LINERS LOST AT SEA.

A CAPTAIN'S STORY OF WHO IS OF-TENEST TO BLAME.

He Also Suggests Why, When Ocean Steamer Goes Down, Her Commander Is Seldom to Be Found Among Those Who Were Saved.

"There's another side to this question of the criminal carelessness of the commander which we hear so much talk about whenever a liner is lost." said the captain of a hig ocean steamship the other day. "It's not the captain who is really to blame in one case out of ten even when he is running his ship at full speed through a fog. the public that's to blame, and I'll tell you how it is,

"To begin with, everybody knows of the rivalry between the different lines. Everybody knows what a difference there is, in the estimation of the public. between the rival boats of the same grade which start at the same time and come in 24 hours apart. The man who has traveled by the boat that comes in last is going to say to himself that next time he will go on the So-and-so, which must be a better boat, for didn't she come in a day ahead of the one he came on?

"The captain of boat No. 1 is a hero for the tilue being, and the company he works for smiles on him. That he has run all the way at full speed through heavy seas and fogs and hus taken all kinds of risks he knows, but he doesn't say anything about that, and the company doesn't, either. They have beaten the other line, and that is enough.

The captain of boat No. 2, which came in a day behind the other, knows just what is in store for him before he reports at the office of his company, This is about what he hears:

"'Why, how is this, Mr. Blank? You came in 24 hours behind the Soand-so. What was the matter anyhow? " 'Well, you see,' says the captain,

'we had storms part of the way, and when we got to the banks we struck a fog so thick you couldn't see your hand before your face, and we had to run at haif speed all day."

'Ahem!' one of the owners will 'Abem! It's a bad thing, Mr. Elank, for us to be beaten 24 hours by the So-and-so.

"Captain Blank says no more, but feels that he has been reproved, and he remembers it on the next trip. The sea may be running 'mountains high' and the fog may be so thick you can't see the funnel from the bridge, but he is bound to get in on time this trip, and he does. The owners of the line smile on him. So he knows what he is required to do and goes on making record trips

"It is the public, you see, which the company has got to please if it is to exist, and the captain has to please the Some day he does this once company. too often. He collides with another ship in a fog, maybe, or runs on the rocks, Perhaps the natural love of life or the thought of a helpless family keeps him from deliberately going to the bottom with the ship, but he knows that his career is at an end.

"The board sits on the case, and if there is any evidence to show that the accident was due to the carelessness of the commander in running at full speed in thick weather, or whatever the case may be, he is reprimanded and his certificate suspended for some months at least. When at last he gets the certifi-

cate back, it has a hole punched in it. "Now let us suppose that he has been a faithful servant of the company for a good while, and they like him and dehip and e to transfer him to an give him a chance for existence. This new ship has to be insured, of course, before she goes to sea. The underwriters make their examination and in the course of their inquiries there comes up the question as to who is the captain of the ship. "When they hear the name, they will probably say: 'Why, let us see! Isn't he the man who sunk the So-and so? Yes? Oh, we can't take any risks on a ship commanded by Captain Blank! Put another commander in his place and it will be all right.' "The company is therefore obliged to dismiss Captain Blank. Then he starts out to find another situation. His certificate, you remember, has a hole in it. He goes to see the owners of another line. As soon as they hear his name

GUARDING AGAINST FRAUD.

How London Bankers Lessen the Chances For Embezzlement.

"Very few people know that there are a great and increasing number of firms in this country-banking firms especial ly-who make an inflexible rule that all employees, whether they be managerial heads or mere junior clerks, must take an annual holiday."

The speaker was one of the best known accountants in London, and be continued: "The reason is that all great employers now realize that most long continued cases of embezzlement and breach of trust are only, as a rule, discovered through the offender being co.upelled, through illness or some other cause, to leave his books for a time.

"Nearly all defaulting bank managers are trapped through their enforced absence, and thus it has begun to be the rule for employers to insist that servants who have the manipulation of books and money must go away. Hun-dreis of sets of books come into my hands and those of other accountants in this way, and I could tell you of many cases where two or more clerks, who could in their ordinary work play into each other's hands, are sent holiday making at the same time.

