

The Star.

VOLUME 4. REYNOLDSVILLE, PENN'A., WEDNESDAY, DECEMBER 25, 1895. NUMBER 33.

Railroad Time Tables.

PENNSYLVANIA RAILROAD.

IN EFFECT MAY 10, 1895.

Philadelphia & Erie Railroad Division Time Table. Trains leave Driftwood.

HASTWARD

9:04 a. m.—Train 4, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:25 p. m.

9:30 a. m.—Train 5, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:55 p. m.

10:00 a. m.—Train 6, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:25 p. m.

10:30 a. m.—Train 7, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:55 p. m.

11:00 a. m.—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:25 p. m.

11:30 a. m.—Train 9, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:55 p. m.

12:00 p. m.—Train 10, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:25 p. m.

12:30 p. m.—Train 11, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:55 p. m.

1:00 p. m.—Train 12, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 10:25 p. m.

1:30 p. m.—Train 13, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 10:55 p. m.

2:00 p. m.—Train 14, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 11:25 p. m.

2:30 p. m.—Train 15, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 11:55 p. m.

3:00 p. m.—Train 16, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 12:25 p. m.

3:30 p. m.—Train 17, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 12:55 p. m.

4:00 p. m.—Train 18, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 1:25 p. m.

4:30 p. m.—Train 19, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 1:55 p. m.

5:00 p. m.—Train 20, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 2:25 p. m.

5:30 p. m.—Train 21, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 2:55 p. m.

6:00 p. m.—Train 22, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 3:25 p. m.

6:30 p. m.—Train 23, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 3:55 p. m.

7:00 p. m.—Train 24, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 4:25 p. m.

7:30 p. m.—Train 25, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 4:55 p. m.

8:00 p. m.—Train 26, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 5:25 p. m.

8:30 p. m.—Train 27, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 5:55 p. m.

9:00 p. m.—Train 28, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:25 p. m.

9:30 p. m.—Train 29, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:55 p. m.

10:00 p. m.—Train 30, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:25 p. m.

10:30 p. m.—Train 31, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:55 p. m.

11:00 p. m.—Train 32, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:25 p. m.

11:30 p. m.—Train 33, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:55 p. m.

12:00 a. m.—Train 34, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:25 p. m.

12:30 a. m.—Train 35, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:55 p. m.

1:00 a. m.—Train 36, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 10:25 p. m.

1:30 a. m.—Train 37, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 10:55 p. m.

2:00 a. m.—Train 38, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 11:25 p. m.

2:30 a. m.—Train 39, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 11:55 p. m.

3:00 a. m.—Train 40, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 12:25 p. m.

3:30 a. m.—Train 41, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 12:55 p. m.

4:00 a. m.—Train 42, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 1:25 p. m.

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5:00 a. m.—Train 44, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 2:25 p. m.

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6:00 a. m.—Train 46, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 3:25 p. m.

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7:00 a. m.—Train 48, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 4:25 p. m.

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8:00 a. m.—Train 50, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 5:25 p. m.

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9:00 a. m.—Train 52, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:25 p. m.

9:30 a. m.—Train 53, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:55 p. m.

10:00 a. m.—Train 54, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:25 p. m.

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11:00 a. m.—Train 56, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:25 p. m.

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1:00 p. m.—Train 60, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 10:25 p. m.

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7:00 p. m.—Train 72, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 4:25 p. m.

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9:30 p. m.—Train 77, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:55 p. m.

10:00 p. m.—Train 78, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:25 p. m.

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11:00 p. m.—Train 80, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 8:25 p. m.

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7:00 a. m.—Train 96, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 4:25 p. m.

7:30 a. m.—Train 97, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 4:55 p. m.

8:00 a. m.—Train 98, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 5:25 p. m.

8:30 a. m.—Train 99, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 5:55 p. m.

9:00 a. m.—Train 100, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:25 p. m.

A MEAN ADVANTAGE.

The Idea of Colored Maps Was Stolen From a Poor Girl.

"I don't know that that is a true story," said the woman in gray, "but it was told to me as such. It happened a great many years ago when the ways and means of acquiring useful knowledge were not so easy as they are today. In geography, for instance, the maps were all one color, the different countries being simply defined by their boundary lines. There was a young girl, an artist, who bethought her of a clever way to change this. She digested her idea for some days and then worked it out in what she felt sure was a successful manner. Then, armed with her bundle of sample work, she made her way to what was then the largest schoolbook publishing firm in the country.

"She succeeded in getting an interview with one of the firm's representatives. Thus far and no farther, however, was she destined to go. 'We never buy work from outsiders,' said the representative promptly, 'and of course we couldn't think of making an exception in your case. I'm very sorry. No doubt you have some clever ideas there, but it wouldn't be the least worth while to show them to me, for they wouldn't be of the slightest use to us. Good day.' And the young girl found herself once more in the cold, bleak world, with what she was sure was an excellent idea still unsold.

