

NOVEL PROJECT TO TEACH IMPROVED METHODS OF ROAD CONSTRUCTION.

THE Illinois Central Railroad Company and the National Good Roads Association have completed arrangements for running a "Good Roads Train" between Chicago and New Orleans for the purpose of constructing sample roads, as object lessons, at convenient commercial centres. The office of public road inquiries, under the Secretary of Agriculture, is co-operating with the National Good Roads Association by furnishing two road experts, to instruct the farmers, road officials, and people of States in the most improved methods of road construction. The great manufacturers of road machinery in the country are contributing machinery and com-

these purposes. These roads in most cases will begin at the railroad stations and lead out into the country. Fifteen places have been selected at which roads will be built. W. H. Moore, President of the National Good Roads Association, will arrange places and dates of conventions. Leading railroad officials, Governors, Senators and Congressmen will be invited to speak on convention days. The project promises to be an industrial movement of far-reaching importance.

Largest Pigeon Ranch in the World.

TEN thousand flying pigeons and 5000 little ones in the nests present the unique spectacle shown in the accompanying illustration of the only real pigeon ranch in the world. It is lo-

by hundreds every day in the year. At the age of twelve days the squab is fully grown and feathered, and if it escapes the market it is soon on the wing. Each afternoon Johnson and his son go through the buildings and take from the nests enough of the fat squabs to fill orders for the next day. Early in the morning they are killed by disjuncting their necks, dressed and delivered. Just now the season is dull because of the abundant supply of ducks and quail on the market.

The pigeons are well housed in three large buildings. In each of the sheds, running lengthwise and extending from ground to roof, are tiers of shelves, with narrow passageways between. On these shelves, loosely placed, are little square boxes, turned upside down, with small apertures for doors. These are the nesting places, and the largest of the buildings has 2000 inside and 1000 outside. The others have nearly as many. But the pigeons form nests

THE EDICTS OF FASHION.

New York City.—The blouse waist not alone holds its place, but apparently gains in favor week by week. It suits the greater number of figures; it is elegant in the truest sense, being entirely simple and is equally well adapted to the odd bodice and the entire costume.

The May Manton model shown here—



with is made from panne satin in dove gray with polka dots of white, combined with cream point de Venise and bunches of darker gray panne, but all the season's silks and soft wool materials are appropriate, while the contrasting material can be varied again and again. Lace of all sorts is in vogue, panne velvet with silk is effective, panne crepe is still lighter in weight and any silk contrasts well with woolen fabrics.

or one and a half yards fifty inches wide, with one yard of silk for revers, collar and undersleeves will be required.

A Buttonless Blouse.
The boy of seven years old feels dignified in his first long trousers. He is on promotion in a white "drilling" costume, made with long trousers and with one of the new blouses made without buttons. The blouse, in fact, has no opening in front, but is loose enough at the throat to slip over the head. It is extremely stylish made in this fashion. The collar is handsome and carefully made of blue linen, braided with three rows of narrow white braid. The black silk scarf is surmounted with a bow knot, with loops and ends of fancy colored braid. The loose sleeves fasten with two pearl buttons at the wrist on the inside seam.

Fanciful Shapes in Collars.
Collars take a number of fanciful shapes. There are bands higher at the back, and with narrow turn-over collars, pointed, straight or scalloped. In others the collars extend to about three inches of the front, rounded and turned back in a slight flare.

Pretty Ornaments.
The prettiest ornaments to be seen in the baroque pearls are pins in the form of large daisies. The petals are of the pearls, each formed of a single one, slender and oblong. In the centre there is a large stone, a diamond or a topaz.

Woman's Plain Shirt Waist.
The plain shirt waist is preferred by many women to any other sort, and



The fitted lining is snug and well shaped and closes at the centre front. The plastron, or vest, is attached to the right front and hooked over onto the left, while the back and fronts are arranged over the lining before the shoulder and under arm seams are closed. The deep collar finishes the neck and fronts while the stock completes the plastron and closes at the centre back. The sleeves are charming. The upper portions are scalloped and fall over the full lace cuffs, which are unlined and transparent and are seamed to the lower edge of the lining. At each edge of the fronts are bands of trimmings comprised of lace outlined by the dark panne.

To cut this waist for a woman of medium size three and a half yards of material twenty-one inches wide, three yards twenty-seven inches wide, two and a half yards thirty-two inches wide or one and three-quarter yards forty-four inches wide, with two yards of all-over lace eighteen inches wide to make as illustrated.

