FOR LITTLE FOLKS.

THE TRIPLE SOMERSAULT.

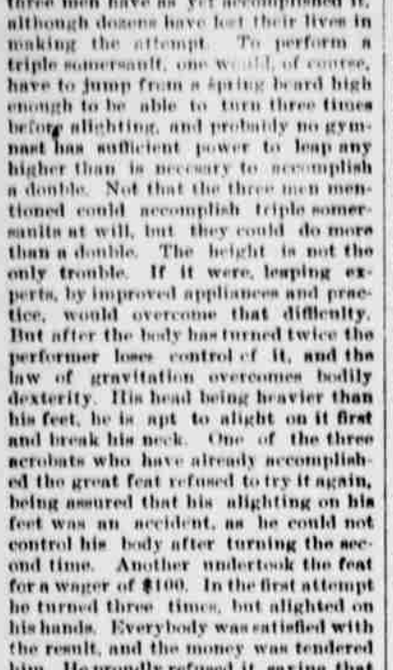
Difficult Acrobatic Feat That Only Three Men Have Accomplished.

The most difficult acrobatic feat in the world is to throw a triple somersault. The double is comparatively easy. But to describe three complete circles in the air with the body is a bigger feat than the most expert acrobat of today cares to undertake. Only three men have as yet accomplished it, although dozens have lost their lives in making the attempt. To perform a triple somersault, one would, of course, have to jump from a spring board high enough to be able to turn three times before alighting, and probably no gymnast has sufficient power to leap any higher than is necessary to accomplish a double. Not that the three men mentioned could accomplish triple somersaults at will, but they could do more than a double. The height is not the only trouble. If it were, leaping experts, by improved appliances and practice, would overcome that difficulty. But after the body has turned twice the performer loses control of it, and the law of gravitation overcomes bodily dexterity. His head being heavier than his feet, he is apt to alight on it first and break his neck. One of the three acrobats who have already accomplished the great feat refused to try it again, being assured that his alighting on his feet was an accident, as he could not control his body after turning the second time. Another undertook the feat for a wager of $100. In the first attempt he turned three times, but alighted on his hands. Everybody was satisfied with the result, and the money was tendered him. He promptly refused it, saying that the feat had not been perfectly accomplished, and that he would repeat it and alight upon his feet before he felt justified in taking the $100. He did attempt to repeat it but fell on his head, dislocating his neck.

Dimple Gathers Greens.

She must have her mother's bonnet
Tied upon her curly head,
And, for fear she should get hungry,
She will eat some buttered bread—
Dimple's going to gather greens.

She must have the largest bucket
And a knife to dig them out,
Never fear she'll cut her ownself;
She will watch what she's about—
Dimple's going to gather greens.



Dandelions, begin to tremble!
She will surely pick of you.
Crowsfoot, hide your head with quaking!
For, it may be, you'll go, too—
Dimple's coming to gather greens!

Big burdock and green sheep's sorrel,
You cannot feel quite secure!
For, it may be, when she's leaving
You'll be starting on a tour—
Dimple's coming to gather greens.

She has torn her little apron,
And her knife, she says, is lost,
But our darling's very happy,
So we'll never mind the cost—
Dimple has gathered her greens.

She will eat some bread and butter,
Heiping me admire her spoil;
Then, "Don't you think it time, dear mamma,
That we put them on to boil?"
Dimple has gathered her greens.
—Margaret Lee in Cincinnati Commercial Tribune.

About Birds.

Birds belong to the vertebrates or backboned animals. They are distinguished from the rest of the vertebrates by the graceful outlines of their bodies, by their clothing of feathers, toothless jaws and the fore limbs or wings, being adapted to flying.

Nature has made many wonderful provisions in the bird, especially in the formation and arrangement of the bones. These are compact and in many cases hollow, thus combining lightness with strength. The first bone of the backbone is so freely jointed to the skull that birds can turn their heads around and look directly back.

Before and After Tests.

The weights of classes of students before and after examination have been made the subject of recent investigation. In high classes, where naturally the examination was most felt, several pounds were lost, showing how the mental strain was felt. In lower classes the loss was not so great.

His Valuable Time Wasted.

