OUR SERIAL.

UNAVAILING.

It's kind o' hard to understand the case
of Ezry Jones.
We thought that he'd grow up to be a
reg'lar lazy bones.
But his father felt quite hopeful when he
saw him out one day
A-tollin' with a golf-stick an' declarin'
it was play.
He'd stop and hit that little ball a most
tremendous lick
An' then he'd run up hill an' down, all on
the double quick.
To see him so industr'ous done his folks
a heap o' good.
It's plain he isn't lazy; but he
won't
chop
wood.

He started in for ping pong, an' his enter-
prise was such
The doctor said as how he'd have to quit
or use a crutch.
An' as fur pool an' billiards' I have seen
him, I declare,
A-tollin' hard fur hours an' holdin' one
foot in the air.
The neighbors when they used to go a
visitin' would brag
About the scientific way he hit the punch-
in' bag.
But there's jes' one thing about him that
we never understood;
He's got a heap o' muscle, but he
won't
chop
wood.

You'd think that any one with such a
wonderful right arm
Would look on it as fun to help a bit
around the farm.
He never sits down idle from the dawn
till set o' sun;
There's allus somethin' doin,' but he don't
git nothin' done.
An' Ezry ain't the only one whose tal-
ents goes astray.
You see a lot o' folks a-keepin' busy, day
by day;
You look for them to do things; you are
certain that they could;
But at last they disapp'int you, 'cause
they
won't
chop
wood.

—Washington Star.

The KIDNAPPED MILLIONAIRES

A Tale of Wall Street and the Tropics

By FREDERICK U. ADAMS

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CHAPTER XXIII.—CONTINUED.

"The next day I became acquainted with the captain, a man named Parker, and found him a mighty good fellow. By leading the conversation gradually up to contractors, and to my friend Hestor, I learned that Col. John McIntyre was the contractor, and that he lived in Havana. It seems the schooner was loaded with lumber for Col. McIntyre. The second day out it turend and blew a gale and carried us away off our course to the southwest. It was late in the afternoon when we passed a steam yacht, which seemed to be headed for New Orleans. She passed us to starboard. Capt. Parker sized her up through a glass and said:

"'There is that yacht you were talking about, Seymour. That is the "Shark."'

"He was positive about it. The first mate also said it was the 'Shark.' She was about a mile and a half away, and they could not make out her name. Both knew the 'Shark' well, and were dead sure they could not be mistaken.

"The gale set us back so much that we did not reach Havana until Tuesday morning. Col. McIntyre was not at the pier, and I had considerable trouble finding him. He lives out on Vedado street, and I jumped into a carriage and went out to his house. He had just left to go into the country. I went after him. It was noon before I stood him up."

"Where is Col. McIntyre now?" asked Chalmers.

"He will be here soon," said Mr. Seymour. "Jack Stevens has gone out to his house for him. When we found you were in the harbor, Jack went for the colonel, and I came to pay my respects to Miss Carmody. I am never looking for the worst of it."

Mr. Seymour raised his hat and saluted Miss Carmody.

"But to my story," continued Seymour. "I found Col. McIntyre a gruff old dog, and he tried to stand me off. He said it was none of my business whether he had built a house for Hestor or not. I saw it was no use trying to 'con' the colonel. He was too wise. So I told him the whole story. You should have seen his eyes stick out. At first he wouldn't believe a word of it, but finally he changed his mind. He said Hestor was such an erratic fellow that he would not put anything past him. Then he thawed out and told me everything."

"What island is the house on?" asked Miss Carmody with suppressed excitement.

"It is not on any island," said Seymour. "It is on the coast of Mexico, south of Vera Cruz. From Col. McIntyre's description, it is a place you would not find in a thousand years. The Mexicans and Indians never go near it. They imagine that it is haunted by the ghosts of some old ruined city, which is said to be near there. There is a small inlet opening into a bay. You cannot see this inlet unless you are close to the shore. There is only one pilot, except Capt. Waters of the 'Shark,' who knows the way in through the rocks and shoals. Any boat drawing more than five feet of water would be smashed to pieces. Here comes Jack Stevens and Col. McIntyre."