'Another fact of the same kind that is little known is that many employers make a rule of having their employees photographed very plainly in groups every year or two-on some occasion of festivity that is made the excusethat the firm always possess a valuable means of identification in case of any man absconding. "-Pearson's Weekly.

AMERICA'S RAPHAEL

A Picture Which, It is Said, Has Yet to Be Discovered.

There is one picture in America which, for convenience's sake, may be designated "Fata Morgana." It is frequently alluded to and always in a tone of reverent admiration. When one is in New York one hears of it as in Boston. When one is in Boston one hears of it as either in New York or Philadelphia. If the quest be pursued in these cities the picture is said to be located in Bal-timore and so forth. What is this mysterious work which would appear to be considered as the chief treasure of art in America? It is a wholly imaginary Raphael. I found the most rooted conviction in all so called "art circles" that America is the happy possessor not only of a Raphael, but of a superbly fine example of that master, and, as already indicated, the picture is not only alluded to with pride, but with an admiration that is akin to awe.

It is unfortunate that the picture does not exist, except in the fervent transatlantic imagination. In a word, there is no Raphael in America. Strangely enough, there are very few forgeries even, the one or two canvases with any approach to the manner of the great Italian master being so obviously imitative that no one with any adequate knowledge of his work could possibly be deceived. It is, however, a pleasant fiction, and enables patriotic Americans in Europe to enlarge upon the superb masterpicces oversea. ---Nineteenth Century.

Woe to That Dressmaker!

You may talk about naval heroes and rough riders all you like, but for superhuman nerve and colossal daring commend me to a woman I saw in a dry goods shop here in town only last Mon-day morning. I had an excellent opportunity to observe her carefully, for she stood precisely where I desired to stand while she-well, this is what she did: She asked the salesman to show her a certain piece of red cashmere. Then she produced from her pocket the

When Men Rus Plumes,

I sat behind two women in a Fourteenth street car when a funeral procession, made up of members of some se eret society in fall regulia passed up the street. The sight of the plumed hats displeased one of the women in front of me.

"Did you ever see anything sillier than that?" she sniffed. "Look at those men -dressed up in all those gewgaws just to let folks know they've got a secret. Where would you find women willing to parade around the streets togged out like stage soldiers? Who ever heard of women doing it? Imagine the Daughters of the American Revolution riding around in cocked bats, or the Women's Christian Temperance union with gold laced aprons. Women have more sense-They wouldn't deliberately make them. selves ridiculous that way.

"Look at those eashes and look at those awful hats and those mangy plumes. My husband's got them all. He paid \$75 for his outfit. He paid \$15 for a stringy ostrich plume for his hat, and then"-here the true inwardness of ber contempt for secret society regalias came out-"after paying all that for a plume he doesn't wear once in six months, he almost dropped dead because I paid \$5 for a feather I've worn every day for a year. A man's just a natural bornwell, I won't say it."

But you could see that she thought it, just the same .- Washington Post.

No Small Change,

Dean Monahan relates an incident which illustrates the absence of small change in the early days of Kansas. In 1868 he went into the postoffice at Hays City, threw down a quarter and asked for a postage stamp. "Want only one?" queried the postmaster. "Only one," replied the novelist, whereupon the postmaster handed him a stamp and raked in the quarter. "Don't I get any change?" demanded Monahan. "Change, h-1!" replied the government official. We have no change in these parts smaller than a quarter !"

And this was strictly true. In Hays City the smallest coin known was the 25 cent piece. A glass of beer sold for a quarter, and the same charge was made for a nonnd of crackers or a cigar. It is related in the early annals of the town how the saloon and dance hall keepers held an indignation meeting to take action in the case of a new man who advertised to sell two glasses of beer for a quarter. The meeting resulted in the departure of the innovator for pastures new. As late as 1872 there was a store in Hays City which never gave any change smaller than the 25 cent piece. If the customer had, say, 15 cents coming, he was at liberty to help himself to a glass of whisky from a barrel which stood in the corner, but he need not expect his dues in money.-Kausas City Journal.

Why the Light Went Out.