A Chicago lady who is the wife of a wealthy and influential citizen had a great deal of trouble recently with her domestics. She had discharged her cook and second girl and for a few days was obliged to do her own cooking.

It was on one of these mornings that a peremptory knock sounded on the kitchen door. She wiped her hands on the apron and found at the door a low browed, insolent looking man, with a small satchel swung over his shoulder.

"Go and tell your mistress I want to see her, Bridget," he said, with a wave of the hand. Madam surveyed him in silence a moment and then replied stiffly, "I don't choose to."

"Oh, you don't, eh? Well, now, trot along, my dear, or I'll have you fired,' he returned, with a vicious glance.

Mrs. Blank was backing within. To be so insulted on her own doorstep was such a heinous crime that her resources failed her. But in a moment she hit upon a plan that would bring this piece of insolence to abject humility. Drawing her stately figure up to the full and fixing on him a gaze of imperious disdain, she said in measured, frigid tones, "I am the lady of the house."

Did he quail? Oh, no!

"Are you?" he rejoined quickly. "Why didn't you say so and not keep me waiting all this time? I got some soap here that you want, and"—

He was staring at the door while the bang echoed out over his shoulders in to the yard.—Chicago News.

The German Servants' Ordeal.

The young person who fills so important a place in our domestic arrangements as housemaid, parlormaid or "general" often enough takes a pride in her appearance, which, though entirely natural, is sometimes irritating to the less reasonable type of mistress. What would she think if it were necessary for her, as it apparently is in Germany, before taking a place as domestic servant to provide herself with a special passbook in which a full description of her appearance must be entered?

This description of the German maid-servant is entered by the police of her native district and is sometimes dictated more by candor than chivalry. The color of the eyes and hair and the shape of the nose are all duly chronicled, and if the constable is of opinion that any of these features are "ugly" he has no hesitation in saying so.

What possibilities such a system suggests! Imagine the young person about to start a career as cook presenting herself before the local constable to await his verdict on her nose and lips!—London St. James Gazette.

Doing Penance For Sins.

In former times persons guilty of grievous and notorious offenses were required to make open confession and, further, to make satisfaction for the scandal given by their bad example by doing penance publicly in a white sheet in their parish church. The sheet was used to show clearly to every one which was the offender.

The last time that public penance was done in an English church was on Sunday evening, July 30, 1882, when a man named Hartree, in the church of All Saints, East Clevedon, made an open confession of immorality and promised to perform the penance thus imposed on him by the vicar.

No white sheet was used on this occasion. The last case in which one was used appears to have been one in St. Bridget's church, Chester, in 1851. But on that occasion the penance was not public, the church door being locked.

In the previous year, however, public penance in a white sheet was done in a country church in Essex, and a similar thing occurred in Ditton church near Cambridge in 1849.—Stray Stories.

The Ruling Passion.

The clergyman had finished, and the organ was pealing forth the sonorous rapture of the Mendelssohn march.

"One moment, George," said the radiant bride, and facing the audience she raised her exquisitely bound, though somewhat bulky, prayer book in her daintily gloved hands and pointed it directly at the brilliant audience. There was a sharp click.

"All right, George," said the bride; "come along."

And as they marched down the aisle she showed him that the supposed prayer book wasn't a prayer book at all. It was a camera.

"It's my own idea, George," she whispered. "Clever, isn't it?"—Cleveland Plain Dealer.

The Head Hunters.

In Tupuselei, in New Guinea, the houses are built on piles in the open ocean a good distance from the shore. The object of this is to protect the inhabitants against sudden attacks of the kindly head hunters, who always are on the lookout for victims, whose heads they need in their business. Other villages in this happy land are perched up in all but inaccessible trees for the same weighty reason.

Two Reasons.

"You mustn't play with Mr. Borum's hat, Bobby," said a young lady who was entertaining a caller to her small brother.

"Why mustn't I?" asked the youngster.

"Because you might break it," replied his sister, "and, besides, he will want it shortly."—Chicago News.

Traced Back to Eden.

Mr. Dash—I have discovered the reason why most women like ribbons.

Mrs. Dash—Why?

Mr. Dash—Because the first woman was a rib-un herself.—Syracuse Herald.

A COTTON PLANT.

The Story of One Shown on the New York Exchange.