The new arrivals were welcomed on the yacht. Col. McIntyre was a thick-set, broad-shouldered man, with an immense black mustache, and a complexion almost as dark as that of a mulatto. But his fierceness was all external. There was little to his story which has not been told. Hestor had contracted with him to build a bungalow on the shore of the Gulf of Mexico south of Vera Cruz. Hestor had prepared the plans, which, when slightly modified by Col. McIntyre, were sufficient for the purpose. He purchased the lumber and materials in New Orleans, and sailed with three carpenters for the site selected. Extra workmen were se-

"IT IS NOT ON ANY ISLAND."

cured at Vera Cruz. The three carpenters were then working for Col. McIntyre in Havana.

"Can you take us direct to the place, Col. McIntyre?" asked Miss Helen.

"I can take you there, but we could not take the yacht in without a pilot," said Col. McIntyre. "The surf is very heavy, and it is dangerous for small boats. We had a pilot from Tampico. My advice is to pick him up on the way down, and then we will have no trouble. When will you start?"

"Just as soon as you are ready, colonel," said Chalmers. "We must take on coal, but that will not take long."

"I am all ready," said Col. McIntyre. "I am a very busy man, and have some contracts on my hands which require my constant attention, but when Mr. Seymour told me about this I dropped everything. I am entirely at your service, Miss Carmody," said the gallant colonel.

"I do not know how to thank you, Col. McIntyre," said Miss Carmody. "It is not necessary for me to assure you that we shall not permit you to suffer any financial loss on account of your kindness."

Early in the afternoon the "Helen Carmody" glided swiftly out of Havana harbor and took a course almost due west. It was night before the ragged coast of Cuba faded in the eastern sky. The day was warm, but it was pleasant under the awnings and the six passengers thoroughly enjoyed the afternoon.

Mr. Seymour told some of his newspaper experiences, and kept the party in laughter and good spirits. In the evening Mrs. White took her place at the piano, and persuaded Miss Carmody to sing. Her voice was singularly sweet and sympathetic. Capt. Baldwin and several of his officers stood in the doorway and enjoyed the musical treat. Then Mrs. White played some familiar airs, and all joined in the chorus.

It was midnight when the voyagers retired to their rooms. The weather continued fine the following day, which passed without incident worth recording. Mr. Chalmers seemed to have no difficulty in monopolizing most of Miss Carmody's time. This did not escape the attention of Mr. Seymour.

"That will be the next kidnapping case," he remarked to Jack Stevens as Chalmers and Miss Carmody promenaded past them.

Tuesday morning the snow-capped peaks of Mexico lifted their crests out of the ocean, showing faint and purple in the distance. It was late in the afternoon when the yacht dropped anchor in Tampico harbor. Col. McIntyre, Seymour and Stevens went ashore in search of the pilot, and Mr. Chalmers escorted Miss Carmody and Mrs. White through the streets of the quaint old Mexican town. Col. McIntyre made the discovery that the pilot had been in Vera Cruz, and would not return until late at night. There was nothing to do but wait. It was midnight when the schooner on which the Mexican pilot had shipped dropped into the harbor, and to the delight of all he was found on board. Col. McIntyre explained what he wanted, and when Chalmers offered the necessary financial inducements the pilot consented to make the trip. It was three o'clock in the morning before the "Helen Carmody" was headed in the direction of Vera Cruz.

An early breakfast was served Wednesday morning. The pilot announced that they should be at their destination between 11 and 12 o'clock that forenoon, and all were excited. Miss Carmody was pale but composed. The hour was fast approaching when her hopes would be crushed or her happiness made complete. Her heart throbbed at the thought that all her hopes might crumble into nothingness. There was no positive proof that Hestor had taken his captives to the bungalow. The tears came to her eyes several times, but she checked her emotions, and laughed at some of Seymour's characteristic remarks.

The yacht was running almost due south, and was about 15 miles off shore. There was a faint haze over the water, but it was lifting in the quickening west breeze. Mr. Seymour was seated near the bow of the yacht.

"Look at that for a schooner yacht!" he exclaimed, pointing ahead and a little to starboard of their course. "That is a beauty! Look at those sails! Wouldn't they stop you! Capt. Baldwin what is the techinal name for that class of ship? It is not classified in my marine books."

Capt. Baldwin was studying the strange-looking craft through his glasses. He did not answer Mr. Seymour's question, but stepped to where Chalmers and Jack Stevens were standing.

