt and was used by Greek and Roman soldiers and African peasants.

The Money-moon's Origin.

The modern honeymoon trip originated in the days of George II and speedily came into general use.

ALLEGHENY VALLEY RAILWAY COMPANY, in effect Sunday, December 19, 1897, Low Grade Division.

EASTWARD.		WESTWARD.	
STATIONS.	NO. 1, NO. 3, NO. 5, NO. 7, NO. 9, NO. 11.	NO. 10, NO. 12, NO. 14, NO. 16, NO. 18.	NO. 19, NO. 21, NO. 23, NO. 25, NO. 27.
Red Bank	10:30	4:20	5:50
Greenwood	11:30	5:20	6:50
New Bethlehem	11:30	5:20	6:50
Oak Ridge	11:37	5:27	6:57
Marysville	11:44	5:34	7:04
Summersville	12:04	5:54	7:24
Brookville	12:20	6:04	7:40
Falls Creek	12:20	6:04	7:40
Reynoldsville	12:53	6:37	8:13
Pancoat	1:03	6:47	8:23
Falls Creek	1:30	7:14	8:50
DuBois	1:30	7:14	8:50
Sabula	1:43	7:27	9:03
Williamsport	1:50	7:34	9:10
Penfield	1:50	7:34	9:10
Tyler	2:08	7:52	9:28
Benezette	2:37	8:21	9:57
Lawsonburg	2:47	8:31	10:07
Driftwood	3:15	8:59	10:35
P. M. A. M. P. M. A. M. P. M.			

EASTWARD.		WESTWARD.	
STATIONS.	NO. 1, NO. 3, NO. 5, NO. 7, NO. 9, NO. 11.	NO. 10, NO. 12, NO. 14, NO. 16, NO. 18.	NO. 19, NO. 21, NO. 23, NO. 25, NO. 27.
Driftwood	10:10	5:30	7:00
Benezette	10:48	6:07	7:37
Tyler	11:17	6:36	8:06
Williamsport	11:25	6:44	8:14
Winterburn	11:32	6:51	8:21
Sabula	11:42	7:01	8:31
DuBois	12:55	7:12	8:42
Falls Creek	1:20	7:37	9:07
Pancoat	1:20	7:37	9:07
Reynoldsville	1:35	7:52	9:22
Falls Creek	1:51	8:08	9:38
Bell	2:03	8:20	9:50
Brookville	2:11	8:28	9:58
Summersville	2:27	8:44	10:14
Marysville	2:35	8:52	10:22
Oak Ridge	2:55	9:12	10:42
New Bethlehem	3:05	9:22	10:52
Lawsonburg	3:15	9:32	11:02
Red Bank	3:50	9:55	11:25
P. M. A. M. P. M. A. M. P. M.			

Trains daily except Sunday. DAVID McCARGO, GEN'L. Supt. JAS. P. ANDERSON GEN'L. Pass. Agt.

PENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division.

TIME TABLE IN EFFECT.

Trains leave Driftwood

EASTWARD	
8:10 a. m.—Train 8, weekdays, for Sunbury, Williamsport, and intermediate stations, arriving at Philadelphia 6:53 p. m.	
8:30 a. m.—Train 9, m. for Baltimore, 6:50 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.	
4:00 p. m.—Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 8:10 a. m.; New York, 7:33 a. m. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 2:30 p. m.	
9:30 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:52 a. m.; New York, 9:33 a. m. On week days and 10:32 a. m. on Sunday; Baltimore, 8:20 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 Philadelphia and Williamsport to Baltimore.	

WESTWARD

4:41 a. m.—Train 9, weekdays, for Erie, Ridgway, DuBois, Clermont and principal intermediate stations.	
9:43 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 9 leaves New York 5:50 p. m., Philadelphia 8:30 p. m., Washington 7:20 p. m., Harrisburg 8:40 p. m., arriving at Driftwood 4:41 a. m., weekdays, with Pullman sleepers and passenger coaches from Philadelphia to Erie and Washington and Baltimore to Williamsport.	
TRAIN 15 leaves Philadelphia 8:30 a. m.; Washington, 7:50 a. m.; Baltimore, 7:50 a. m.; Harrisburg, 8:45 a. m.; weekdays, arriving at Driftwood at 5:45 p. m. with Pullman Parlor car from Philadelphia to Williamsport and passenger coaches to Kane.	
TRAIN 3 leaves New York at 7:40 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:43 a. m. Pullman sleeping cars from Philadelphia to Williamsport and passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.	

JOHNSBURG RAILROAD.

