THE WIFE'S STRATAGEM.

About two years ago, me and my old man, and the two little 'uns, was a-livin' at a queer little by-station on a new line, which I dare say you have heard on. It warn't quite finished then, though the line was pretty well laid up all the way; and the trains was only runnin' to the second station beyond us. We got good pay enough, to speak truth, but I wouldn't go back there agin—no, not for double the money! Sich a country I never seed in all my born days: all dust in summer and all mud in the winter, and fleas all the year round—let alone other things as shall be nameless. And then the people! bless yer, they'd no more idear o' plantin', or buildin', or farmin', or drainin', or doin' anything Christian-like, nor I have o' the man in the moon; and yet, to hear 'em talk, you'd think they was the finest fellows as ever walked the earth.

Howsomever, its a sin to laugh at 'em, poor creeturs; for after all, they was born furriners and couldn't help themselves; and then, too, it's all along o' their bein' so unhappy that they had to pay us English to do things for 'em; so it's just a kind o' Providence after all!

Well, as I was a-sayin', we lived on that 'ere Galatz line for a good spell, and got used to it after a bit; though it warn't over pleasant in the winter nights, when the snow came right up as high as the winder, and the wind went rampagin' round our little place (it was only two rooms and a cellar) as if it had been a roarin' lion. So, what with that, and what with our havin' money in the house for to pay the men, an I there bein' so many rips about, we warn't quite so comfortable as we might ha' been.

One night, (it was just a week after Sam's third birthday, I remember,) there cum a knock on the door, and a voice singin' out as there was a message for the superintendent. So my old man goes to epen the door, (I was in the back room gettin' tea ready,) and in comes two men, and one on 'em handed him a paper; but he'd hardly took it when 'tother slips round behind, and knocks him down as flat as a flounder. I ran in at the sound of the tumble, and there was one of the rips tyin' my old man, (who quite non compass after the knock he'd got) and 'tother one outs with a big knife, and says to me, "Hand over your money," says he, "or we'll kill the whole lot on yer." I was so tuck aback at fust, that just for the minute I only stared like a stuck pig; but when he axed me for the money a thought cum into my head all at once, and I says to him, "All right," says I, "the money's down in the cellar under the charcoal barrel; take it and welcome, only don't kill us." "All right," says the vagabone; "but to make all safe, I'll take this young whelp with me," and he catches hold o' little Georgy, my eldest,) "and if you hollers out, or tries to play any tricks, I'll siver him like a sheep."

Well, sir, when he said that; 'twas just like a poor o' cold water down my back; but I thought o' my old man lyin' bleedin' there, an o' the beggar's cheek in darin' to bully a woman; an I determined that, come what might, I'd be square with 'em yet. So I gives Georgy a kiss, and I whispers to him, "Keep near the door," and he understood me directly, bless his little 'art; and went away with the great ugly rip as brave as could be.

"Well, down goes the rip, and tries to move the barrel; but it 'ud ha' took two o' him to do it, then they couldn't; so after tuggin' and tuggin' and nigh bustin' hisself, he sings out to his mate: "Come down and lend a hand, and bring the woman with you." So t'other 'un marches me down into the cellar, and sets down the light for to lend a hand with the cask. The minute I see'd 'em both stoopin' over it, I blows the candle out, catches Georgy by the arm and pitches him out of the cellar like a cat—only in my hurry I fetched his head an awful hit agin the bolt-ring, poor little chap! But before the rips could tell what was up, I had the door slapped to and the big bolt shut; and there they was, cotched in a trap.

Well, if you ever did hear two fellars rampage, them was the two. They yelled and they swore, and they lambasted the door with logs o' wood and fireshovels, and at last with their very fists, they got so mad. But, bless yer, they might as well ha' tried to knock down St. Paul's with a pot o' butter. The door was a double thick 'un with big cross beams, and wouldn't ha' giv' in nothin' less nor a cannon ball: so, leaving 'em to drum away, I up stairs and cut my old man loose, and then out and histed the red lamp; and 'bout ten minutes after, the train (which gen'lly ran by without stoppin') spied the signal and pulled up. So I got hold o' one o' the guards(they all knowed me) and told him what was up: and he called his mates and three or four sodgers, as al'ays went with the train, and down they all ran to tackle the two beauties. But when we opened the door them rips was so taken aback at seein' the crowd, and findin' themselves reg'larly nabbed, that they just giv' in as meek as lambs; and afore you could say Jack Robinson the pair on 'em was tied and hundled into the train, and away. That, sir, is what I calls "killin' two birds with one stun."

Speech is silver—silence is gold.