"Do you know the missing men by sight?" he asked.

"I do," said Chalmers.

"Look at the men on that boat through this glass. They are signalling to us."

Chalmers took one long, searching look. They were rapidly approaching the odd-looking craft. The men on board of it were frantically waving handkerchiefs and cloths.

"It's them!" said Chalmers. "I recognize Sidney Hammond and Mr. Kent!"

Chalmers rushed to where Miss Carmody and Mrs. White were seated abaft the rear deck house.

"I think I have good news, Miss Carmody," he said. His face bore evidence more eloquent than words. "Do not get excited. I think we have found Mr. Carmody and his companions. Come along."

Miss Carmody turned pale for an instant, and almost staggered as she started to rise. She took Chalmer's proffered arm and walked rapidly forward. The whistle of the "Helen Carmody" sounded a long, shrill blast. The motion of the engines ceased, and the yacht swung to port. As it did so the raft came into full view, not a thousand feet away. Eight men in yachting suits were standing on the roof of a low cabin, waving their arms and yelling like Indians. An answering shout went up from Seymour, Stevens and Col. McIntyre. Again the whistle sounded its welcome note, and the screw churned the gulf as the signal was given to back water.

"There's papa!" exclaimed Miss Carmody. Her hand tightened convulsively on Chalmers arm, but she did not faint or go into hysterics. This was not a Carmody trait.

"There he is—God bless him!" she exclaimed, as Mr. Carmody waved his hand and shouted: "God is very good to us; they are all safe!"

The sun broke through the haze, and every figure on the raft showed sharply in the flood of light. At the forward end of the craft a monkey tugged at his chain and jabbered in excitement. Sidney Hammond and Mr. Kent were cutting away the lashings of the dingy. The raft was now so near the yacht that Capt. Baldwin gave the order to go slowly ahead, so as to avoid collision.

The boat-boom swung into place, and the gig was lowered. Four sailors leaped into the boat, and with lusty strokes were speeding to the raft. There was quite a sea on, and the gig had difficulty in approaching "The Jumping Jupiter." But in a few minutes Mr. Carmody, Mr. Rockwell, Mr. Haven and Mr. Morton were on board the dancing gig and on their way to the yacht.

As the gig neared the "Helen Carmody," the crew and its guests lined up along the rail and gave cheer after cheer. A stalwart seaman

"MR. CHALMERS IS TOO MODEST TO TELL THE TRUTH, PAPA."

helped them to a firm foothold on the gangway. A moment later, a big, sunburned man held in his arms his brave, beautiful daughter.

"Oh, papa, are you sure you are not hurt, or sick, or anything?" asked Miss Helen, rather indefinitely, as she stepped back for an instant and through joyous tears looked into her father's rugged and happy face.

"Do I look sick, my pet?" laughed Mr. Carmody. "I never felt better in my life. We are all in splendid health. This seems too good to be true."

"But it is true, papa; it cannot be a dream, even though it seems like one," said Miss Helen, her voice trembling with rapture. "Oh, papa, I was afraid I should never see you again. I could dance for joy. But, papa dear, we must not be selfish. You must meet these splendid men who have worked so earnestly for your rescue."

"So you do not take all the credit for the discovery of your old papa. Eh, pet?"

"Not a particle of it!" exclaimed Helen. "All I did was to hope and pray and trust that God would be good."

"You are a brave little girl," said Mr. Carmody. "To whom are we indebted for this splendid service? Ah, here is Mr. Chalmers! How do you do, Mr. Chalmers? Am I to thank you for this reunion with my dear daughter?"

"Not at all," said Mr. Chalmers, as he shook hands cordially with the great capitalist. "You may thank the lucky star which influences the destinies of the Record."

"Mr. Chalmers is too modest to tell you the truth about what he has done, papa," said Miss Helen, giving the young journalist a look which made him supremely happy. "He has worked day and night. When all looked dark he never lost hope. He thought of everything, planned everything, and everything has happened just as he predicted."

