A LIMIT TO DEBATE.

The Tariff Bill is to be Voted Upon Next Wednesday Noon.

VIGOROUS DEMOCRATIC PROTESTS

Fail to Effect Any Change in the Republican Programme.

M'KINLEY'S REFERENCE TO RANDALL

WASHINGTON, May 15.—As soon as the House was called to order to-day Mr. McKinley, of Ohio, from the Committee on Rules, reported a resolution providing that hereafter the House shall meet at 11 o'clock; that after the reading of the journal and the disposal of conference reports the House shall go into committee of the whole on the tariff bill; that the bill shall be read through, commencing with paragraph 111, and shall be opened to amendment on any part of the bill following paragraph 110, and that on Wednesday next at 12 noon the bill, with pending amendments, shall be reported to the House.

Mr. Blount, of Georgia, criticised the majority of the Committee on Rules for reporting the resolution. The majority of the House had adopted a code of rules which recognized the right of debate in committee of the whole. It had given the committee power to limit debate. It had provided that 100 should constitute a quorum. And yet, after all these restraints were thrown over the consideration of a bill in committee, it was proposed to set aside the rules governing the committee.

ANNULLING THE RULES.

It seemed to be the policy of the majority whenever any matter was of a magnitude requiring debate and careful consideration, that this rule should be suspended and become nugatory. The majority said to the minority, "We will allow you to debate until 12 o'clock Wednesday. At that time we intend to stop discussion and pass the bill through the House."

It mattered not whether the paragraphs of the bill had not been considered. It mattered not if the measure hindered the relations of the people of this mighty nation. It mattered not that it involved commercial relations with all the countries of the world. It mattered not that it involved one of the great political issues of the times. It mattered not that it fastened a system upon the people for years—the majority had determined upon the measure and was impatient with debate.

A powerful minority was asking for freedom of debate. The Republican party had elected its government by a minority of the people. It was to the vast body of the people that the majority of the House was declaring that it meant to suspend the operation of the rule in regard to the Committee of the Whole on the most important question to which it was applicable.

AN IRREVOCABLE FIAT.

Before the bill had been considered at all, the fiat had gone forth that four days would be permitted for general debate, and eight days for debate under the five-minute rule. The very announcement had repressed debate. Gentlemen on the Democratic side had felt that it was idle to prepare for the discussion. He protested against the resolution as un-American, unwise, and violent to parliamentary procedure. [Applause.]

Mr. McKinley denied that the resolution had any purpose to stifle debate. It had no such purpose. It was intended to concentrate debate on the paragraphs and provisions of the bill. Any gentleman who had listened to the discussion for the past three days must have been convinced that everything was discussed but the real question to be determined. The resolution was not to deny to the minority freedom of debate, but to deny to it the right to delay public business by dilatory motions and obstructive tactics. The House had been given 35 hours of general debate and 15 hours under the five-minute debate, and it was to be given five days more. Did the gentleman from Georgia remember that in the Forty-fourth Congress but one day had been given to the consideration of the tariff bill?

In the Forty-fifth Congress the tariff bill had been considered six days. In the Forty-eighth Congress it had been considered nine days. Mr. McMillin suggested that they were nine days of general debate. Mr. McKinley replied that that was all the Democrats wanted. The enacting clauses had been striken out and that in a Democratic Congress.

REED'S FORMER SENTIMENTS.

Mr. McMillin inquired whether the gentleman would allow him to read what the present Speaker had said upon the subject of limited debate. Mr. McKinley would not. He had no doubt that when the Speaker was in a minority he was clamoring for debate. [Laughter.]

Mr. Springer said that in the Forty-eighth Congress there was on the Democratic side 12 or 15 members who voted with the Republicans to strike out the enacting clause.

Mr. McKinley—Yes; and among those 12 or 15 or 20 members was the noblest Democrat that ever stood on that floor—Samuel J. Randall. [Applause.] The true leader of the Democratic party, he led in that resistance to stop the consideration of the bill which he believed would destroy the great industries of the United States. [Applause.]

Mr. McMillin inquired what (under the resolution) would become of the amendments offered in committee of the whole, and not disposed of at noon Wednesday?

Mr. McKinley—They will fall.

A DEMOCRATIC CHARGE.

Mr. McMillin—And it is your object to make them fall?

Mr. McKinley demanded the previous question.