"What became of her history fails to tell us. With her idea it was different. It so happened that when the young woman had started to undo her bundle the representative had caught sight of the colored maps within. Brief as the glance was he had recognized the value of the idea, as he had also recognized that it was one that might be appropriated by any one. He therefore went at once to the head of the firm and stated the case. The firm seized upon the idea with avidity, had it carefully patented and proceeded to sow colored maps broadcast throughout the educational world. Of course they simply minted money from the scheme, and for many years did it continue to be a source of income. Pretty good, wasn't it, for an idea that 'couldn't possibly be of any use to them?'—New York Sun.

Restaurant Nomenclature.

The waiter's vocabulary is constantly being enriched. Pigs' feet will be "Tribbles" forevermore, just as surely as frogs' legs are "song and dance men." German waiters, as a rule, are not accustomed to use slang, but they have a few abbreviations that are very expressive.

As every one knows, there can be no greater breach of etiquette or more sorrowful admission of weakness than to order a glass of water in a German place. The restaurant has water to be used in case of fire, but it is never offered to a customer. If he wishes it, he must ask for it. Then the waiter frowns at him and shouts, "Ein Eskimo!"

In one of the oyster houses a man ordered two deviled crabs.

"Do you want them hot or cold?" asked the waiter.

"Hot, of course."

The waiter went to a rear counter and roared, "One plate of hot devils!" and a clerical looking gentleman not ten feet away from him nearly fell out of his chair.—Chicago Record.

Salaries of Heads of Nations.

The Press has drawn out a table of what—for the want of a better word—may be described as the salaries of the heads of the reigning houses of Europe. The president of the French republic receives 1,200,000 francs, the American president 250,000 francs, while the president of the Swiss republic has only 18,500 francs. Dealing with the sovereigns of Europe, it gives the allowance of the queen of England and her family at 50,000,000 francs, the king of the Belgians at 4,000,000 francs, the little queen of Holland and her mother at 2,500,000 francs, the emperor of Germany at 11,700,000 francs, the king of Italy at 14,200,000 francs, the king of Spain and his mother at 7,450,000 francs, the king of Portugal and his mother at 8,800,000 francs, the emperor of Austria-Hungary at 28,325,000 francs, the king of Sweden and Norway at 6,500,000 francs, the king of Denmark at 2,400,000 francs and the king of Greece at only 1,800,000 francs.—Galignani's Messenger.

Where Corn Cob Pipes Are Made.

Many towns have little dingy establishments where cob pipes are made as a side issue. But in this town cob pipe manufacture is the leading industry. In round numbers 19,000,000 cob pipes every year are manufactured by two firms in this city. That means one pipe each year for every voter in the United States. All other cob pipe factories in the United States are one horse affairs when compared to the two concerns here.

These pipes are famous and dear as well to every pipe smoker on the continent. The brier root is to the Missouri meerschaum what a stoga is to a perfect. Throughout the year 140 persons are daily employed at Washington in manufacturing corn cob pipes. One big addition, the handsomest in the town, is known as the "corn cob addition." It contains the palatial homes of the men who have grown rich in manufacturing corn cob pipes.—Washington (Mo.) Letter in St. Louis Republic.

A Curious Coincidence.

James Payn relates a curious coincidence: "A young engineer was describing to the occupants of a railway carriage a late experience on an engine: 'We were making up time between two stations, and going at a great rate, when we suddenly sighted an old gentleman walking quietly in front of us along the line. We screeched and whistled, but he was very deaf, and we could not attract his attention.' An old lady, horrified by the situation, and hoping there was some way out of it, here exclaimed, 'But you didn't hurt him?' 'We were down upon him, ma'am, like 1 o'clock! Hurt him indeed! Did you ever hear such a question, sir?' addressing a young man in deep mourning, who had maintained a melancholy silence. 'I have heard the story before,' he replied in explanation of his want of interest. 'It was my father.'"

French Boys Taught Fencing.

In all the large schools of France nine-tenths of the boys are taught fencing, many beginning as young as 7 years of age. The soldiers are drilled to use the foil as conscientiously as other exercises, and on an average there are two or three duels every month in each regiment. The men have to get the colonel's leave to fight, and no one can go out until he has served six months. A prominent French fencing master strongly advocates dueling, as the fear of consequences keeps down quarrels, and the fighting teaches men calmly to face the cold, sharp steel.—Paris Letter.

Living on One Food.

We hold that a well devised dietary system does not need frequent changes. All do not require to eat the same in amount or kind. Uncooked fruits and nuts suit some; others live almost entirely on bread and oatmeal; but when the correct diet has been found it is not necessary to change. Animals in a state of nature live on one food throughout their lives.—Vegetarian.