(WEEKDAYS)	
TRAIN 19 leaves Ridgway at 8:35 a. m.; Johnsonburg at 9:10 a. m., arriving at Clermont at 10:10 a. m.	
TRAIN 20 leaves Clermont at 10:40 a. m., arriving at Johnsonburg at 11:30 a. m. and Ridgway at 11:50 p. m.	

RIDGWAY & CLEARFIELD R. R. AND CONNECTIONS.

SOUTHWARD.		NORTHWARD.	
A. M. A. M.	STATIONS.	P. M. P. M.	
8:30	4:00	5:00	10:20
9:43	4:41	6:00	9:10
10:20	5:10	Emporium	9:35
11:02	5:52	St. Marys	2:40
11:15		Kane	12:15
11:50		Washington	7:20
11:49		Johnsonburg	11:36
12:10	6:20	Ridgway	8:50
12:17	6:27	Island Run	8:43
12:22	6:32	Carmen Transfer	8:38
12:35	6:45	Croydon	8:29
12:35	6:45	Shorts Mills	8:29
12:39	6:48	Blue Rock	8:22
12:43	6:52	Vineyard Run	8:16
12:43	6:52	Carrier	8:17
12:53	7:02	Brookwayville	8:08
12:57	7:06	Lanes Mills	8:02
1:07	7:16	Harveys Run	7:54
1:15	7:20	Falls Creek	7:50
1:40	7:45	DuBois	7:40
1:50	7:55	Falls Creek	7:40
1:55	7:40	Reynoldsville	6:45
2:11	8:10	Brookville	6:09
3:05	9:10	New Bethlehem	5:20
3:25	9:30	Pancoat	4:40
3:30	12:40	Pittsburg	1:40
P. M. P. M.			

TRAINS LEAVE RIDGWAY

EASTWARD.		WESTWARD.	
Train 8	8:17 a. m.	Train 9	8:10 a. m.
" 4	8:00 p. m.	" 15	8:10 p. m.

J. B. HUTCHINSON, J. R. WOOD, Gen. Manager, Gen. 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, and after Feb. 29th, 1898, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

1:25 a. m. and 1:40 p. m. for Curwensville and Clearfield.	
9:43 a. m.—Rochester mail—For Brookwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, and Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.	
10:27 a. m.—Accommodation—For Sykes, Big Run and Punxsutawney.	
10:28 a. m.—For Reynolds Hill.	
1:15 p. m.—Buffalo Express—For Beechtree, Brookwayville, Elmont, Carleton, Ridgway, Johnsonburg, Mt. Jewett, Bradford, and Buffalo.	
1:35 p. m.—Accommodation for Punxsutawney and Big Run.	
4:30 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 Ten Cents will be collected by conductors when fares are paid on trains from all stations where a ticket office is maintained. Through mile tickets at two cents per mile will be sold between all stations. J. H. McLEWY, Agent, Falls Creek, Pa. E. C. LAFAY, Gen. Pass. Agt., Rochester N. Y.

Farms for Sale.

A GREAT CHANCE FOR SOME MAN FULL OF DAYS' WORKS.

One hundred and thirty acres clean farm land with thousands of tons of lime stone—enough to pay for the farm two or three times over—and coal land, barn, four-room house, good spring of water, timber for fence posts, in Monroe Twp., Clarion Co., within six miles of County Seat. Good country and good community. Come quick. Can be bought for two thousand dollars.

Another farm with two large barns and houses; lime stone and coal; three to four thousand dollars worth of good oak timber; good water; land in good cultivation; containing about 200 acres; price twelve thousand dollars.

Another with nearly two hundred acres, about 50 cleared; good water and coal; about three thousand dollars worth of oak timber within three miles of Summersville, A. V. Ry. Price eight thousand dollars.

Another of one hundred acres, large barn and good water, six-room house, with about two thousand dollars worth of oak timber. Price four thousand dollars.

M. C. COLEMAN, Reynoldsville, Pa. Executor.

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.

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

W. H. STAMEY, ATTORNEY-AT-LAW, Office at Hotel McConnell, Reynoldsville, Pa.

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

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

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 centre of the business part of town. Free bus to and from trains and commodious sample rooms for commercial travelers.

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

READ UP	EXP. Mail	May 15, 1898.	READ DOWN	EXP. Mail
No 37	No 36		No 36	No 37
9:00	1:45	Arr. PATTON	8:10	9:10
10:04	1:24	Westover	5:22	4:21
9:40	1:00	MAHAFAY	5:45	4:40
9:15	12:32	Kermooer	6:10	5:05
9:00	12:22	GAZZAM	6:20	5:15
8:58	12:15	Arr. Kermooer	6:27	