Mr. Breckinridge, of Kentucky, moved to lay the resolution on the table. Lost, yeas, 110; nays, 148. The previous question was ordered. Yeas, 133; nays, 102, and the resolution was adopted. Yeas, 129; nays, 93.

The House then went into committee of the whole (Mr. Grosvenor, of Ohio, in the chair) on the tariff bill. The reading of the bill consumed the remainder of the day, and at its close the committee rose and the House took a recess.

SHE KILLED HER CHILD.

Agnes Tankert Pleads Guilty of Murder in the Second Degree—Ex-Mayor Liddell Acquitted of Assault—Damage Suits and Others.

In the Criminal Court yesterday, Agnes Tankert, a good looking girl, aged 18 years, was arraigned on the charge of murder. She was accused of strangling her child just after its birth. The body of the infant was found February 19, alongside a spring in Woods' Run, Allegheny. It was wrapped in a shawl, with a hat pin thrust through its windpipe. Miss Tankert was arrested as the mother and murderess of the child, and held for trial. All of yesterday morning was occupied in getting a jury, but when court reconvened in the afternoon her attorneys, Messrs. Reardon and Brennen, entered for her a plea of guilty of murder in the second degree. It was accepted by District Attorney Johnston, and the girl was remanded to jail for sentence.

Ex-Mayor Robert Liddell was acquitted of the charge of aggravated assault and battery on Honora Clark. Frank Smith was convicted of betrayal, on oath of Sadie Guckas. B. Voelker was convicted of assault and battery on Christ Schmidt. The jury is out in the case of Angelina Harris, tried for assault and battery on Samuel Breton.

THEIR COKE SUPPLY CUT OFF.

Brown, Bonnell & Co.'s Receiver Suing for a Broken Contract.

There was no business done in the United States Circuit Court yesterday except the Jeannette case and the entry of the suit of Fayette Brown, receiver of Brown, Bonnell & Co., vs J. W. Moore. The amount involved is $4,237 85 for the breaking of a contract. The plaintiff alleges that he had a contract with the defendant by which the latter was to furnish him 900 to 1,000 tons of coke per week. The contract was to continue from May 1, 1889, to January 1, 1890, but the plaintiff alleges that no coke was delivered after September 1, 1889. The amount sued for is the difference between the contract price and what the plaintiff alleges he had to pay to get his coke somewhere else.

The hearing in the Ford Plate Glass case and the Herr's Island dam case were postponed for one week.

SUING FOR HURT FEELINGS.

A Colored Man Wants $2,000 From the Bijou Theater Proprietors.

W. H. Austin, colored, yesterday entered suit against R. M. Gulick & Co., proprietors of the Bijou Theater, for $2,000 damages. He alleges that he purchased two tickets for the Bijou for the performance on the evening of May 7, 1890. They entitled him to seats in the parquet. On that evening, accompanied by a lady, he went to the theater, but the attendants refused to allow him to take the seats called for, and forcibly ejected him from the parquet.

Austin asks for $2,000 damages for the mortification, etc., he experienced.

To-Day's Trial Lists.

Common Pleas No. 1—Biggert vs Reed (2); McIntire vs McCandless; Kuhn vs Russell Manufacturing Company; Phillips vs City of Allegheny; Jamison vs Echols et al; McCorkle vs Mehaffey et al; borough of Verona vs Stroud; McKay vs McKay; Roenigh Bros. vs Holtman; Butler et al vs Pittsburg and Birmingham Passenger Railway Company; Soffel, administrator, vs Iron and Glass Dollar Savings Bank; Miller vs Pittsburg and Western Railway Company.

Common Pleas No. 2—Robb vs Pittsburg, Allegheny and Manchester Railway Company; Coursin vs Shroder; Hays & Noble vs Stone & Co.; Jamison vs Sullivan; McGibbeny vs Jefferson Gas Company; Schmidtchen vs Stein; Taylor vs Excelsior Express and Standard Cab Company; Coleman vs Citizens' Traction Company; Hay vs Singer.

Criminal Court—Commonwealth vs Mary Herman, Samuel Clermoski, E. S. Newlin, George Fodor, Mary Miller, Aaron Mozersky, Gottleib Hufnagle, Wm. Kenneweg, Nomie Sassara, alias Nomie Jones, Charles Rahe, Charles Grindler, Andreas Lehonder, George Steinmeyer, Jacob Jacobs, Peter Shaffer.