"You are very kind to say so," said Mr. Chalmers, the blood mounting to cheeks seldom flushed by emotion. "But Miss Helen gives me too much credit. It was my good fortune to hold a responsible position on a paper which believes in 'doing things,' and this is one of them. Let me introduce you, Mr. Carmody, to the gentlemen who share with me the pleasure of having been able to unravel this mystery. Mr. Carmody, this is Mr. Bernard Seymour. Permit me also to introduce Mr. John Stevens."

Mr. Carmody greeted these gentlemen heartily, and was introduced to Col. McIntyre. Mr. Rockwell, Mr. Haven and Mr. Kent joined the group. In the democracy of joy or peril, formal introductions are unnecessary. Everyone talked and laughed at once. Mr. Rockwell so far forgot his dignity and the polite conventionalities as to hit Mr. Carmody a vigorous blow on the shoulder—a liberty not in the least resented by that gentleman.

Mr. Haven proposed three cheers for Miss Helen Carmody. As the sturdy yell was given there came an answering cheer from "The Jumping Jupiter."

"What I want to know is this," said Mr. Rockwell, as they watched the gig approach the raft. "What is the name of that island over there?" Mr. Rockwell waved his hand to the west. The haze was lifted so that the shore was clearly visible.

"What island do you mean, Mr. Rockwell?" asked Capt. Baldwin.

"The island we have been occupying for the past two weeks," replied Mr. Rockwell. "We tried all yesterday afternoon to run around it to the north, and when we woke up this morning it was still to the west of us."

"That is a pretty large island," said Capt. Baldwin. "It is nothing more nor less than the North American continent. That is the Mexican coast over there. If you look sharp you can see the cathedral towers in Vera Cruz to the southwest. You must have run past Vera Cruz in the night."

Mr. Carmody laughed heartily.

"So we have been on the mainland all the time, have we?" he said. "Well, that is pretty good. But we might as well have been on an island. A rabbit could not get to 'Morton's Bay,' unless he knew how to swim. Well, we had a good time if we were kidnapped. Here comes Mr. Kent, Mr. Vincent, and Mr. Pence. Sidney seems bound to stick to 'The Jumping Jupiter' until the last minute. I suppose they are taking the gold off." Mr. Carmody explained the discovery of the gold idols in the old ruined temple.

Mr. Carmody formally introduced L. Sylvester Vincent to Bernard Seymour. They shook hands.

"Glad to see you on board the yacht," said Mr. Seymour. "I did not catch the name exactly."

"Vincent—L. Sylvester Vincent, of Chicago," Mr. Vincent replied.

"Oh yes, you are the man I arrested in St. Louis last week."

Seymour then explained to the astounded Vincent the mistake that had been made, and all joined in the laugh which followed.

[To Be Continued.]

HER "YARB" TEA.

The Old Lady's Praise of the Young Doctor's Medicine Hardly Satisfied Him.

Dr. Chase has not long had the privilege of writing "M. D." after his name, which may account for his belief in the correctness of his own theories. He is fond of experimenting with new drugs, and has a sturdy faith in his own methods and his own prescriptions. He had been working assiduously on a grip remedy, says the Chicago News, and was eager to prove its virtues to two skeptical colleagues. At length his opportunity came.

Old Mrs. Luther, who had never been known to employ a doctor, sent for him. She undoubtedly had the grip. The doctor called twice a day, and watched closely the effect of his treatment. He reported the symptoms to his two friends, the other doctors, and told them how sure he felt of victory. The old lady did, indeed, begin to mend. Finally the day came when the disease was undoubtedly checked. Then the young doctor called in his friends.

"Now just tell these doctors, Mrs Luther," he began, affably, "how pleasantly the medicine has affected you and all about it."

The old lady fingered the bedquilt nervously, and finally said: "Well, the truth is, doctor, I took only one dose of your medicine. When my old man gets sick I have an awful time getting him to swallow the yarb tea I make, and when I tasted that medicine of yours and found it so nice and sweet I says to myself: 'Now the old man would take this without a bit of trouble. I'll save it till he needs it some time, and I'll go on drinking my yarb tea. It's only fair if I have the doctor that he should have the medicine.' And I've got along pretty well, doctor, now hain't I?"

The young man joined, although rather lamely, in the laugh that followed.

Pennsylvania RAILROAD.

PHILADELPHIA AND ERIE RAILROAD DIVISION.

In effect May 25, 1902.

