

Railroad Time Tables.

PENNSYLVANIA RAILROAD.

IN EFFECT MAY 17, 1896.

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

EASTWARD.

9:04 a. m.—Train 1, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:25 p. m., New York, 9:25 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

3:20 p. m.—Train 2, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 1:30 a. m.; New York, 7:30 a. m.; Baltimore, 6:00 a. m.; Washington, 7:15 a. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

6:25 p. m.—Train 3, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:32 a. m.; New York, 9:32 a. m.; Baltimore, 6:00 a. m.; Washington, 7:40 a. m. Pullman cars from Erie and Williamsport to Philadelphia, Harrisburg and Sunbury for Harrisburg and Washington will be transferred into Washington sleeper at Harrisburg. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

WESTWARD.

7:21 a. m.—Train 1, daily except Sunday for Ridgway, DuBois, Clermont and intermediate stations. Leaves Ridgway at 3:00 p. m. for Erie.

9:50 a. m.—Train 3, daily for Erie and intermediate points.

6:20 p. m.—Train 11, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 11 leaves Philadelphia 8:23 a. m.; Washington, 7:50 a. m.; Baltimore, 8:50 a. m.; Wilkes-Barre, 10:15 a. m.; daily except Sunday, arriving at Driftwood at 6:00 p. m. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 8 leaves New York at 8 p. m.; Philadelphia, 11:30 p. m.; Washington, 10:40 a. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:30 a. m. Pullman sleeping cars from Philadelphia to Erie and from Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport.

TRAIN 10 leaves Renovo at 6:30 a. m., daily except Sunday, arriving at Driftwood 7:21 a. m.

JOHNSBURG RAILROAD.

(Daily except Sunday.)

TRAIN 10 leaves Ridgway at 9:20 a. m.; Johnsburg at 9:38 a. m., arriving at Clermont at 10:35 a. m.

TRAIN 20 leaves Clermont at 10:45 a. m., arriving at Johnsburg at 11:41 a. m. and Ridgway at 12:00 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

SOUTHWARD. NORTHWARD.

P. M. A. M.	STATIONS.	A. M. P. M.
12:10 9:30	Ridgway	1:35 6:30
12:18 9:38	Island Run	1:25 6:22
12:22 9:42	Mill Run	1:21 6:18
12:26 9:46	Croyland	1:19 6:14
12:30 9:50	Shorts Mills	1:17 6:10
12:34 9:54	Blue Rock	1:15 6:06
12:38 9:58	Vineyard Run	1:13 6:02
12:42 10:02	Carrier	1:11 5:58
12:46 10:06	Brookwayville	1:09 5:54
12:50 10:10	McMillan Summit	1:07 5:50
12:54 10:14	Harveys Run	1:05 5:46
12:58 10:18	Falls Creek	1:03 5:42
1:02 10:22	DuBois	1:01 5:38

TRAINS LEAVE RIDGWAY.

Train 8, 7:37 a. m. Train 3, 11:04 a. m.

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

Train 4, 7:53 p. m. Train 11, 8:05 p. m.

S. M. PREVOST, Gen. Manager. J. H. WOOD, Gen. Pass. Agt.

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 Nov. 10th, 1895, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:25 a. m. for Curwensville and Clearfield.

1:35 p. m.—Accommodation from Punnatsawney and Big Run.

10:00 a. m.—Buffalo and Rochester mail—For Brockwayville, Ridgway, Johnsburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester, connecting at Johnsburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

10:27 a. m.—Accommodation—For Sykes, Big Run and Punnatsawney.

2:20 p. m.—Bradford Accommodation—For Beechtree, Brockwayville, Elmont, Cameron, Ridgway, Johnsburg, Mt. Jewett and Bradford.

4:17 p. m.—Mail—For DuBois, Sykes, Big Run, Punnatsawney and Waterloo.

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 both ways on all stations.

H. H. McNEELY, Agent, Falls Creek, Pa. E. C. LAPEY, Gen. Pass. Agent, Rochester N. Y.

ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday May 28, 1895, Low Grade Division.

EASTWARD.