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ON AND after Monday Feb. 24, Trains will run as follows—(Philadelphia Time):

SOUTH.	
Buffalo Express leave Oil City at	2 10 p m
Arrives at Pittsburgh	8 55 p m
Night Express Leaves Oil City	8 50 p m
Arrives at Pittsburgh	6 16 a m
Day Express leaves Oil City	9 15 a m
Arrives at Pittsburgh	6 05 p m
Oil City Accom. leaves Oil City	4 55 p. m.
and arrives at Brady's Bend	9 30 p. m.
NORTH.	
Buffalo Ex. Leaves Pittsburgh at	7 40 a m
Arrrives at Oil City at	3 25 p m
Night Express Leaves Pittsburgh	9 00 p m
Arrives at Oil City	5 40 a m
Day Express leaves Pittsburgh	12 10 a m
Arrives at Oil City	8 05 p m
Oil City Acc. leaves Brady's Band	6 40 a m
and arrives at Oil City	12 00 m

Silver Palace Sleeping Cars on night Express Trains, between Pittsburgh and Titusville. Through Coaches on Day Express Trains between Pittsburgh and Boston.

J. J. LAWRENCE, Gen'l. Sup't.
T. M. KING, Ass't. Sup't.

PENNSYLVANIA CENTRAL RAILROAD

ON AND AFTER 11 P. P. Sunday May 1, 1870, Trains arrive at and leave the Union Depot, corner of Washinton and Liberty street, as follows:

ARRIVE.

Mail Train, 1.30 a m.; Fast Line, 12.12 a m; Well's accommodation No. 1, 6.20 a m Brinton accommodation No 1, 7.50 a m; Wall's accommodation No 2, 8.55 a m; Cincinnati express 9.20 a m; Johnstown accommodation 10.50 a m; Braddock's accommodation No 1, 7.00 p m; Pittsburgh express 1.30 p m; Pacific express 1.50 p m; Wall's accommodation No 3, 2.35 p m; Homewood accommodation No 1, 9.55 p m; Wall's accommodation No 4, 5.50 p m; Brinton accommodation No 2, 1.10 p m; Way Passenger 10.20 p m.

DEPART.

Southern express 5.20 a m; Pacific express 2.40 a m; Wall's accommodation No 1, 6.30 a m; Mail Train 8.10 a m; Brinton's accommodation 11.20 a m; Braddock's accommodation No 1, 5.10 p m; Cincinnati express 12.35 p m; Wall's accommodation N 2, 11.51 a m; Johnstown accommodation 4.05 p m; Homewood accommodation No 1, 8.50 p m; Philadelphia express 3.50 p m; Wall accommodation No 3, 3.05 p m; Wall's accommodation No 4, 6.05 p m; Fast Line 7.40 p m; Wall's No 5, 11.00 p m.

The Church Trains leave Wall's Station every Sunday at 9.05 a. m., reaching Pittsburgh at 10.05 a. m. Returning leave Pittsburgh at 12.50 p. m., and arrive at Wall's Station at 2.10 p. m.

Cincinnati express leaves daily. Southern express daily except Monday. All other Trains daily, except Sunday.

For further information aply to
W. H. BECKWITH, Agent.

The Pennsylvania Railroad Company will not assume any Risk for Baggage except for Wearing Apparel, and limit their responsibility to One Hundred Dollars value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT
General Superintendent, Altoona Pa.

PITHOLE VALLEY R'Y.

ON AND AFTER Monday, June 5, 1871, Trains will run as follows:

TRAINS NORTHWARD.

STATIONS.	No. 2.	No. 4.
Oleopolis,	10.25 a m	3.30 p m
Bennett,	10.36 "	3.28 "
Woods	10.30 "	3.18 "
Prathers Mill	10.24 "	3.10 "
Pithole City	11.08 "	2.50 "

TRAINS SOUTHWARD.

STATIONS.	No. 1.	No. 3.
Pithole City,	8.40 a m	1.28 p m
Prathers Mill	8.48 "	1.48 "
Woods	8.56 "	1.56 "
Bennett	9.02 "	2.02 "
Oleopolis	9.10 "	2.14 "

All Trains make close connections at Oleopolis with trains on the Oil Creek & Allegheny River Railway, North and South.

Two Lines of Stages run daily between Pithole City, Miller Farm and Pleasantville, making connection with arriving and departing Trains.

J. T. BLAIR, Sup't.
H. WICKHAM, Ticket Agent, Pithole City, Pa.

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43-2m, D. W. CLARK, Agent, Tionesta, Pa.

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Oil Creek & Allegheny River Ry

ON AND AFTER Monday June 5, 1871, Trains will run as follows:

SOUTHWARD TRAINS.