In front of the high altar in the cathedral at Salzburg there is a great lamp that is supposed to burn "forever and a day." One morning, years ago, worshipers were surprised to see it go out, and this was repeated morning after morning, always about the same time. It was thought the attendant had neglected to give it sufficient oil, and though he declared his innocence, he was told that he would be discharged if the oversight were repeated. Unwilling to deal unjustly with the man, the dean of the cathedral hid himself one night to see if he could solve the mystery. He had not long to wait. About 10 o'clock a big rat was seen descending the rope by which the lamp was susfreely, and then went away by the way it came. Needless is it to say that the attendant held his place.

Beats the Klondske. =

Mr. A. C. Thomas, of Marysville, Tex., has found a more valuable dis covery than has yet been made in the Klondike. For years he suffered untold agony from consumption, accompanied gony from consumption, accountely y hemorrhages: and was absolutely ured by Dr. King's New Discovery for ured by Dr. King's New Olscovery for Consumption, Coughs and Colds. He declares that gold is of little value in comparison with this marvelous cure; would have it, even if it cost a bondred dollars a bottle. Asthma, Bronchitis and all throat and lung affections are positively cured by Dr. King's New Discovery for Consumition. Total bat Discovery for Consumption Trial bot-tles free at II, A. Stoke's Drug Store, Regular size 50 ets. and \$1.00. Genraneed to cure or price refunded.

A Common Danger.

If you have over had a cold which you permitted to "wear away" it may in-terest you to know that it was a dangerous proceeding. Every cold and cough which is neglected paves the way for consumption, bronchitis, asthma or catarch. Otto's Cure, the famous catarch. Otto's Cure, the famous German throat and lung remedy, will cure any cough or cold and save you from consumption. Call on H. Alex. Stoke and get a sample bottle free, Large size 25c. and 50c.

The Job Work S tar Department 2 C Offlice 6.37 11.11 U 6 08 10 51 6 62 5 33 5 45 \leq 5430355440 10 . 10 . 10. Neat С 3 15 4 4 10 25 10 10 25 10 10 25 10 え Work 110 p m -X-Done Short Notice! WRITE! OR CALL AND CONSUL DR. LITTLE Treatment, Operations , Glasses and Artificial Eyes 535 SMITHFIELDS T. PITTEBURG. A LLEGHENY VALLEY RAILWAY A COMPANY, in effect Sunday, Nov. 27, 1898, Low Grade Division. RASTWARD.

BURGH RAILWAY.

TIME TABLE.

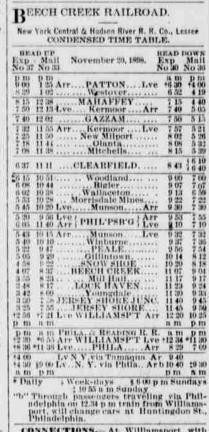
On and after January 1, 1929, passen-get trains will arrive and depart from Falls Oreek station, daily, except Sunday, as fol-lows:

For Deftois, Big Run and Punxsutawney, 10.02 a.m. 1.39, 3.35, 500 p.m. For DuBois, Curwensville and Clearfield, 7.25 a.m. 1.49, 5.05 p.m. For Bidgway, Bradford and Rochester, 10.11

For Ridge ay, Bradford and Roffalo, L15 p. m.
 For Reypolicyllle, 0.35 a m. 417 p.m.
 From Punxsuiawny, Rig Run and DuBois, 500, 10, 11 a m. 114, 412 p.m.
 From Clearfield, Carwansville and DuBois, 16, 35 a m. (124, 4.17, 730) p.
 From Buffalo, Rochester, Bradford and Ridgway, 355 p.
 From Bradford and Ridgway, 10,32 a m, 3.55 p.