TRAINS LEAVE EMPORIUM EASTWARD

8 15 A. M.—Week days for Sunbury, Wilkesbarre, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia 6.23 P. M., New York 9.30 P. M., Baltimore 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.

12:25 P. M. (Emporium Junction) daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 p. m.; New York, 10:23 p. m.; Baltimore, 7:30 p. m.; Washington, 8:35, p. m. Vestibuled Parlor cars and passenger coaches, Buffalo to Philadelphia and Washington.

3 20 P. M.—daily for Harrisburg and intermediate stations, arriving at Philadelphia, 4.25 A. M., New York 7.13 A. M. Baltimore, 2:30 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.

O 25 P. M.—Daily for Sunbury, Harrisburg and intermediate stations arriving at Philadelphia 7.22 A. M., New York 9.33 A. M., weekdays, (10.33 A. M. Sundays) Baltimore 7.15 A. M., Washington 8.30 A. M. Pullman sleeping cars from Erie, Buffalo and Williamsport to Philadelphia and Buffalo, Williamsport to Washington. Passenger cars from Erie to Philadelphia and Williamsport to Baltimore.

12:01 A. M. (Emporium Junction), daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:22 a. m.; New York, 9:33 a. m., week days; (10:33 Sundays); Baltimore, 7:15 a. m.; Washington, 8:30 a. m. Vestibuled Buffet Sleeping Cars and Passenger coaches, Buffalo to Philadelphia and Washington.

WESTWARD.

5:10 A. M.—Emporium Junction—daily for Erie, Ridgway, and week days for DuBois, Clermont and intermediate stations.

10 30 A. M.—Daily for Erie and week days for DuBois and intermediate stations.

6 23 P. M.—Week days for Kane and intermediate stations.

RIDGWAY AND CLEARFIELD R. R. CONNECTIONS.
(Week days.)

SOUTHWARD.			Stations.	NORTHWARD		
P. M.	A. M.	A. M.		P. M.	P. M.	P. M.
.....	9 00	4 00	....Renovo....	.....	5 00	11 45
.....	9 50	4 38	...Driftwood...	.....	4 00	11 05
.....	10 25	5 10	Emporium Junc	.....	3 23	10 30
.....	11 13	5 53	....St. Marys...	.....	2 41	9 45
3 25	11 15	6 00	.... Kane.....	12 25	3 05	8 25
3 43	11 33	6 22	....Wilcox.....	12 05	2 45	8 04
3 56	11 48	6 36	..Johnsonburg..	9 55	2 33	7 49
4 10	12 10	7 00	...Ridgway,....	9 35	2 15	7 30
4 20	12 20	7 10	..Mill Haven...	9 25	2 04	7 20
4 30	12 30	7 21	.. Croyland....	9 15	1 54	7 09
4 34	12 33	7 25	..Shorts Mills..	9 11	1 51	7 05
4 37	12 36	7 29	...Blue Rock...	9 07	1 47	7 01
4 41	12 40	7 33	....Carrier....	9 02	1 43	6 57
4 51	12 50	7 43	.Brockwayville.	8 53	1 33	6 47
4 54	12 54	7 47	...Lanes Mills..	8 47	1 28	6 43
		7 51	.McMinns Sm't.	8 43		
5 02	1 03	7 54	.Harveys Run..	8 39	1 19	6 35
5 10	1 10	8 00	..Falls Creek...	8 35	1 15	6 30
5 25	1 25	8 15	....DuBois.....	8 25	1 05	6 10
5 10	1 20	8 10	..Falls Creek...	6 58	1 13	6 30
5 27	1 32	8 23	.Reynoldsville..	6 44	12 52	6 15
6 00	1 59	8 50	..Brookville...	6 10	12 24	5 39
6 45	2 38	9 30	New Bethlehem		11 47	4 50
7 25	3 20	10 10	...Red Bank....	.....	11 10	4 05
9 45	5 30	12 35	....Pittsburg...	.....	9 00	1 30
P. M.	P. M.	P. M.		A. M.	A. M.	P. M.

BUFFALO & ALLEGHENY VALLEY DIVISION.

Leave Emporium Junction for Port Allegany, Olean, Arcade, East Aurora and Buffalo.