Misses' Blouse Eton.
The blouse with an Eton effect is exceedingly popular, and is peculiarly becoming to young girls. The large illustration shows one of the latest May Manton designs in fawn colored cheviot, with revers and undersleeves of white peau de soie, and is designed for a general wrap to be worn with various gowns, but the style is equally well suited to the entire costume of cloth, cheviot, serge or other fashionable material. The revers, collar and sleeves are finished with narrow black and gold passementerie, but the facing may become any color preferred, and the trimming braid or applique white if desired; plain coat sleeves can be substituted for the fancy ones. The back fits smoothly and snugly, but the fronts are adjusted with slight fullness at the waist line to give the blouse effect over the curved belt. The odd shaped revers are formed by the fronts, which are faced and rolled back. At the neck is an Aligion collar that can be closed with the fronts when desired. The sleeves are made over a regulation lining, to which the undersleeves are attached.

To cut this blouse for a miss of fourteen years of age, one and five-eighths yards material forty-four inches wide

L. M. SNYDER, Practical Horse-Shoer and General Blacksmith.

Horse-shoeing done in the neatest manner and by the latest improved methods. Repairing of all kinds carefully and promptly done. Satisfaction guaranteed.

HORSE CLIPPING
Have just received a complete set of machine horse clippers of latest style '08 pattern and am prepared to do clipping in the best possible manner at reasonable rates.

Jackson St. near Fifth, Reynoldsville, Pa.

NOTICE

To All Who Want to Buy or Have a Carpet to be Woven.

I am ready to do it in a very short time and my work of the past few years recommends itself. I have bought an improvement for my loom, making it a four-harness (instead of two), but prices will stay the same for weaving as before, that is 10 cents a square yard, and I will weave it for 30 to 42 inches in width to fit your rooms at that price I keep 21 colors of chain on hand (call or send for sample) and when I furnish chain, all of which is of the best 5-ply, for carpet 13 threads to the inch I charge only 23c.; 15-thread for 25c.; and 18 threads to the inch 25c., which includes weaving and chain. For out-of-town people on 20 yards or over will pay freight one way. I also weave

Stair Carpet and Rugs

of any kind. I have for sale some rugs, rag and split-warp carpet, which I will set at a big reduction to get out of my way.

Yours Respectfully,
TEOFEEL DEMAY,
Box 358, Reynoldsville, Pa.

AT YOUNG'S PLANING MILL

You will find
SASH, DOORS, FRAMES AND FINISH of all kinds.
ROUGH - AND - DRESSED LUMBER,
HIGH GRADE VARNISHES, LEAD AND OIL COLORS in all shades.

And also an over-stock of Nails which I will sell CHEAP.

J. V. YOUNG, Prop.

Want Your Clothing to Fit?

Then you ought to go to

J. C. Froehlich, MERCHANT TAILOR.

My line of samples are well worth anyone's time to call and inspect. Remember

All Work is Guaranteed.

Cleaning, Repairing and Altering a Specialty.

J. C. FROEHLICH,
Near Centennial hall.

First National Bank OF REYNOLDSVILLE.

Capital, \$50,000.
Surplus, \$15,000.

C. Mitchell, President;
Scott McClelland, Vice Pres.;
John H. Kaucher, Cashier.

Directors:
C. Mitchell, Scott McClelland, J. C. King,
John H. Corbett, G. E. Brown,
G. W. Fuller, J. H. Kaucher.

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. First National Bank building, Nolan block

Fire Insurance

SINCE 1878.
NORWOOD G. PINNEY, Ag't.,
Brookville, Pa.
JOHN TRUDGEN, Solicitor,
Reynoldsville, Pa.
SOLID INDEMNITY.
Twelve first-class companies represented.
The oldest established Fire Insurance Agent in Jefferson county.
All business will receive prompt attention.

PENNSYLVANIA RAILROAD, BUFFALO & ALLEGANY VALLEY DIVISION

Low Grade Division.
In Effect Nov. 25, 1900. (Eastern Standard Time.)

STATIONS.	EASTWARD.			
	No. 12	No. 14	No. 10	No. 16
Pittsburg	8:28	11:10	8:28	11:10
Red Bank	8:40	11:22	8:40	11:22
Lawsonham	8:52	11:34	8:52	11:34
New Bethlehem	9:04	11:46	9:04	11:46
Onk Ridge	9:16	11:58	9:16	11:58
Mayville	9:28	12:10	9:28	12:10
Summersville	9:40	12:22	9:40	12:22
Brookville	9:52	12:34	9:52	12:34
Iowa	10:04	12:46	10:04	12:46
Falls Creek	10:16	12:58	10:16	12:58
Reynoldsville	10:28	13:10	10:28	13:10
Winterville	10:40	13:22	10:40	13:22
DuBois	10:52	13:34	10:52	13:34
Saluda	11:04	13:46	11:04	13:46
Winterville	11:16	13:58	11:16	13:58
Pennell	11:28	14:10	11:28	14:10
Tyler	11:40	14:22	11:40	14:22
Grant	11:52	14:34	11:52	14:34
Driftwood	12:04	14:46	12:04	14:46

Train 92 (Sunday) leaves Pittsburg 9:10 a. m., Red Bank 11:15 Brookville 12:41, Reynoldsville 1:14, Falls Creek 1:29, DuBois 1:52 p. m.