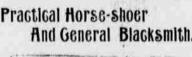
p.m. From Reynoldsville, 1.05, 5.02 p.m. Passengers are requested to purchase lick-ets barare entering the cars. An excess charge of Ten Cents will be collected by con-ductors when fares are paid on trains, from all stations where a ticket office is maintained. Thomsend mile tickets good for passage over any portion of the B., R. & P. and Beech Creck railroads are on sale at two (2) cents per sile. For lickets, time tables and full informa-

ion apply to F. C. Divis, Agent, Reynoldsville, Pa. E. C. LAPEY, Gen. Pas. Agent, Rochester N. Y



Philadelphia. CONNECTIONS. At Williamsport with Philadelphia&ReadingR.R. At Jersey Shore with Fall Brook Railway, At Mill Hall with Central Railroad of Pennsylvania. At Philasburg with Pennsylvania Railroad and Altoona & Phillpsburg Connecting R.R. At Clearfield with Buffaie, Rochester & Pittsburgh Railway, At Mahaffey and Pathon with Cambria & Clearfield Division of Pennsylvania & North-Western Railroad. A. G. Palanea, F. E. HERRIMAN, Superintendent, Gent Phas, Agt. Philadelphia, Pa.

L. M. SNYDER,





ACTIVE SOLICITORS WANTED EVERY, where for "The Story of the Philippines" by Murat Halstead, commissioned by the Government as Official Historian to the War Department, The book was written in army camps at Sap Francisco, on the Paelfer with General Merrit, in the hospitals at Honolala, in Hong Kong, in the trenches at Manila, in the insurgent camps with Againaida, or the deck of the Olympia with Dewey, and in the roar of battle at the full of Manila. Boomana for agents, Brimful of original pictures taken by government photographers on the spot Large book. Low prices, Big profits, Freight mid, Credit given. Drop all transhy anof-icial war books. Outfit free, Address, F.T. Barber, See'y, Star Insurance Bidg., Chicago

Miscellancous.

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C. Z. GORDON.

ATTORNEY-AT-LAW, Brookville, Jefferson Co. Pa. Office in room formerly occupied by Gordon & Corbett West Main Street.

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The leading hotel of the town. Headquar-ters for commercial men. Steam heat, free bus, bath rooms and closets on every floor, sample rooms, billiard room, telephone con-nections &c.

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DENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division.

In effect Nov. 20, 1898. Trains leave Driftwood as follows:

EASTWARD KASTWARD 2:03 a m-Train S, weekdays, for Sunbury, Wilkesbarre, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate sta-tions, arriving at Philadelphia 6:23 p. m., New York, 9:30 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m. Puilman Parlor car from Williamsport to Philadelphia and Williamsport to Baltimore and Wash-ington.

Ington 102100. 103 p. m.—Train 6, weekdays, for Har-risburg and intermediate stations, ar-riving at Philadelphia 4:30 A.M.; New York, 7:13 A.M. Fullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia massessments can remain in Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M. sleeper undisturbed until 7:30 A. M. 10:12 p.m.—Train 4. daily for Sunbury, Harris-burg and intermediate stations, arriving at Philadelphia, 6:52 A. M.: New York, 9:33 A. M. on week days and 10:38 A M. on Sun-day, Baltimore, 6:35 A. M.; Washington, 7:45 A.M. Pullman sleepers from Erie and Wil-lamsport to Philadelphia and Williamsport to Washington. Passengers in sleeper for Baltimore and Washington will be transferred into Washington New Prisone Frie to Philadelphia and Williamsport to Balti-more. WESTWARD

4 STATIONS. Pittsburg..... Red Bank.... Lawsonham New Bethlehen Onk Ridge Maysville Summerville Brookville Bell

alls Creek ... Sabula Winterburn -Fennfield Tyler Bennezette Having reached the oil, it fed Grant.... Driftwood...

replete Styles with of Types. the Latest

Is

-X-

they say: "'Oh, yes. Didn't you command the So-and-so?"

" 'Yes, I commanded that boat.'

"'Humph! Very sorry, captain, but we haven't anything just now. If we should have anything, we will let you

"This scene is repeated at one steamhip office after another on both sides of the water."

The captain leaned his elbows on the table. "Do you wonder," he said after a pause, "that generally when a liner lost at sea her commander isn't among the saved? But mark my words," he added, rising, "in almost every disaster, when the cry of negligence is loudest, it's the public that's to blame and not the captain, who only does what he is obliged to do."-New York Sun.

Meant What He Said.

200

"Yes," said Mr. Jones, when a certain girl's name had been mentioned, "I know her to speak to, but not by sight."