Train No. 107, daily,.....4:05 A. M.
Train No. 115, daily,.....4:15 P. M.

Trains leave Emporium for Keating, Port Allegany, Coudersport, Smethport, Eldred, Bradford, Olean and Buffalo, connecting at Buffalo for points East and West.

Train No. 101, week days,.....8:25 A. M.
Train No. 103, week days.....1:45 P. M.

Train No. 103 will connect at Olean with Chautauqua Division for Allegany, Bradford, Salamanca Warren, Oil City and Pittsburg.

LOW GRADE DIVISION.

EASTBOUND.

Stations.	109	113	101	105	107	901
	A. M.	A. M.	A. M.	P. M	P. M	A. M.
Pittsburg,..Lv.	.....	†6 15	†9 00	†130	*505	‡ 9 00
Red Bank,.....	.....	9 28	11 10	4 05	7 55	11 10
Lawsonham,..	.....	9 40	‡1122	4 18	8 07	11 23
New Bethle'm.	.....	10 13	11 47	4 50	8 37	11 55
Brookville, ...	†6 10	11 00	12 24	5 39	9 22	12 41
Reynoldsville,.	6 44	11 32	12 52	6 15	9 50	1 14
Falls Creek....	6 58	11 48	1 13	6 30	1005	1 29
DuBois,.....	7 05	‡11 55	1 25	6 40	1010	‡ 1 35
Sabula,.....	7 17	.....	1 37	6 52	*	
Pennfield,.....	7 35	.....	1 55	7 10	Note.	
Bennezette,....	8 09	.....	2 29	7 44		
Driftwood,.....	†8 45	.....	†3 05	†820		
via P. & E. Div						
Driftwood.. Lv.	†9 44	.....	†3 45			
Emporium, Ar.	†10 25	.....	†4 10			
	A. M.	A. M.	P. M.	P. M	P. M	P. M.

WESTBOUND.

Stations.	108	106	102	114	110	942
Via P. & E. Div	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Emporium, Lv.	.....	.....	†8 15	.....	†3 20	.....
Driftwood, Ar..	.....	.....	†9 00	.....	†4 00	.....
Via L. G. Div	.....			.....		.....
Driftwood, Lv.	.....	†6 15	†1120	.....	†5 50	.....
Bennezette,....	.....	6 50	11 55	.....	6 26	.....
Pennfield,.....	.....	7 25	12 30	.....	7 00	.....
Sabula,.....	.....	7 44	12 49	.....	7 18	.....
DuBois,.....	*6 20	8 00	1 05	†5 05	7 35	‡4 10
Falls Creek,....	6 27	8 10	1 20	5 12	7 42	4 17
Reynoldsville,..	6 44	8 23	1 32	5 27	7 58	4 30
Brookville, ...	7 15	8 50	1 59	6 00	†8 30	5 00
New Bethle'm.	8 01	9 30	2 38	6 45	.....	5 45
Lawsonham,..	8 31	9 57	‡3 06	7 14	.....	6 18
Red Bank,Ar..	8 45	10 10	3 20	7 25	.....	6 30
Pittsburg, Ar...	*11 15	†1235	†5 30	†9 45	.....	‡9 30
	A. M.	P. M.	P. M.	P. M.	P. M.	P. MS

Note—Train 107 on Sundays will make all stop, between Red Bank and DuBois.

*Daily. †Daily except Sunday. ‡Sunday only.
⚐ Flag Stop.

For Time Tables and further information, apply to Ticket Agent.

J. B. HUTCHINSON, General Manager. J. R. WOOD, Agt. Gen'l Passenger

TIME TABLE No. 27.

COUDERSPORT & PORT ALLEGANY R. R

Taking effect May 27th, 1901.

EASTWARD.