There is a story still told to visitors to the New York Cotton Exchange which always amuses its tellers quite as much as its hearers. It concerns a very superb specimen of the cotton plant which was brought into the exchange one October morning years ago and placed in the center of the pit around which gather every day the men who buy and sell millions of bales of the white staple every month.

There had been bad weather in Texas that season, with reports of irreparable damage to the crop, but this superb plant, laden with bolls throughout its six feet of height and coming, as it did, from Waco, in the most important cotton section of the Lone Star State, was exhibited as conclusive proof that the stories of a ruined crop were certainly false. All New York's big cotton operators came to look at it and to admire it, and most of them remained to sell a few thousand bales.

"If that is what Waco can produce," they said, "the Texas crop alone will be big enough to put cotton down a cent or two per pound."

Late in the day, however, there strolled into the exchange a shrewd old farmer from one of the cotton states east of the Mississippi. He had heard of six foot cotton plants from Texas, and he wanted to see one. A single look at this specimen was sufficient.

"Humbug," he said. "That plant is made of wax, and it grew in South Fifth avenue."

And so it proved. The hoax had demonstrated what its authors asserted, that very few people in New York, even among cotton brokers, would know a cotton plant if they saw one.—New York Mail and Express.

Revenge.

"Hurry up, there!" yelled the conductor to a man who had chased the car about a quarter of a mile. "We can't wait all day for you."

"Is this a Woodward avenue car?" asked the tall, thin man, who was panting like a tugboat after his long run.

"Yes," was the curt reply.

"That's right," said the thin man, "always speak the truth, and your neighbors will respect you."

And so saying he hurried around the corner, while the conductor came down from the car to look for a brick.—Detroit Journal.

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NATURE'S CURE

What is Celery King?

It is a scientific combination of rare roots, herbs, barks and seeds from Nature's laboratory. It cures constipation, nervous disorders, headache, indigestion and liver and kidney diseases. It is a most wonderful medicine, and is recommended by physicians generally. Remember it cures constipation.

Celery King is sold in 25c. and 50c. packages by druggists. 1

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Fire Insurance Agent,
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Are prompt, safe and sure. The genuine (Dr. Peal's) never disappoint. $1.00 per box.
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Mouldings, Casings,
Brackets,
Porch Material of all kinds,
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Material delivered to all parts of town. .
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HAVE YOU BOUGHT YOUR WINTER SHOES YET?

IF NOT call on us and we can please you with any kind of shoes.

LADIES' FINE SHOES from $1.25 up.

CHILDREN'S SHOES at all prices.

WE HAVE specialties in men's shoes.

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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.
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They have stood the test for years, and have cured thousands of cases of Nervous Diseases, such as Debility, Dizziness, Sleeplessness and Varicocele, Atrophy, &c. They clear the brain, strengthen the circulation, make digestion perfect, and impart a healthy vigor to the whole being. All drains and losses are checked permanently. Unless patients are properly cured, their condition often works them into Insanity, Consumption or Death. Mailed sealed. Price $1 per box; 6 boxes, with legal guarantee to cure or refund the money, $5.00. Send for free book.
Strong Again.
For sale by H. Alex Stoke

WANTED—SEVERAL PERSONS FOR District Office Managers in this state to represent me in their own and surrounding counties. Willing to pay yearly $900, payable weekly. Desirable employment with unusual opportunities. References exchanged. Enclose self-addressed stamped envelope. S. A. Park, 320 Caxton Building, Chicago. 5-25-00.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.
TIME TABLE.
On and after January 1st, 1899, passenger trains will arrive and depart from Reynoldsville station, daily, except Sunday, as follows:
DEPART.
3.20 p. m. Week days only. For Falls Creek, DuBois, Curwensville, Clearfield, Punxsutawney, Butler, Pittsburg, Brockwayville, Ridgway, Johnsonburg, Mt. Jewett and Bradford.
ARRIVE.
1.20 p. m. Week days only. From Clearfield, Curwensville, Falls Creek, DuBois, Pittsburg, Butler and Punxsutawney.
TRAINS LEAVE FALLS CREEK.
SOUTH BOUND.
7.05 a. m. Week days only. For Big Run, Punxsutawney, Butler, Pittsburg and intermediate points.
10.39 a. m. and 7.45 p. m. Week days only. For DuBois, Stanley, Sykes, Big Run and Punxsutawney.
2.45 p. m. Daily. Vestibuled limited. For Punxsutawney, Dayton, Butler and Pittsburg.
SOUTH BOUND.
7.28 a. m. and 3.01 p. m. Week days only. For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett and Bradford.
12.55 p. m. Daily. Vestibuled limited. For Ridgway, Johnsonburg, Bradford, Buffalo and Rochester.
1.00 p. m. Week days only. Accommodation for Reynoldsville.
Trains for Curwensville, Clearfield and intermediate stations leave Falls Creek at 7.28 a. m., 3.40 and 8.10 p. m.
Thousand mile tickets good for passage over any portion of the B., R. & P. and Beech Creek railroads are on sale at two (2) cents per mile.
For tickets, time tables and full information apply to
E. C. DAVIS, Agent, Reynoldsville, Pa.
E. C. LAPEY, Gen. Pas. Agent, Rochester N. Y.