"You mean," cut in the prompt cor-rector—"you mean that you know her by sight, but not to speak to." "Do I?" asked Mr. Jones anxiously.

"Of course you do. You have seen ar so often that you know who she is, but have never been introduced to her. Isn't that it?"

No, that isn't it. I never saw her at all to know her, but I speak to her nearly every day." "How can that be?" "She is the telephone girl at cen-tral."-Harper's Bazar.

cut paper pattern of a child's dress and calmy pinned the pieces to the cloth.

The salesman stood politely by, thinking, if a salesman ever had time to think, that she desired to ascertain the quantity required for the garment she intended to make, but she didn't intend to make any garment at all. After she had pinned the whole pattern carefully in place, she took it off and rolled it up. There was a gleam of triumph fn her eye.

"Thank you," she said. "That's all I wanted. I know it didn't take four yards. That dressmaker has just kept that extra yard and a half, that's what she's done."

But my, my! Think of a dressmaker reckless enough to try to deceive a wo man like that !-- Washington Post.

Caught.

A clergyman recently, addressing those who criticise others while they themselves are open to criticism, told this story: "When I was a boy, we had a schoolmaster who had odd ways of catching idle boys. Says he one day : Boys, I must have closer attention to books. The first one of you that sees another boy idle I want you to inform me and I will attend to the case.' thought I to myself, 'there's Joe Sim-mons, that I don't like. I'll watch him, and if I see him look off his book I'll tell on him.'

"It was not long before I saw Joe look off his book, and immediately I informed the master. 'Indeed,' said he. 'How did you know he was idle?' 'I saw him,' was the reply. 'You did. And were your eyes on your book when you saw him?' I was caught, but I didn't watch for the boys again."—New York Teibma Tribune.

A Nautical Explanation.

In front of the Theater Royal at Ox ford, England, are, or were, some gigantic stone figures, the age and object of which are buried in oblivion. Two sallors were going by and one of them asked, "Who are these fellows, Bill?" "The 12 apostles," was the reply

without a smile.

"Twelve apostles!" roared the in-credulous Jack. "How can that be? There's only six of 'em." "Well, y'swab," replied the learned Bill, "yer wouldn't have 'em all on deck at once, would ye?"—Leeds Mar-cury.

Farragut's Opinion of Dewey.

Rear Admiral Dewey as a young off cer impressed one as a self containe man with powerful native force. I ofte think of the remark made by Admira Goldsborough to Farragut on the occa sion of the visit of the latter to our ship The two admirals were standin within a few feet of my table, an Dewey had stepped back to give an o der to the orderly. "Farragut," said Goldsborough

"Dewey will make his mark in th world if he ever gets an opportunity." "Aye," answered Farragut, with th pleasant smile so becoming to his home ly face, "and he will make the oppo

tunity.

And Farragut was a true prophet

WESTWARD,					
STATIONS. riftwood rant emezgite yler ennlield. 'Interburn abula mBois. alls Creek ancoust eynoldsville ulter. ell rockville ummerville. hysville. ew Bethlehem	12 425 49 26 35 1 00 1	WARD No.6 M.D. 55 507 14439 1253 1057 15 51 51 51 51 51 51 51 51 51 51 51 51	No.4.59925815542555523415 56957777777785884415	No.8. P. M. 4 00 4 155 4 411 4 455 0 0	

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Tom Reynolds' Addition to Reynoldsville, Pa.

The best town plot now offered for sale, right in the town, and with every convenience. As a future home it is the best; as a growing investment, it is without an equal.

LOTS HAVE BEEN SOLD AND ARE SELLING NOW. DON'T WAIT. GET THE BEST.

> I have for sale 100 lots, 50x150 ft., on Grant St., 12 near S. B. Elliott's. These lots will make beautiful building spots and sold on easy payments.

Remember no taxes for 1899. Remember the Title to every lot guaranteed.

Lots at \$150, sold \$10 down and 50c. per week thereafter. Lots at \$175, sold \$15 down and \$1.00 per week thereafter.

> Also for sale, Lots on Pleasant Avenue and Worth Street, farm of 40 acres with house, barn and more kinds of fruit trees than any farm in the country.