All of Them Non-Suited.

In the suit of John C. Henry against the P. & L. E. R. R. Co., for damages for libel, the counsel of both sides yesterday agreed that a non-suit be entered as to Superintendent Holbrook, in order that the case could be taken to the Supreme Court. Judge White granted the non-suit, and the case will be appealed. A non-suit had already been entered as to the P. & L. E. R. R. Co.

Notes From the Courts.

THE contest of the will of Mary McD. Hazlett is still on trial before Judge Slagle.

IN the suit of G. A. Seavey against B. H. Feilbach, an action on a note, a verdict was given yesterday for $347 for the plaintiff.

THE suit of the Allegheny National Bank against the Keystone Coal Company to recover on notes is still on trial before Judge Collier.

THE suit of Gustav Schulz against the P., McK. & Y. R. R. Co., for damages for injury to his property caused by a sewer, stopped up by the company backing water into his cellar, is on trial before Judge White.

JOHN F. SCOTT yesterday filed a bill in equity against Joseph L. Scott. He states that they had been in partnership in the stair building business. They went out of business a short time ago, and he alleges that the defendant got more than his share of the money. He asks for the appointment of a receiver and a settlement of accounts, and that the defendant be restrained from collecting any outstanding money.

A BILL in equity was filed yesterday by Louis Clauss against T. M. McDonough asking that an agreement to sell property be annulled. Clauss states that he signed a paper which he thought was an article authorizing McDonough to sell some property in Shaler township for him. It transpired that it was an agreement to sell the property to McDonough, and Clauss, as he had no intention of making such an agreement, wants it declared null and void.

STEAMERS AND EXCURSIONS.

RAILROADS.

PITTSBURG AND LAKE ERIE RAILROAD COMPANY. Schedule in effect March 23, 1890. Central time. DEPART—For Cleveland, 5:00, *8:00 a. m., *1:35, 4:20, *9:30 p. m. For Cincinnati, Chicago and St. Louis, 5:00 a. m., *1:35, *9:30 p. m. For Buffalo, 8:00 a. m., 4:20, *9:30 p. m. For Salamanca, *8:00 a. m., 4:20 p. m. For Youngstown and New Castle, 5:00, *8:00, 10:15 a. m., *1:35, *4:20, *9:30 p. m. For Beaver Falls, 5:00, 7:30, *8:00, 10:15 a. m., *1:35, 3:30, *4:20, 5:20, *9:30 p. m. For Chartiers, 5:00, ¶5:30 a. m., 5:35, *6:55, 7:30, 7:40, 8:05, *9:00, 10:15 11:35, a. m., 12:20, 12:40, ¶12:45, 1:40, 3:20, 3:30, ¶4:25, 4:30, 5:05, 5:20, *8:10, 10:30 p. m.

ARRIVE—From Cleveland, *6:25 a. m., *12:30, 5:40, *7:55 p. m. From Cincinnati, Chicago and St. Louis, *12:30, *7:55 p. m. From Buffalo, *6:25 a. m., *12:30, 10 p. m. From Salamanca, *12:30, *7:55 p. m. From Youngstown and New Castle, *6:25, *9:30 a. m., *12:30, 5:40, *7:55, 10 p. m. From Beaver Falls, 5:25, *6:25, 7:20, *9:30 a. m., *12:30, 1:20, 5:40, *7:55, 10 p. m.

P., C. & Y. trains for Mansfield, 7:40 a. m., 3:20, 5:20 p. m. For Essen and Beechmont, 5:00, 7:40 a. m., 3:20 p. m.

P., C. & Y. trains from Mansfield, 6:17, 7:12, 11:30 a. m. From Beechmont, 7:12, 11:30 a. m., 5:40 p. m.

P., McK. & Y. R. R.—DEPART—For New Haven, ¶5:30 a. m., *3:00 p. m. For West Newton, ¶5:30, 9:35 a. m., *3:00, 5:20 p. m.

ARRIVE—From New Haven, *9:00 a. m., ¶4:18 5:15 p. m. From West Newton, 6:15, *9:00 a. m., 1:25, ¶4:15, 5:15 p. m.

For McKeesport, Elizabeth, Monongahela City and Belle Vernon, 6:35, ¶7:30, 11:20 a. m., ¶3:00, 3:50 p. m.

From Belle Vernon, Monongahela City, Elizabeth and McKeesport, 7:50, ¶8:50 a. m., 12:35, 5:00, ¶4:15 p. m.