Immortal Fame.

Did any man ever achieve distinction by lying?—San Francisco Post.

Yes. Baron Munchausen.—New York Sun.

Society is very queer. The people most sought after are those who do not pay their debts.

Catholic Church Beneficial Entertainment.

On Dec. 31st the musical talent of Reynoldsville will give an entertainment for the benefit of the Catholic church consisting of the following:

- PART I.**
- Overture..... Orchestra
 - Fun Drill..... Young Girls
 - Soprano Solo..... Miss Stella Driscoll
 - Recitation..... Miss Maggie McKeown
 - Mixed Quartet..... "The Silvery Sea"
 - Dialogue..... "The Tragedy of Ten Little Boys"
 - Overture..... Orchestra
 - Song..... Little Coral Sutter
 - "I'd Like to be Like Grandma"
 - Euphonium Solo..... James Kearns
 - Duet..... "Summer Girls' Love"
 - Tableau.....
 - Orchestra.
- PART II.**
- Sleighing Glee..... Thirty Girls
 - Eye-to-land..... The Johnnie Gilder
 - Waltz Song..... Four Girls
 - "Never, Never, Never Fall in Love"
 - An Old Maid.....
 - Boys' Drill..... Sixteen Boys
 - Clarinet Solo..... Thos. Kearns
 - Dialogue..... "The Widow's Might"
 - Recitation..... Frank Bohren
 - Mixed Quartet..... "Song of the Brooklet"
 - Tableau..... "The Sleeping Beauty"
 - Orchestra.

Notice.

The regular annual meeting of stockholders of the First National Bank of Reynoldsville, for the election of directors, for the ensuing year, will be held at the bank room on Tuesday, January 14th, 1896, from 3 to 4 o'clock P. M.

JOHN H. KAUCHER, Cashier.

Christmas Evening.

Program for the entertainment to be given for the Helping Hand Society of the M. E. church Christmas evening Dec. 25, 1895:

- MUSIC BY ORCHESTRA.**
- Drill..... Sixteen Girls
 - Recitation..... Irene Phillip
 - Trio..... Leola Robinson
 - Trio-Instrumental..... Amelia Morrow
 - Song..... Lydia McEllinger
 - Recitation..... Frankie Kier
 - Recitation..... Christina Brown
 - MALE QUARTETTE.
 - Recitation..... Aldine Reed
 - HUMANAPHONY.
 - Trio..... Carrie Albright
 - Recitation..... Louise Koehler
 - Recitation..... Lizzie Koehler
 - Song..... Harry McEntire
 - Song..... Frankie and Goldie King
 - Song..... Eight Little Girls
 - Dialogue..... Samuel Lowther
 - Dialogue..... Nine Characters
 - TABLEAU.

Price List.

Save your hard earned dollars. Look at our prices for this week:

- 21 lbs. Granulated sugar for \$1.00
 - 22 lbs. light brown sugar 1.00
 - Arbuckle, Lion and other package coffees 20
 - Best patent flours per sack 1.00
 - Pure buckwheat flour 25-lb. sack 50
 - Finest evaporated peaches per lb. 10
 - Good " " " 7
 - Finest rolled oats 9 lbs. 25c., 40 lbs. 1.00
 - " raisins 5c. per lb., 22 lbs 1.00
 - " cleaned currants 17 lbs 1.00
 - " mince meat 3 lbs 25
 - " clean beans 6 lb 25c., 30 lbs 1.00
 - " Lima beans 7 lb, 18 lbs 1.00
 - " Carolina head rice 5c lb, 22 lbs 1.00
 - Fine jelly, 30-lb. pails 85
 - Lenox or Gloss soap 25 cakes 1.00
 - Extra standard tomatoes per can 7
 - " " " 15 cans 1.00
 - " sugar corn 7c per can, 17 for 1.00
 - Very good sugar corn 5c per can, 22 for 1.00
 - Fine coffee cakes per lb 5
 - " ginger snaps per lb 5
 - " soda and oyster crackers per lb 5
 - Strictly fresh eggs, guaranteed good, per dozen 25
 - Fine York State salt per bbl. 82
 - Two hoop patent pall 10
 - Ham per lb. 11
 - All kinds of groceries, meat, straw, hay, etc., at lowest prices.
- ROBINSON & MUNDORFF,
Absolutely Cash Grocers.

FIRST NATIONAL BANK OF REYNOLDSVILLE

at Reynoldsville, in the State of Pennsylvania, at the close of business December 31st, 1895.