STATIONS.	No. 1	No. 2	No. 3	101	109
Red Bank	10:45	4:40			
Lewistown	11:00	5:00			
New Bethlehem	11:15	5:15	5:12		
Oak Ridge	11:30	5:30	5:20		
Mayville	11:45	5:45	5:25		
Summersville	12:00	6:00	5:35		
Brookville	12:15	6:15	5:45		
Ball	12:30	6:30	5:55		
Reynoldsville	1:00	6:57	6:13		
Pennsboro	1:08	7:05	6:22		
Falls Creek	1:20	7:25	7:00	10:55	1:36
DuBois	1:28	7:33	7:10	11:05	1:45
Abulia	1:48	7:47	7:24		
Waterbury	1:59	7:58	7:34		
Fossil	2:08	8:06	7:40		
Glen	2:15	8:16	7:50		
Clyde	2:20	8:27	8:01		
Sansett	2:23	8:34	8:11		
Franklin	2:28	8:44	8:18		
Driftwood	2:30	8:25	8:55		

WESTWARD.

STATIONS.	No. 2	No. 4	No. 6	106	110
Driftwood	10:10	6:00	6:30		
Franklin	10:25	6:15	6:45		
Sansett	10:35	6:25	6:55		
Glen	10:45	6:35	7:05		
Clyde	10:55	6:45	7:15		
Fossil	11:05	6:55	7:25		
Waterbury	11:15	7:05	7:35		
Abulia	11:25	7:15	7:45		
DuBois	11:35	7:25	7:55		
Falls Creek	11:45	7:35	8:05	12:10	6:10
Pennsboro	11:55	7:45	8:15	12:20	6:20
Brookville	12:05	7:55	8:25		
Ball	12:15	8:05	8:35		
Reynoldsville	12:25	8:15	8:45		
Summersville	12:35	8:25	8:55		
Mayville	12:45	8:35	9:05		
Oak Ridge	12:55	8:45	9:15		
New Bethlehem	1:05	8:55	9:25		
Lewistown	1:15	9:05	9:35		
Red Bank	1:25	9:15	9:45		

Also daily except Sunday. DAVID MORGAN, Gen'l. Supt. S. P. ANDERSON, Gen'l. Pass. Agt.

ANNOUNCEMENTS.

FOR COUNTY COMMISSIONER—

SAMUEL STATES, OF BELL TOWNSHIP.

Subject to the Democratic primary election, held June 13, 1896.

BEECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co., Lessee.

CONDENSED TIME TABLE.

HEAD UP	Exp. Mail	MAY 17, 1896.	HEAD DOWN	Exp. Mail
No. 37	No. 33	No. 30	No. 30	No. 33
P. M.	P. M.	A. M.	A. M.	P. M.
1:35	1:45	PATTON	1:45	1:55
1:45	1:55	Westover	1:55	2:05
2:25	2:35	MAHAFFEY	2:35	2:45
2:35	2:45	Kermooch	2:45	2:55
2:55	3:05	GAZZAM	3:05	3:15
3:15	3:25	Keermooch	3:25	3:35
3:35	3:45	New Milport	3:45	3:55
3:55	4:05	Onants	4:05	4:15
4:15	4:25	Michell	4:25	4:35
4:35	4:45	Live Clearfield June	4:45	4:55
7:35	7:45	CLEARFIELD	7:45	7:55
7:55	8:05	Clearfield June	8:05	8:15
8:15	8:25	Woodland	8:25	8:35
8:35	8:45	Butler	8:45	8:55
8:55	9:05	Wallington	9:05	9:15
9:15	9:25	Morrisdale Mines	9:25	9:35
9:35	9:45	Michell	9:45	9:55
9:55	10:05	Munson	10:05	10:15
10:15	10:25	PHIL PSPBG	10:25	10:35
10:35	10:45	Munson	10:45	10:55
10:55	11:05	Winburne	11:05	11:15
11:15	11:25	PEARLE	11:25	11:35
11:35	11:45	Shillington	11:45	11:55
11:55	12:05	SNOE SHOES	12:05	12:15
12:15	12:25	BEECH CREEK	12:25	12:35
12:35	12:45	PEARLE	12:45	12:55
12:55	1:05	LOCK HAVEN	1:05	1:15
1:15	1:25	Yonngdale	1:25	1:35
1:35	1:45	JERSEY SHORE JUNC.	1:45	1:55
1:55	2:05	JERSEY SHORE	2:05	2:15
2:15	2:25	WILLIAMSP' ART	2:25	2:35
2:35	2:45	PHILA. & READING R. R.	2:45	2:55
2:55	3:05	WILLIAMSP' ART	3:05	3:15
3:15	3:25	PHILA.	3:25	3:35
3:35	3:45	LV N.Y. via Tamaqua Ar	3:45	3:55
3:55	4:05	N. Y. via Phila. Ar	4:05	4:15

* Daily * Week-days * 4:00 p.m. Sundays * 4:10 p.m. Sundays

* b * New York passengers traveling via Philadelphia on 10:30 a. m. train from Williamsport, will change cars at Columbia Ave., Philadelphia.