WANTED—SEVERAL PERSONS FOR District Office Managers in this state to represent me in their own and surrounding counties. Willing to pay yearly $900, payable weekly. Desirable employment with unusual opportunities. References exchanged. Enclose self-addressed stamped envelope. S. A. Park, 320 Caxton Building, Chicago. 5-25-00.

PENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division.

In effect Nov. 19, 1899. Trains leave Driftwood as follows:

EASTWARD

9:00 a. m.—Train 8, weekdays, for Sunbury, Wilkesbarre, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 6:23 p. m., New York, 9:30 p. m.; Baltimore, 8:00 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.

3:58 p. m.—Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 1:25 A. M.; New York, 7:13 a. m.; Baltimore, 2:50 a. m.; Washington 4:05 A. M. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M.

10:15 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:52 A. M.; New York, 9:34 A. M. on week days and 10:20 A. M. on Sunday; Baltimore, 5:35 A. M.; Washington, 7:45 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

4:38 a. m.—Train 9, weekdays, for Erie, Ridgway, DuBois, Clermont and principal intermediate stations.

9:44 a. m.—Train 4, 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 5:55 p. m., Philadelphia 8:50 p. m.; Washington 7:20 p. m., Baltimore 8:40 p. m., arriving at Driftwood 4:58 a. m., weekdays, with Pullman sleepers and passenger coaches from Philadelphia to Erie and Washington and Baltimore to Williamsport.

TRAIN 3 leaves New York at 7:55 p. m.; Philadelphia, 11:20 p. m.; Washington, 10.40 p. m.; Baltimore, 11:55 p. m.; daily arriving at Driftwood at 9:44 a. m. Pullman sleeping cars from Phila. to Williamsp't, and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

TRAIN 15 leaves Philadelphia 8:40 A. M.; Washington, 7.55 A. M.; Baltimore, 8:55 A. M.; Wilkesbarre, 10:55 A. M.; weekdays, arriving at Driftwood at 5:45 P. M., with Pullman Parlor car from Philadelphia to Williamsport and passenger coach to Kane.

Connections via Johnsonburg R. R. and Ridgway & Clearfield R. R.

a. m.	WEEKDAYS.	p. m.	
10 45	ar Clermont lv	10 55	
10 38	Woodvale	11 02	
10 35	Quinwood	11 05	
10 31	Smith's Run	11 08	
10 25	Instanter	11 14	
10 20	Straight	11 19	
10	Glen Hazel	11 27	
10 05	Bendigo	11 32	
9 55	Johnsonburg	11 43	
9 40	lv Ridgway ar	11 95	
a.m.		p.m.	p.m.
7 20	ar Ridgway lv	7 00	12 10
7 14	Island Run	7 05	12 17
7 08	Carm'n Trout	7 12	12 22
6 59	Croyland	7 21	12 30
6 56	Shorts Mills	7 25	12 33
6 52	Blue Rock	7 28	12 36
6 48	Carrier	7 33	12 40
6 46	Brockway v'l	7 43	12 50
6 34	James Mills	7 47	12 54
	McMinn Smt	7 51	
6 24	Harveys Run	7 54	1 03
6 20	lv Falls C'k ar	8 05	1 10
6 05	lv DuBois ar	8 10	
6 15	ar Falls C'k lv	8 50	1 40
6 02	Reynoldsville	8 45	1 50
5 26	Brookville	9 12	2 16
4 40	New Beth'l'm	9 50	2 52
4 00	Red Bank	10 25	3 35
3 40	lv Pittsburgar	12 40	5 30
p.m.	a.m.	p.m.	p.m.