NOTE—Train 118 on Sundays will make all stops between Red Bank and DuBois.

Philadelphia & Erie Railroad Division.
In effect March, 18, 1901. Trains leave Driftwood as follows:

EASTWARD.
6:00 a. m.—Train 12, weekdays, for Sunbury, Williamsport, Hazleton, Pottsville, Scranton, Harrisburg and other intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

11:25 p. m.—Train 8, daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

11:55 p. m.—Train 4, daily, for Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

12:05 p. m.—Train 3, daily, for Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

12:35 p. m.—Train 2, daily, for Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

1:05 p. m.—Train 1, daily, for Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

1:35 p. m.—Train 10, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

2:05 p. m.—Train 9, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

2:35 p. m.—Train 7, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

3:05 p. m.—Train 6, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

3:35 p. m.—Train 5, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

4:05 p. m.—Train 11, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

4:35 p. m.—Train 13, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

5:05 p. m.—Train 15, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

5:35 p. m.—Train 17, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

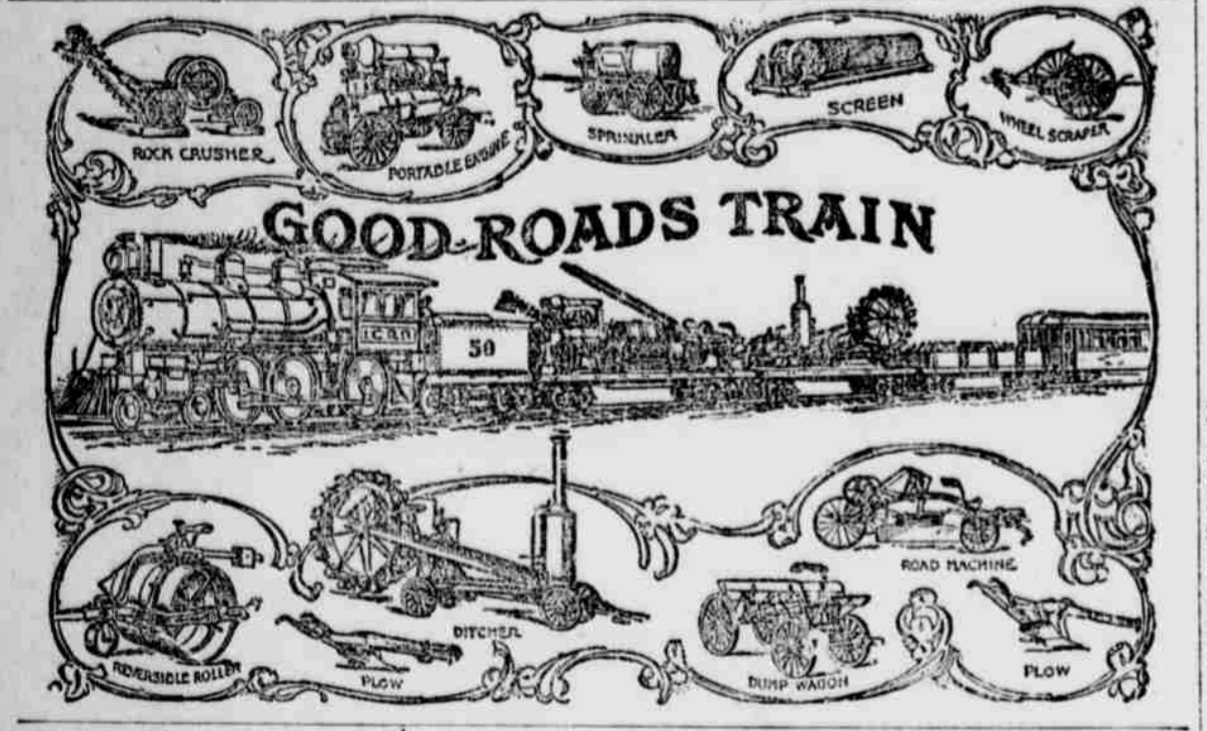
6:05 p. m.—Train 19, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

6:35 p. m.—Train 21, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

7:05 p. m.—Train 23, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

7:35 p. m.—Train 25, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.