CONNECTIONS.

At Williamsport with Philadelphia & Reading R. At Jersey Shore with Fall Creek Railway. At Mill Hill with Central Railroad of Pennsylvania. At Phillipsburg with Pennsylvania Railroad and Altoona & Philadelphia Connecting R. R. At Clearfield with Buffalo, Rochester & Pittsburgh Railway. At Mahanoy with Fulton & Cambria & Clearfield Division of Pennsylvania Railroad. At Mahanoy with Pennsylvania & North-Western Railroad.

A. G. PALMER, F. E. HERBMAN, Superintendent. Gen'l. Pass. Agt. Philadelphia, Pa.

Hotels.

HOTEL MCCONNELL.

REYNOLDSVILLE, PA.

FRANK J. BLACK, Proprietor.

The leading hotel of the town. Headquarters for commercial men. Steam heat, free baths, bath rooms and closets on every floor, sample rooms, billiard room, telephone connections, etc.

HOTEL BELNAP.

REYNOLDSVILLE, PA.

J. C. DILLMAN, Proprietor.

First class in every particular. Located in the very centre of the business part of town. Free baths and closets on every floor, commodious sample rooms for commercial travelers.

MOORE'S WINDSOR HOTEL.

1217-29 FILBERT STREET, PHILADELPHIA, - PENNA.

PRESTON J. MOORE, Proprietor.

342 Bed Rooms. Rates \$3.00 per day American Plan. Highback from P. & E. Depot and 1/2 block from New P. & E. R. Depot.

Miscellaneous.

E. NEFF.

JUSTICE OF THE PEACE

And Real Estate Agent, Reynoldsville, Pa.

C. MITCHELL,

ATTORNEY-AT-LAW.

Office on West Main street, opposite the Commercial Hotel, Reynoldsville, Pa.

C. Z. GORDON. JOHN W. REED.

GORDON & REED,

ATTORNEYS-AT-LAW.

Brookville, Jefferson Co., Pa.

Office in room formerly occupied by Gordon & Corbett, West Main Street.

W. L. MCCRACKEN, G. M. McDONALD, Brookville, Reynoldsville.

MCCRACKEN & McDONALD,

Attorneys and Counsellors-at-Law.

Offices at Reynoldsville and Brookville.

FRANCIS J. WEAKLEY,

ATTORNEY-AT-LAW.

Offices in Mahoney building, Main Street, Reynoldsville, Pa.

DR. B. E. HOOVER,

REYNOLDSVILLE, PA.

Resident dentist. In building near Methodist church, opposite Arnold block. Gentleness in operating.

DR. R. E. HARBISON,

-SURGEON DENTIST,

Reynoldsville, Pa.

Office in rooms formerly occupied by J. S. McCleight.

DR. R. DeVERE KING,

DENTIST,

Office at the residence of I. C. King, M. D., at corner of Main and Sixth streets, Reynoldsville, Pa.

REYNOLDSVILLE LAUNDRY,

WAH SING, Proprietor.

Corner 4th street and Gordon alley. First-class work done at reasonable prices. Give the laundry a trial.

GUN STOCKS.

The Best Made of Long Seasoned Walnut and Fashioned by Hand.

Gun stocks of good workmanship are made of well seasoned walnut.

"That piece of wood," said a gunsmith, holding up a heavy billet sawed into a rude semblance of a gun stock, "may have been 20 years seasoning. I've known the pile of wood it came from these 17 years. The piece, as you see it, is worth \$3. It is English walnut. This piece that I am shaping was worth \$4 in the rough. It is German walnut. The Brazilian walnut costs as much as \$15 for a single billet."

Cheap gun stocks are made from American walnut, which costs but a trifle in the rough, but is too porous for use in the best guns. Gun stocks are now turned out by machinery, and thus made they are cheap. The best are still handmade, and it costs about \$10 to reduce the billet of seasoned walnut to the finished and ornate stock. Most stocks are now made with the pistol grip feature in addition to the shoulder piece. Doubtless the stock as a whole is a development from the pistol handle. The traditional ornamentation is a series of crossed lines. Skilled gunsmiths spend much time and care upon the fashioning of the stock. After it has been shaped to the right form it is finished to a smooth and uniform surface with laborious sandpapering, and finally shellacked and rubbed down and polished after the manner of treating the best cabinet made furniture. A gunsmith may spend two days or more in making a stock, and a handmade stock of Brazilian walnut may be worth \$25.