STATIONS:	1st Class.			2d Class.	
	4	2	6	10	14
	a. m.	a. m.	p. m.	a. m.	a. m.
Corry	6 15	11 00	5 50		8 00
Spartansburg	6 42	11 35	6 24		9 10
Glynden	*6 54	11 47	6 37		9 30
Centreville	7 04	11 55	6 46		9 54
Tryonville	7 13	12 03	6 55		10 20
Hydetown	7 25	12 15	7 10		11 00
AR	7 35	12 25	7 25		11 20
Titusville					
DE	7 42	12 45	7 40	6 16	11 35
Miller Farm	8 02	1 03	7 59	6 55	12 15
Shaffer	8 07	1 08	8 03	7 20	12 20
Pioneer	8 17	1 18	8 10	7 40	12 43
AR	8 25	1 25	8 23	7 55	1 06
Pet Centre					
DE	8 28	1 28	8 30	8 10	1 55
Columbia	8 35	1 35	8 38	8 26	2 10
Tarr Farm	8 40	1 38	8 42	8 30	2 25
Rynd Farm	‖8 46	1 44	‖8 50	8 46	2 40
Rouseville	8 53	1 49	8 56	9 00	2 55
McClintock	‖8 56	1 53	9 00	9 05	3 00
AR	9 10	2 05	9 15	9 20	3 20
Oil City					
DE	9 15	2 10		10 18	3 40
Oleopolis	9 45	2 36		11 10	4 25
Eagle Rock	9 56	2 46		11 32	*4 50
President	9 59	‖2 50		11 38	*4 56
Tionesta	10 28	3 12		12 30	*5 37
Hickory	10 44	3 32		1 20	*6 15
Trunkeyville	10 54	3 41		1 45	6 43
Tidioute	11 11	3 58		2 24	7 10
Irvineton	12 01	4 40		4 05	8 40

ADDITIONAL SECOND-CLASS TRAINS-SOUTH.

No. 16. Titusville 2,10 p. m.; Miller 2,50; Pioneer 3.20; Pet Centre 3,33; Columbia 4,15; Tarr Farm 4,23; Rynd Farm 4,37; Rouseville 4,55; Oil City 5,20.

No. 8 Corry 6,15 a. m.; Titusville 8,35; Miller Farm 9,25; Pet Centre 9,48; Columbia 10,13; Tarr Farm 10,18; Rynd Farm 10,27; Rouseville 10,35; Oil City 11,00.

No. 18. Pet Centre 1,28 p. m.; Columbia 1,50; Tarr Farm 2,05; Rynd Farm 2,10; Rouseville 2,30; Oil City 3,00.

No. 22 Oil City 6,30 a. m.; Oleopolis 7,25, Tionesta 8,54; Trunkeyville 10 15; Tidioute 11.11.

MONTHWARD TRAINS.

STATIONS:	1st Class.			2d Class	
	5	3	1	13	
	a. m.	p. m.	p. m.	a. m.	a. m.
Irvineton		12 45	5 05	9 00	7 45
Tidioute		1 28	5 47	7 20	8 08
Trunkeyville		1 45	6 05	8 05	10 15
Hickory		1 54	‖6 15	‖8 20	10 44
Tionesta		2 14	6 34	8 45	11 40
President		‖2 35	‖6 55	30	12 21
Eagle Rock		2 38	‖6 59	9 35	12 32
Oleopolis		2 47	7 08	10 05	1 03
AR		3 15	7 35	10 55	1 30
Oil City					
DE	6 00	3 20	7 40	11 30	2 10
McClintock	6 13	‖6 32	‖7 55	11 50	2 25
Rouseville	6 16	3 35	7 59	12 00	2 30
Rynd Farm	‖6 20	‖3 40	‖8 04	12 25	2 40
Tarr Farm	6 25	3 45	8 10	12 38	2 55
Columbia	‖6 29	3 49	8 14	12 48	3 15
AR	6 34	3 55	8 21	1 05	3 20
Pet Centre					
DE	6 36	3 59	8 23	1 25	3 33
Pioneer	6 42	4 06	8 30	1 45	3 45
Shaffer	6 52	‖4 15	*8 40	2 00	4 15
Miller Farm	6 56	4 20	8 44	2 15	4 40
AR	7 15	4 40	9 05	3 45	5 50
Titusville					
DE	7 35	4 45	9 10	3 05	
Hydetown	7 44	4 55	9 20	3 20	
Tryonville	7 57	5 08	‖9 34	3 50	
Centreville	8 05	5 17	‖9 43	4 10	
Glynden	‖8 14	‖5 27	9 56	4 30	
Spartansburg	8 24	5 38	10 02	4 50	
Corry	8 55	6 10	10 32	5 50	

ADDITIONAL SECOND-CLASS TRAINS-NORTH

No. 15 Oil City 6.55 a. m.; Rouseville 7.20; Tarr Farm 7.46; Columbia 7.55; Pet Centre 8.10; Pioneer 8.40; Miller 9.25; Titusville 9.55.

No. 7 Titusville 9.00 a. m.; Corry 11.25.

No. 11 Oil City 11.20 a. m.; Rouseville 11.45; Rynd Farm 11.53; Tarr Farm 12.03; Columbia 12,10; Pet Centre 12.20; Miller 1.25; Titusville 2.00; Corry 4.42 p. m.

No. 21 Tidioute 12.45 p. m.; Trunkeyville 1.45; Tionesta 2.43; Oleopolis 4.25; Oil City 5.20.

(*) Trains do not stop. (‖) Stop on signal. (‡) Stop for meals.

Trains 5, 6, 21 and 22 run daily; all other trains daily except Sundays.

N. B.—Train No. 19 is an Express from Titusville to Corry.

SILVER PALACE SLEEPING CAR TRAINS.

No. 4 Direct from Philadelphia without change.
No. 1 Direct to Philadelphia without change.
No. 5 Direct from Pittsburgh without change.
No. 6 Direct to Pittsburgh without change.

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