STATIONS.	10	8	4	6	2
	P. M.	.....	P. M.	A. M.	A. M.
Port Allegany,.. Lv.	3 15	.....	7 05	.....	11 36
Coleman,.....	*3 23	.....	○○	.....	*11 41
Burtville,.....	*3 30	.....	7 16	.....	11 47
Roulette,.....	3 40	.....	7 25	.....	11 55
Knowlton's,.....	*3 45	.....	○○	.....	*11 59
Mina,.....	3 59	.....	7 35	.....	12 05
Olmsted,.....	*4 05	.....	*7 38	.....	*12 09
Hammonds,.....	○○	.....	○○	.....	*12 13
Coudersport. Ar.	4 20	A. M.	7 45	.....	12 15
Coudersport. Lv.		6 10		6 00	1 00
North Coudersport,	.....	*6 15	.....	○○	*1 05
Frink's,.....	.....	6 25	.....	*6 10	*1 12
Colesburg,.....	.....	*6 40	.....	*6 17	1 20
Seven Bridges,.....	.....	*6 45	.....	*6 21	*1 24
Raymonds's,.....	.....	*7 00	.....	*6 30	1 35
Gold,.....	.....	7 05	.....	6 36	1 41
Newfield,.....	.....	○○	.....		1 45
Newfield Junction,..	.....	7 37	.....	6 45	1 50
Perkins,.....	.....	*7 40	.....	*6 48	*1 53
Carpenter's,.....	.....	7 46	.....	○○	*1 57
Crowell's,.....	.....	7 50	.....	*6 53	*2 01
Ulysses,..... Ar.	.....	8 05	.....	7 05	2 10
	.....	A. M.	.....		P. M.

WESTWARD.

STATIONS.	1	5	3	
	A. M.	P. M.	A. M.	.....
Ulysses,.....Lv.	7 20	2 25	9 10	....
Crowell's,.....	*7 27	*2 32	* 9 19	....
Carpenter's,.....	○○	*2 34	* 9 22	....
Perkins,.....	*7 32	*2 37	* 9 26	....
Newfield Junction,.....	7 37	2 42	9 32	....
Newfield,.....	*7 41	2 46	○○	....
Gold,.....	7 44	2 49	9 40	....
Raymond's.....	*7 49	2 54	* 9 47	....
Seven Bridges,.....	*8 01	*3 06	*10 02	....
Colesburg,.....	*8 04	3 09	*10 10	....
Frink's,.....	*8 12	*3 17	*10 20	....
North Coudersport, ...	○○	*3 26	*10 35	....
Coudersport,..... Ar.	8 25	3 30	10 45	....
Coudersport,..... Lv.	8 28	6 00	P. M. 1 20	....
	○○	○○	○○	....
Hammonds,.....	*8 33	*6 05	*1 31	....
Olmsted,.....	8 37	6 10	1 37	....
Mina,.....	○○	*6 17	○○	....
Knowlton's,.....	8 47	6 21	1 51	....
Roulette,.....	8 54	6 28	2 01	....
Burtville,.....	○○	*6 34	○○	....
Coleman,.....	9 08	6 40	2 25	....
Port Allegany,.....				

(*) Flag stations. (○○) Trains do not stop
(‡) Telegraph offices. Train Nos. 3 and 10 carry passengers. Tains 8 and 10 do.

Trains run on Eastern Standard Time.

Connections—At Ulysses with Fall Brook R'y for points north and south. At B. & S. Junction with Buffalo & Susquehanna R. R. north for Wellsville, south for Galeton and Ansonia. At Port Allegany with W. N. Y. & P. R. R., north for Buffalo, Olean, Bradford and Smethport; south for Keating Summit, Austin, Emporium and Penn'a R. R., points.

B. A. McCLURE Gen'l Supt.
Coudersport, Pa.

BUFFALO & SUSQUEHANNA R. R

Time Table taking Effect June 23, 1902.

Buffalo and Susquehanna Railroad and Connections.

"The Grand Scenic Route."

READ DOWN.

	A. M.	P. M.	P. M.	A. M.	.....	
Lv K'ting Smt...		12 40	7 30	9 10	.....	
.....Austin.....	6 35	1 05	8 00	9 50	.....	
....Costello.....	6 44	1 14	.....		.....	
....Wharton.....	6 56	1 26	.....	3 10	.....	
Cross Fork Jct.	7 39	2 09	.....	4 23	.....	
....Corbett.....	8 06	2 36	.....	5 15	.....	
Germania,.....		2 47	.....	5 15	.....	
Ar. Lv. Galeton,.	.....	.....	.....	5 23	.....	
	8 23	2 53	.....	5 35	.....	
.....Gaines Jct.	8 36	3 06	.....	.....	.....	
...Westfield....	9 13	3 43	.....	.....	.....	
.. Knoxville....	9 26	3 56	.....	.....	.....	
....Osceola	9 36	4 06	.....	.....	.....	
....Elkland	9 41	4 11	.....	.....	.....	
Ar..Addison....	10 13	4 43	.....	.....	.....	
	A. M.	P. M.	.....	.....	.....	