*Daily. ¶Sundays only. †Will run two hours late on Sunday.

City Ticket Office, 639 Smithfield Street.

PITTSBURG AND WESTERN RAILWAY

Trains (Ct'l Stan d time)	Leave.	Arrive.
Mail, Butler, Clarion, Kane	6:50 a m	4:30 p m
Day Ex., Akron, Toledo	7:30 a m	7:25 p m
Butler Accommodation	9:00 a m	11:10 a m
Chicago Express (daily)	2:30 p m	10:40 a m
Zelienople Accom	4:30 p m	5:30 a m
Butler Accom	5:30 p m	6:50 a m

First class fare to Chicago, $10 50. Second class, $9 50. Pullman Buffet sleeping car to Chicago daily.

RAILROADS.

From Pittsburg Union Station.

Pennsylvania Lines.

Trains Run by Central Time.

SOUTHWEST SYSTEM—PANHANDLE ROUTE. Leave for Cincinnati and St. Louis, d 1:15 a. m., d 7:30 a. m., d 8:55 and d 11:15 p. m. Dennison, 2:45 p. m. Chicago, d 1:15 a. m. and 12:05 p. m. Wheeling, 7:30 a. m., 12:05, 6:10 p. m. Steubenville, 5:55 a. m. Washington, 6:15, 8:35 a. m., 1:55, 3:30, 4:45, 4:55 p. m. Bulger, 10:10 a. m. Burgettstown, S 11:35 a. m., 5:25 p. m. Mansfield, 7:15, 9:30, 11.00 a. m., 1:05, 6:30, d 8:35. Bridgeville, 10:10 p. m. McDonalds, d 4:15, d 10:45 p. m.

TRAINS ARRIVE from the West, d 2:10, d 6:00 a. m., 3:05, d 5:55 p. m. Dennison, 9:30 a. m. Steubenville, 5:05 p. m. Wheeling, 2:10, 8:45 a. m., 3:05, 5:55 p. m. Burgettstown, 7:15 a. m., S 9:05 a. m. Washington, 6:55, 7:50, 8:40, 10:25 a. m., 2:35, 6:25 p. m. Mansfield, 5:30, 5:55, 8:30, 11:40 a. m., 12:45, 3:55, 10:00 and S 6:20 p. m. Bulger, 1:40 p. m. McDonalds, d 6:35 a. m., d 9:00 p. m.

NORTHWEST SYSTEM—FT. WAYNE ROUTE—Leave for Chicago, d 7:25 a. m., d 12:20, d 1:00, d 6:45, except Saturday 11:20 p. m.; Toledo, 7:25 a. m., d 12:20, d 1:00, and except Saturday 11:20 p. m.; Crestline, 5:45 a. m., Cleveland, 6:10 a m.; 12:45 d 11:05 p. m., and 7:25 a. m., via P., Ft. W. & C. Ry.; New Castle and Youngstown, 7:05 a. m., 12:20, 3:45 p. m.; Youngstown and Niles, d 12:20 p. m.; Meadville, Erie and Ashtabula, 7:05 a. m., 12:20 p. m.; Niles and Jamestown, 3:45 p. m.; Massillon, 4:10 p. m.; Wheeling and Bellaire, 6:10 a. m., 12:45, 1:30 p. m.; Beaver Falls, 4:00, 5:05 p. m.; Beaver Falls S 8:20 a. m.; Leetsdale, 5:30 a. m.

DEPART FROM ALLEGHENY—Rochester, 6:30 a. m.; Beaver Falls, 8:15, 11:00 a. m.; Enon, 3:00 p. m.; Leetsdale, 5:00, 9:00, 10:00, 11:45 a. m.; 1:15, 2:30, 4:30, 4:45, 5:30, 6:15, 7:30, 9:00 p. m.; Conway, 10:30 p. m.; Fair Oaks S 11:40 a. m.; Beaver Falls, S 4:30 p. m.; Leetsdale, S 8:30 p. m.