Fancy woods are not much used in gun stocks that are to be anything but show pieces. Mahogany is too brittle for the purpose, and rosewood is too heavy. The finishing has to be of a sort to resist water, and hence ordinary varnish is not used in polishing a well made gun stock. There are comparatively few gunsmiths in town that make a specialty of handmade stocks, and those are usually Germans. A gunsmith is occasionally asked to make an especially ornate stock with carvings, and possibly even inset pearl, ivory or gold. These stocks are costly, but for practical purposes they are less useful than the plain stock of English, German or Brazilian walnut.—New York Sun.

THE IRON DUKE.

Wallington and His Ways as Seen by Two English Artists.

When engaged on the two pictures, "The Queen Receiving the Sacrament" and "The Christening of the Princess Royal," much of my father's time and money were spent in taking them from one nobleman's house to another to obtain sittings, but often to find, after making an appointment with a duke or a lord, first that he was engaged, and after waiting for hours that he regretted not then being able to see Mr. Leslie, but would be at his service on the following day. The Iron Duke was an exception, and the day after he received a note from my father I saw a white haired elderly gentleman walk up the short gravel path and steep steps of our little villa, and shading his eyes from the sun take a rapid survey of the front garden as he stood on the steps, and how, when a small maldservant answered his knock and question, "Is this Mr. Leslie?" with "Yes, sir. What name, please?" his reply in a very clear, loud voice, "The Duke of Wellington," nearly made the girl drop where she stood, and not only brought my father, pale and flushed in the face, but many heads out of the upper windows of the adjoining villa.

Then, before going indoors, he informed my father and all the neighbors in the same loud tone that the distance between Apsley House and ours was "five miles," repeating it more than once, and when my father ventured to say, "I think not quite so much, your grace," he closed the argument thus: "Oh, yes, it must be. I'm a good judge of distance, and consider it certainly over five miles." The duke had come on horseback, and was much pleased when told that my father would wait upon him for a sitting at Apsley House, but on doing so he was received by the duke with, "Well, Mr. Leslie, didn't you find it a long way—over five miles, I am sure?"

A few days later my father chanced to mention this to Sir Edwin Landseer, who knew more of the duke than he did. Sir Edwin said: "It is no use to differ with the duke. I once did about some engravings of my own pictures with which he was having a room papered, and ventured to suggest that, as many of them were valuable proofs, they might be attached to the wall only by pasting round the edges, so that at any future time they could be removed without injury. But he cut me short at once with: 'No, no, that would not do at all. What I do is this: I get a man with a pot of strong paste and a big brush, and he pastes them all over the backs, and up they go at once, with no more bother about them.'"—Temple Bar.

THE GOOD TIME COMING.

With the New Woman on the Platform It Will Be Time to Look Out.

"Dey tells me," said Aunt Dinah pausing in the dining room door and resting her hands on her hips, "dey tells me dat de wimmin is ad a meetin goin on whar dey jiss spechifys same as de men. Is dat so?"

Her mistress laid down the paper in which she was reading the reports of some of the brilliant papers delivered before the Association for the Advancement of Women, and tried to explain matters to her.

"Dey des got up on de platform, did dey?" asked the old woman, "an speak right out in meetin'?"

She was assured they did.

"An dey kin talk back?"

She was informed that was their privilege.

"Bless Gord I done live to see dis day!" she replied fervently. "I lay I'll des git Bre' Jones at de meetin dis very night. De odder night I felt called on to 's'et simmers, an he say: 'Set down, Sis Dinah, de wimmin must keep silence in de ch'ch. Dey's de weaker vessel.' I was hot, an I spon: 'Ef dey was 'nt no wimmin in de ch'ches, Bre' Jones, whar would de ch'ch be? Whar would de preacher? Whar you get dat fine coat on yo' back? Ain't it de Daughters of Zion deen raise de money? Don't seem lak I hear nobody complain 'bout wimmin in de ch'ch' when it comes to passin roum de hat.'"

"You say de time comin when de wimmin gwine run de town? Dey'll clean up things then, sho'. I boun de mayor himself can't sweep like me, let 'lone deputy pleec'men. Des give me a broom an I kin clean mo' street in a hour dan de commotion does in a year."

"An wimmin gwine to vote too? Good marster, how de world do change! Fui' de niggers an den de wimmin. Rec'on folks think some dem wimmin whar's been goin to school an colleges is got most mach sense as niggers now."

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