READ UP.

	A. M.	P. M.	P. M.	P. M.	.....	P. M.
ar. K't'ng Smt...	8 45	7 10	.....	12 25	.....	.....
.... Austin,....	8 00	6 43	.....	11 58	.....	8 45
....Costello,....	.....	6 34	.....	11 49	.....	8 36
...Wharton,....	.....	6 24	8 04	11 39	.....	8 24
Cross Fork J'ct,	.....	5 40	7 25	10 58	.....	7 40
....Corbett,....	.....	5 15	6 44	10 34	.....	7 15
...Germania,....	.....	5 07	6 31	10 26	.....	7 07
dp..Galeton.....	P. M.	5 00	6 25	.....	.....	.....
ar, "	7 00	.....	1 00	10 20	.....	7 00
.... Gaines, ...	6 47	.....	12 47	10 00	.....	6 47
...Westfield, ...	6 11	.....	12 11	8 16	.....	6 11
...Knoxville	5 55	.....	11 55	8 00	.....	5 55
....Osceola, ...	5 46	.....	11 46	7 51	.....	5 46
....Elkland, ...	5 41	.....	11 41	7 46	.....	5 41
Lv Addison, ...	5 10	.....	11 10	7 15	.....	5 10
	P. M.	P. M.	A. M.	A. M.	.....	P. M.

Read down.					Read up.	
P. M.	A. M.	P. M.		A. M.	P. M.	.....
	9 21	7 00	lv..Ansonia..ar	9 40	8 20	.....
	9 11		..Manhatten...	9 54	8 35	.....
	9 07		.South Gaines,	9 57	8 39	.....
P. M.	8 59	6 37	..Gaines Junc...	9 59	8 42	.....
.....	8 45	6 25	ar Galeton lv		8 55	.....
	6 30	1 05	lv Galeton ar	10 10	4 45	.....
.....	6 47	1 24	....Walton.....	9 51	4 39	.....
.....	7 13	1 50	.Newfield Jct...	9 27	4 15	.....
.....	7 30	2 06	West Bingham,.	9 09	3 58	.....
.....	7 41	2 18	.... Genesee....	8 58	3 48	.....
.....	7 46	2 24	.... Shongo	8 53	3 43	.....
.....	8 06	2 46	dp Wellsville ar	8 30	3 20	.....

STATIONS.

P. M.	P. M.	A. M.	ar dp	A. M.	P. M	P. M.
3 05	2 00	7 15	Cross F'k Junc.	11 00	6 35	3 00
3 55	1 00	6 25	ar Cross Fork dp	11 50	5 45	2 10

P. M.	P. M.		A. M.	P. M.
8 58	1 00	Lv Sinnamahoning, Ar	1 40	1 05
8 15	1 40	ar.....Wharton.....lv	3 00	9 55

All trains run daily except Sunday.
⚐ Sundays only.

CONNECTIONS.

At Keating Summit with P. R. R. Buff. Div. for all points north and south.

At Ansonia with N. Y. C. & H. R. R. for all points north and south.

At Newfield Junction with C. & P. A. R. R. west for Coudersport, east for Ulysses.

At Genesee for points on the New York & Pennsylvania R. R.

At Addison with Erie R. R., for points east and west.

At Wellsville with Erie R. R. for points east and west.

At Sinnamahoning with P. R. R.—P. & E. Div.

H. H. GARDINER, Gen'l Pass'r Agt. Buffalo, N. Y
W. C. PARK, Gen'l Supt. Galeton, Pa.
M. J. McMAHON, Div. Pass Ag't., Galeton, Pa.

Business Cards.

B. W. GREEN,
ATTORNEY-AT-LAW,
Emporium, Pa.
A business relating to estate, collections, res estates, Orphan's Court and general law business will receive prompt attention. 42-1y.

J. C. JOHNSON. J. P. McNARNEY
JOHNSON & McNARNEY,
ATTORN