Reynoldsville, with its Silk Mill, employing 200 hands, which will be doubled in the Spring; Coal Mines, employing about 1500 men; the largest Woolen Mills in the State; Machine Shops; a Tannery, em-ploying 150 men, and other industries that will be here before the year closes, will make these lots an investment that will more than double themselves before you get them paid for.

SMITH M. MCCREIGHT, AGENT.

Horse shoeing done in the nextest manner and by the latest improved methods. Re-pairing of all kinds cafefully and promptly done. SATISFACTION GUARANTEED.

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Have just received a complete set of ma-chine horse clippers of latest style '% pattern and am prepared to do clipping in the best possible manner at reasonable rates. Jackson St. near Fifth, Reynoldsville, Pa.

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WESTWARD

WESTWARD 4:38 a. m.—Train 5, weekdays, for Eria, Ridg-way, Dullois, Clermont and principal inter-mediate stations. 9:44 a. m.—Train 3, daily for Erie and inter-mediate points. 5:47 p. m.—Train 15, weekdays for Kane and intermediate stations. THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH. TRAINS is an a way way is for south.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.
TRAIN 9 leaves New York 5:50 p. m., Philadel-phila 8:50 p. m.; Washington 7:20 p. m., Bal-timore 5:40 p. m., arriving at Driftwood 4:36 a. m., weekdays, with Puliman sleepers and passenger coaches from Philadelphila to Erle and Washington and Baltimore to Williamsport.
TRAIN 15 leaves Philadelphila 8:30 A. m.; Washington, 7:50 A. M.; Baltimore, 5:60 A. M.; Wilkesbarre, 10:15 A. M.; weekdays, arriving at Driftwood at 5:47 P. M. will Puliman Parlor car from Philadelphila to Williamsport and passenger coach to Kane.
TRAIN 16 leaves New York at 7:40 p. m.; Phila-delphila, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m.; Jally arriving at Driftwood at 9:44 a. m. Puliman sleeping cars from Phila. to Williamsport. On Sundays only Puliman sleeper Philadelphila to Erle. JOHNSONBURG RAILROAD.

JOHNSONBURG RAILROAD. (WEEKDAYS)

Connections via Johnsonburg R. R. and Ridgway & Clearfield R. R.

	14. 221.	WEEKDAYS.		p. m.
	10 00 Ar	Clermont	Lv	10 40
	9.53	Woodvale		10 46
4444	9.50	Quinwood		10 50
	9.46	Smith's Run		10.53
Sec.	9.40	Instanter		11 00
A + X +	9.36	Straight	P. P. C. R.	11.04
****	9-26	Glen Hazel	***	11 15
4.014	9.20	Bendigo		11 20
****	9.10	Johnsonburg		11.40
CARGE	8 55 Lv	Ridgway	Ar	11.50
p. m.	B. D.	and the second second	14. 223.	D. Ill.
8 05	8.50 Ar	Ridgway	Lv 6 20	12 10
7 55	8 43	Island Run	0.27	12 17
7 49	8.38	Carman Transfer	6 32	12 22
7.40	8.20	- Croyland	6.41	12 81
736	8 26	Shorts Mills	6 45	お湯
7 331	8.03	Blue Rock	0.48	12.00
7.28	8.37	Carrier	6-53	12 43
7.18	8.09	Brockwayville	7.03	12 53
7 13	8.02	Lanes Mills	7.06	12 57
*****	7.58	McMinn Sammis	711	
7.04	7.54	Harveys Run	7.14	1.07
7.00	7.50 LV	Falls Creek	Ar 7 20	1 15
6 40	7 40 Lv	DuBols	At 7 35	1 40
6.55	7 00 Ar	Falls Creek	Ly 725	1.20
6.40	6 45	Reynoldsville	7 40	135
6.04	6.09	Brookville	8 16	311
5 10	5 29	Now Bethlehem	9 10	3 65
4 25		Red Bank	9.55	3 50
1 40	Lv	Pittsburg	Ar 12 40	6 30
p. m.	a.m.		y m.	p. m.
3.3	B. HUTEL		WOOD	

JAS. P. ANDERSON GEN'L PASS. AGT. PITTSBURG PA. **Avalon Terrace**