TRAINS ARRIVE Union station from Chicago, except Monday, 1:50, d 6:00, d 6:35 a. m., d 5:55 and d 6:50 p. m.; Toledo, except Monday, 1:50, d 6:35 a. m., 5:55 and 6:50 p. m.; Crestline, 2:10 p. m.; Youngstown and New Castle, 9:10 a. m., 1:25, 6:50, 10:15 p. m.; Niles and Youngstown, d 6:50 p. m.; Cleveland, d 5:50 a. m., 2:25, 7:00 p. m.; Wheeling and Bellaire, 9:00 a. m., 2:25, 7:00 p. m.; Erie and Ashtabula, 1:25, 10:15 p. m.; Massillon, 10:00 a. m.; Niles and Jamestown, 9:10 a. m.; Beaver Falls, 7:30 a. m., 1:10 p. m.; Beaver Falls, S 8:25 p. m.; Leetsdale, 10:40 p. m.

ARRIVE ALLEGHENY, from Enon, 8.00 a. m.; Conway 6.40 a. m.; Rochester, 9.40 a. m.; Beaver Falls, 7.10 a. m., 5.30 p. m.; Leetsdale, 4.30, 5.30, 6.15, 6.50, 7.45 a. m., 12.00, 12.45, 1.45, 3.30, 4.30, 6.30, 9.00 p. m.; Fair Oaks, S 8.55 a. m.; Beaver Falls, S 12.30 p. m.; Leetsdale, S 6.05 p. m.; Beaver Falls, S 8.15 p. m.

d, daily; S, Sunday only; other trains, except Sunday.

BALTIMORE AND OHIO RAILROAD. Schedule in effect May 11, 1890:

For Washington, D. C., Baltimore, Philadelphia and New York, *8:00 a. m. and *9:20 p. m.

For Cumberland, *8:00 a. m., ‡1:10, *9 20 p. m.

For Connellsville, ‡6:40, *8:00 and §8:35 a. m., ‡1:10, ‡4:00 and *9:20 p. m.

For Uniontown, ‡6:40, ‡8:00, §8:35 a. m., ‡1:10 and ‡4:00 p. m.

For Mt. Pleasant, ‡6:40 a m and ‡8:00 a. m. and ‡1:10 and ‡4:00 p. m.

For Washington, Pa., *7 05 and §8:30, ‡9:35 a. m., *3:35, ‡5:30 and *7:45 p. m.

For Wheeling, *7:05, §8:30, ‡9:35 a. m., *3:35, *7:45 p. m.

For Cincinnati and St. Louis, *7:05 a. m., *7:45 p. m.

For Columbus, *7:05 a. m., *7:45 p. m.

For Newark, *7:05, a. m., *7:45 p. m.

For Chicago, *7:05 a. m. and *7:45 p. m.

Trains arrive from New York, Philadelphia, Baltimore and Washington, *6:20 a. m., *7:35 p. m. From Columbus, Cincinnati and Chicago, *8:25 a. m., *9:00 p. m. From Wheeling, *8:25, *10:50 a. m., ‡5:00, *9:00, §10:15 p. m.

Through parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago.

*Daily. ‡Daily except Sunday. §Sunday only.

The Pittsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B. & O. ticket office, corner Fifth ave. and Wood st., or 401 and 639 Smithfield street.

J. T. O'DELL, General Manager. CHAS. O. SCULL, Gen. Pass. Agent.

RAILROADS.

PENNSYLVANIA RAILROAD—ON AND after November 10, 1889, trains leave Union Station, Pittsburg, as follows, Eastern Standard Time:

MAIN LINE EASTWARD.

New York and Chicago Limited of Pullman Vestibule daily at 7:15 a. m.

Atlantic Express daily for the East, 3:20 a. m.

Mail train, daily, except Sunday, 5:30 a. m. Sunday, mail, 8:40 a. m.

Day express daily at 8:00 a. m.

Mail express daily at 1:00 p. m.

Philadelphia express daily at 4:30 p. m.

Eastern express daily at 7:15 p. m.

Fast Line daily at 8:10 p. m.

Greensburg express 5:10 p. m. week days.

Derry express 11:00 a. m. week days.

All through trains connect at Jersey City with boats of "Brooklyn Annex" for Brooklyn, N. Y., avoiding double ferriage and journey through N. Y. City.

Trains arrive at Union Station as follows:

St. Louis, Chicago and Cincinnati Express, daily	2:00 a. m.
Mail Train, daily	8:10 p. m.
Western Express, daily	7:45 a. m.
Pacific Express, daily	12:45 p. m.
Chicago Limited Express, daily	9:30 p. m.
Fast Line, daily	11:55 p. m.

SOUTHWEST PENN RAILWAY.