Through Pullman Parlor Car to Pittsburg on train leaving Falls Creek at 8.33 a. m., returning on train leaving Pittsburg at 1.40 p.m.

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

ALLEGHENY VALLEY RAILWAY

In effect Sunday, Nov. 19, 1899. Low Grade Division.

EASTWARD.

STATIONS.	No. 9. A. M.	No. 13 A. M.	No. 1. A. M.	No. 5. P. M.	No. 7. P. M.
Pittsburg	....	$ 6 15	$ 9 00	$ 1 40	* 5 05
Red Bank	....	9 10	11 05	4 00	7 30
Lawsonham	....	9 21	....	4 11	†7 40
New Bethlehem	....	9 50	11 38	4 40	8 04
Oak Ridge	....	9 57	....	4 47	....
Maysville	....	10 03	....	4 53	....
Summerville	....	10 20	....	5 10	†8 31
Brookville	$ 6 15	10 35	12 12	5 26	8 46
Bell	†6 21	†10 40	....	....	....
Fuller	†6 33	†10 51	....	†5 45	....
Reynoldsville	6 53	11 06	12 58	6 02	9 13
Pancoast	†7 00	†11 13	....	†6 09	....
Falls Creek	7 05	11 19	12 48	6 15	9 24
DuBois	7 12	$11 25	1 40	6 30	*9 50
Sabula	7 24	....	1 52	6 45	....
Winterburn	7 34	....	1 25	6 56	....
Pennfield	7 40	....	1 30	7 02	....
Tyler	7 50	....	1 39	7 14	....
Bennezette	8 17	....	2 05	7 40	....
Grant	†8 27	....	†2 14	7 49	....
Driftwood	$ 8 55	....	$ 2 40	$ 8 15	....
	A. M.	A. M.	P. M.	P. M.	P. M.

Train 41 (Sunday) leaves Pittsburg 9.00 a. m., Red Bank 11.05 Brookville 12.29, Reynoldsville 1.00, DuBois 1.30 p. m.

WESTWARD.

STATIONS.	No. 8. A. M.	No. 6 A. M.	No. 2. A. M.	No. 14 P. M.	No. 10 P. M.
Driftwood	....	$ 6 50	$11 55	....	$ 5 55
Grant	....	†7 16	†12 21	....	†6 18
Bennezette	....	7 25	12 29	....	6 27
Tyler	....	7 50	12 54	....	6 54
Pennfield	....	7 58	1 02	....	7 04
Winterburn	....	8 05	1 07	....	7 10
Sabula	....	8 13	1 18	....	7 22
DuBois	†6 25	8 22	1 25	$4 50	7 27
Falls Creek	6 41	8 35	1 40	5 06	7 45
Pancoast	†6 46	....	....	†5 01	†7 48
Reynoldsville	6 59	8 45	1 50	5 18	7 55
Fuller	†7 07	†8 57	....	†5 32	†8 05
Bell	†7 18	....	....	†5 53	†8 20
Brookville	7 34	9 12	2 16	5 40	$8 37
Summerville	7 38	†9 25	....	5 54	....
Maysville	7 55	†9 40	....	6 11	....
Oak Ridge	8 01	†9 44	....	6 17	....
New Bethlehem	8 16	9 59	2 52	6 32	....
Lawsonham	8 38	10 15	3 15	6 53	....
Red Bank	8 50	10 25	3 25	7 05	....
Pittsburg	*11 15	12 40	$ 5 30	9 45	....
	A. M.	P. m.	P. m.	P. M.	P. M.

Train 42 (Sunday) leaves DuBois 4.20 p. m., Reynoldsville 4.38, Brookville 5.10, Red Bank 6.35, Pittsburg 9.25 p. m.

Trains marked * run daily; § daily, except Sunday; † flag station, where signals must be shown.

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