RESOURCES:

Loans and discounts	\$77,379 15
Overdrafts, secured and unsecured	123 91
U. S. Bonds to secure circulation	30,000 00
Premiums on U. S. Bonds	3,775 00
Stocks, securities, etc.	1,200 00
Furniture and fixtures	2,662 59
Due from approved reserve agents	25,132 29
Checks and other cash items	1,881 51
Notes of other National Banks	369 00
Fractional paper currency, nickels, and cents	78 04
Legal money reserve in bank, viz: Special	\$7,257 50
Legal-tender notes	\$4,157 00
Redemption fund with U. S. Treasurer (5 per cent. of circulation)	1,330 00
Total	\$155,303 00

LIABILITIES.

Capital stock paid in	\$100,000 00
Surplus fund	3,000 00
Undivided profits, less expenses and taxes paid	2,368 64
National Bank notes outstanding	26,000 00
Due to other National Banks	2,075 18
Dividends unpaid	45 00
Individual deposits subject to check	64,574 63
Time certificates of deposit	6,670 00
Cashier's checks outstanding	97 43
Total	\$155,303 00

State of Pennsylvania, County of Jefferson, ss:
I, John H. Kaucher, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

JOHN H. KAUCHER, Cashier.

Subscribed and sworn to before me this 26th day of December, 1895.

ALBERT REYNOLDS, Notary Public.

CORRECT—Attest:

C. FRENCHILL,
J. C. KIRBY,
SCOTT McLELLAND, Directors.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:30 a. m.; Johnsonburg at 9:45 a. m.; arriving at Clermont at 10:40 a. m.

TRAIN 20 leaves Clermont at 10:50 a. m.; arriving at Johnsonburg at 11:44 a. m. and Ridgway at 12:00 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

SOUTHWARD.		NORTHWARD.	
P. M.	A. M.	A. M.	P. M.
12 10	9 30	Ridgway	1 35
12 18	9 38	Island Run	1 25
12 22	9 42	Mill Hill	1 21
12 31	9 51	Croyland	1 11
12 38	10 00	Shorts Mills	1 02
12 42	10 05	Blue Rock	1 26
12 44	10 07	Vineyard Run	1 23
12 46	10 10	Carrier	1 20
1 00	10 22	Brockwayville	1 28
1 10	10 32	McMinn Summit	1 20
1 14	10 38	Harveys Run	1 20
1 20	10 45	Falls Creek	1 20
1 45	10 55	DuBois	1 20

TRAINS LEAVE RIDGWAY.

Eastward. Westward.

Train 8, 7:30 a. m. Train 3, 11:34 a. m.

Train 6, 1:45 p. m. Train 1, 3:00 p. m.

Train 4, 7:55 p. m. Train 11, 8:25 p. m.

S. M. PREVOST, Gen. Manager. J. R. WOOD, Gen. Pass. Ag't.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.

On and after June 17th, 1894, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

1:30 p. m. and 5:30 p. m.—Accommodations from Punxsutawney and Big Run.

5:50 a. m.—Buffalo and Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Cory and Erie.

10:53 a. m.—Accommodation—For Sykes, Big Run and Punxsutawney.

2:12 p. m.—Bradford Accommodation—For Brockwayville, Johnsonburg, Elmton, Carmon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

5:10 p. m.—Mail—For DuBois, Sykes, Big Run, Punxsutawney and Weston.

Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be collected by conductors when fares are paid on trains from all stations where a ticket office is maintained.

Thousand mile tickets at two cents per mile, good for passage between all stations.

J. H. MCINTYRE, Agent, Falls Creek, Pa.

R. G. MATHEWS, E. C. LARVEY, General Sup't. Gen. Pass. Agent.

Buffalo N. Y. Rochester N. Y.

ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday May 26, 1895, Low Grade Division.

EASTWARD.

STATIONS.	No. 1.	No. 5.	No. 9.	101	106
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
Red Bank	10 45	4 40	5 30	10 45	4 30
Lawsonham	10 57	4 52	5 42	10 57	4 42
New Bethlehem	11 30	5 25	6 15	11 30	5 15
Oak Ridge	11 38	5 33	6 23	11 38	5 23
Laysville	11 46	5 41	6 31	11 46	5 31
Summersville	12 05	6 00	6 47	12 05	6 00
Brockwayville	12 20	6 20	6 57	12 20	6 20
Falls Creek	12 31	6 30	7 13	12 31	6 30
Fowler	12 43	6 38	7 25	12 43	6 38
Reynoldsville	1 00	6 57	7 44	1 00	6 57
Pancoat	1 08	7 05	7 52	1 08	7 05
Falls Creek	1 20	7 25	8 06	1 20	7 25
DuBois	1 35	7 34	8 19	1 35	7 34
Sabula	1 48	7 47	8 29	1 48	7 47
Wintersburg	1 58	7 58	8 41	1 58	7 58
Pendleton	2 05	8 00	8 49	2 05	8 00
Tyler	2 15	8 16	7 50	2 15	8 16
Glen Fisher	2 20	8			