For Uniontown, 5:30 and 8:35 a. m. and 4:25 p. m., without change of cars; 12:50 p. m., connecting at Greensburg. Week days, trains arrive from Uniontown at 9:45 a m., 12:20, 5:35 and 8:10 p. m.

WEST PENNSYLVANIA DIVISION.

From FEDERAL ST. STATION, Allegheny City.

Mail train, connecting for Blairsville	6:55 a. m.
Express, for Blairsville, connecting for Butler	3:15 p. m.
Butler Accom	6:20 a. m., 2:25 and 5:45 p. m.
Springdale Accom	9:00, 11:50 a. m., 3:30 and 6:20 p. m.
Freeport Accom	4:15, 7:50 and 11:40 p. m.
On Sunday	12:35 and 9:30 p. m.
North Apollo Accom	11:00 a. m. and 5:00 p. m.
Allegheny Junction Accommodation	8:20 a. m.
Blairsville Accommodation	10:30 p. m.

Trains arrive at FEDERAL STREET STATION:

Express, connecting from Butler	10:35 a. m.
Mail Train	1:45 p. m.
Butler Accom	9:10 a. m., 4:40 p. m.
Blairsville Accommodation	9:52 p. m.
Freeport Accom	7:40 a. m., 1:25, 7:25 and 11:10 p. m.
On Sunday	10:10 a. m. and 6:55 p. m.
Springdale Accom	6:37, 10:58 a. m., 3:45, 6:45 p. m.
North Apollo Accom	8:40 a. m. and 5:40 p. m.

MONONGAHELA DIVISION.

Trains leave Union station, Pittsburg, as follows:

For Monongahela City, West Brownsville and Uniontown, 10:40 a.m. For Monongahela City and West Brownsville, 7:05 and 10:40 a. m. and 4:40 p. m. On Sunday 1:01 p. m. For Monongahela City, 5:40 p. m., week days.

Dravosburg Ac., week days, 3:20 p. m.

West Elizabeth Accommodation, 8:20 a. m., 2:00, 6:20 and 11:35 p. m. Sunday, 9:40 p. m.

Ticket offices—Corner Fourth avenue and Try street and Union station.

CHAS. E. PUGH, General Manager. J. R. WOOD, Gen'l Pass'r Agent.

PITTSBURG AND CASTLE SHANNON R. R. Summer Time Table. On and after March 30, 1890, until further notice, trains will run as follows on every day, except Sunday. Eastern standard time: Leaving Pittsburg—6:20 a. m., 7:10 a. m., 8:00 a. m., 9:30 a. m., 11:30 a. m., 1:40 p. m., 3:40 p. m., 5:10 p. m., 5:50 p. m., 6:30 p. m., 9:30 p. m., 11:30 p. m. Arlington—6:40 a. m., 6:20 a. m., 7:10 a. m., 8:00 a. m., 10:20 a. m., 1:00 p. m., 2:40 p. m., 4:20 p. m., 5:10 p. m., 5:50 p. m., 7:10 p. m., 10:30 p. m. Sunday trains, leaving Pittsburg—10 a. m., 12:50 p. m., 2:30 p. m., 5:10 p. m., 9:30 p.m. Arlington—9:10 a. m., 12:10 p. m., 1:50 p. m., 4:20 p. m., 6:30 p. m. JOHN JAHN, Supt.

ALLEGHENY VALLEY RAILROAD—Trains leave Union Station (Eastern Standard time): Kittanning Ac., 6:55 a. m.; Niagara Ex., daily, 8:45 a. m., Hulton Ac., 10:10 a. m.; Valley Camp Ac., 12:05 p. m.; Oil City and DuBois Express, 2:00 p. m.; Hulton Ac., 3:00 p. m.; Kittanning Ac., 4:00 p. m.; Braeburn Ex., 5:00 p. m.; Kittanning Ac., 5:30 p. m.; Braeburn Ac., 6:20 p. m.; Hulton Ac., 7:50 p. m.; Buffalo Ex., daily, 8:50 p. m.; Hulton Ac., 9:45 p. m.; Braeburn Ac., 11:30 p. m. Church trains—Braeburn, 12:40 p. m. and 9:35 p. m. Pullman Sleeping Cars between Pittsburg and Buffalo. JAS. P. ANDERSON, G. T. Agt.; DAVID McCARGO, Gen. Supt.