8:05 p. m.—Train 27, daily, for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:42 p. m., New York 10:21 p. m., Baltimore 7:20 p. m., Washington 5:33 p. m. Vestibuled parlor car, and passenger coaches, Buffalo to Philadelphia and Washington.



GOOD-ROADS TRAIN

patent men to operate the same, which will show the necessity and economy of utilizing road machinery in constructing dirt, gravel and macadam roads.

This is the first attempt of any great railway corporation to spend time and money in assisting and stimulating farming communities to improve the

common roads. The officials of railroad companies occupy the same position as managers of any private or corporate interest, for they must give an account of all expenses and results to the stockholders. There should be a commonality of interest existing between all railroads and agricultural, mining, manufacturing and commercial pursuits. The Illinois Central Railway passes through the great agricultural and mining States of the Mississippi Valley. These States, owing to the great rainfall and rich alluvial soil, have to contend with almost impassable mud roads nearly five months of the year. It is, therefore, a question of policy and commercial balance to encourage a betterment of the common roads.

The train will begin road building at or near New Orleans, working north as the weather will permit. It will have a Pullman car, with commissary to accommodate two Government engineers, or road experts, the President of the National Good Roads Association, six competent men for operating the machinery, and six laborers. At each place selected to build a piece of the road the officials, commercial organizations and farmers will furnish all necessary material. Special attention will be given to educating the people in making the best dirt roads, as many of the Southern States are not blessed with stone or gravel for

located at Los Angeles, Cal., and from a small beginning has developed into a pretentious institution, from which squabs and grown birds are furnished for cafes and family tables all over California.

The ranch contains about eight acres and is conducted by J. Y. Johnson, who lives among his winged pets. After running a gauntlet of fierce bulldogs his visitor finds himself inside a bewildering mass of life and color in kaleidoscopic change. Add to this a constant roar of cooling and of myriad flapping wings and it becomes indescribably confusing. There are pigeons everywhere; the shed roofs are crowded with them; the ground is covered with them. They rise in swarms like bees and darken the sun like a summer cloud. If you have ever disturbed a great flock of nesting sea birds on some island rock you may

and lay eggs everywhere, in the passageways, on the floor and even on the roofs, or in any stray nook where a few straws can be gathered together. In one of the nests the other day was found a squab having four legs, and being in other respects a more or less perfectly developed and lively quadruped. Johnson says these freaks are not rare on his ranch.

In one of the long sheds 1000 oil cans are utilized as boxes, the sides and ends being made entirely of them, laid like bricks in a wall, each with the open end toward. Through the centre of the shed runs a double tier of the same material, facing opposite ways and extending to the roof. In these oil cans a colony of 3000 pigeons are comfortably stowed away.

A remarkable fact in connection with this place is that the pigeons rarely leave the ranch, and that it is

have seen a counterpart of a pigeon farm.

There is no attempt to breed pure strains there, though the owner markets the dark squabs and saves the light ones, the object being to eventually make the whole flock lighter colored. The white birds make a better appearance when dressed and find more ready sale. The flock is increased

seldom that one of them gets beyond the high wire fence which surrounds three sides of the place. They are fed assorted grain and screenings, and the cost of feeding the 15,000 is about \$7 a day.—Chicago-Times Herald.

Chinese Windmills Surprise Our Soldiers
When our soldiers arrived at Taku they wondered at the immense number of strange windmills all along the seashore. From time immemorial such windmills have been employed by the

Chinese to pump sea water up into higher basins, where wind and sun evaporate the fluid, leaving the salt.

Such salt contains a great deal of bitter salt, which gives it a very disagreeable taste; but it appears to satisfy the Chinese. From Taku it is carried, in blocks resembling loaves of bread, to Tien-Tsin, whence it is scattered all over the country.

While the population of Maine increased during the past decade only from 661,086 to 664,469, or but about five per cent, the cost of the State Government has nearly doubled during the last eight years.

Nearly one-half of the persons in this country die when they are children.

Everybody has heard of beggars on horseback, and a few travelers have seen them down in Mexico and Central America, where horseshells is cheap, but there is only one place in the world, it is believed, where the horse is employed in fishing. This illustration shows a scene on the coast of Belgium, near the town of Newport. The fishermen's horses are attached to the nets ready for their excursion into the sea after shrimps. A procession of weather-beaten fishermen starts from shore, each man mounted upon the back of a trained and docile horse dragging the triangular, purse-shaped net, which scoops in the shrimp as it passes over the sands. These fishermen on horseback frequently make hauls of several hundredweight at a single trip, and are considered the aristocracy of the Belgian littoral, holding about the relation to their fellow tellers that cavalry bears to infantry in the army.

