THE NICELY PREPARED BAIT WAS EAGERLY TAKEN.

It Cost the Ingenious Man Who Devised the Scheme 5400 or \$500, and It Cost the Burgine Four Years'

"Of course," said the retired burglar. 'a man in my business is always on the lookout for traps and most of 'em he can circumvent without much trouble. But men go to a lot of trouble and expense to lay traps, and sometimes they get up something that is new and effective. I suppose that any man going into a dwelling house would be sure to look over the bureaus and dressing tables in the sleeping rooms. It was this well known professional habit no doubt that had suggested the idea of a trap I came across once, which a man had had built with a view to catching anybody that might stand in front of the bureau in his room.

"I imagine that this man must have been visited before and been very much irritated by it, because he never could have gone to all the trouble and expense he did just for mere protectionthere was clearly some feeling in it. It was a handsome room, promising looking from its richness, and when I turned light on the bureau, where I went, naturally enough, to begin, I was not disappointed. There was a glitter of glass and silver in the bullseye, and as I swept the light along it struck a pocketbook that didn't glitter much, but that looked fat and comfortable and a watch that did shine, and, take it altogether, it made me think that bere was the home of a man that didn't have to work nights to make both ends meet. And so I set my lamp down on one end of the bureau-it made me laugh, actually, to think that there was so much good stuff there that I had to shove something one side to make room for it-and put my bag down on a chair that was there and began cleaning the things off.

"I'd just put the silver hairbrushes in the bag and had turned around to the bureau again to pick up the pocketbook and the watch when I heard, or it seemed as though I felt, a little click, and just the faintest touch of a jarring or yielding under my feet, and the next instant, a long time before I could jump or do anything whatever, a piece of the floor under my feet about three feet square dropped out from under me. and down I went.

"But I didn't give up, by a long shot. I was an ablebodied man, and my hands were free-my lamp being then on the corner of the bureau and my bag on the chair-and I wasn't going to give it up yet, if I was going down a trap. The trapdoor was hung on hinges on the side farthest from the bureau, and I laughed to myself as I put up my hands and thought how easy it was to grab on to the edge of the solid floor running along just in front of the bureau and haul myself up. Truly it seemed like a waste of money. all the expense this man had been to to put in the trap without gnarding against the chance of escape from it by just this means, and I already imagined myself climbing out as I threw up my hands, which I did before I'd dropped much more'n half of my length below the level of the floor, gripping that firm edge very tightly. I was going to make

"And I got it all right, but in about a millionth part of a second I became conscious of the fact that it wasn't stopping me at all; I was carrying it down with me. It was the front edge of another trap cut in the floor under the bureau, hinged at the back and held up in place by a spring just strong enough to keep it in position. I held on as hard as I could, but if I had had iron fingers and steel muscles I couldn't have held on after the trap had swung down straight. I went down like a ton of lead, and the next minute I found myself sliding through a smooth board tunnel not much bigger'n enough to let me slide comfortably, and the next minute I'd been shot into a box or room about seven feet square through another trap in the top of it that closed flush after I came through.

"Now, there was a situation for you. Me in a square box of hard pine, apparently in the cellar of the house, no opening in it anywhere and my bag with all my tools in it up there on the chair by the bureau and me down there with nothing, not a blessed thing, to work with. But while there's life there's hope, and I never should have thought of such a thing as giving up if I could have had a chance. But I didn't. I hadn't been in the box two minutes before there was a slide pushed back up near the top on one side, and a man looked in. It was the boss of the shanty. And in five minutes the police were there, and then I found they had a door in this box big enough to get a man out

"I have seen other traps as elaborate, but none more costly. He had to cut his carpet, to begin with, around the traps in this room. Of course that didn't cost anything much, but it spoiled his carpet, and then the cost of the traps and the time contrivance, whatever it was, that was attached to the main trap that let me stand on it for a minute or two before it dropped, and then the shoot and the box and the whole business couldn't have cost a cent less than \$400 or \$500. It cost me four years' time."—New York Sun.

# The Honeymoon.

An early Anglo-Saxon custom, strictly followed by newly married couples, was that of drinking diluted honey for 30 days after marriage. From this cus-tom comes the word honeymoon or hon-

Persons who don't know enough to come in out of the wet are not likely to be the salt of the earth for any length of time.—Detroit Journal.

"Well, sir," demon ed Heratio Bullion, "what particular reason have you to offer for asking me to let you

have my daughter Gladys?" "I-I love her, and she leves me," Reginald Biddlethwaite replied.

"Ob of course," the blent old mag-nate retorted. "I've heard that some from half a dozen others. That's to be taken for granted. But what other

qualifications have you?" the trembling "I must confess young man answered, "that I am not rich but I can truthfully say that I have no expensive habits. I don't drink. I don't gamble. I don't chew tobacco.

I don't smoke. I don't''—
"Hold ou!" the millionaire broke in. "That's enough! You'll do. Your board and clothes won't cost much more than the gas you've been burning late What I object to is supporting fellows like my other three sons-in-law, who have all the faults you say you have not. I don't mind furnishing the husbands of my daughters with the necessaries of life, but I do hate to have to settle the bills for their luxuries. Now, there is just one other point I want to have settled before I give my consent."
"What is that?" Mr. Buddlethwaite

"Promise me that you will not start a newspaper. The others have all tried it, and I can't stand many more such

Reginald's promise made three hearts happy.—Cleveland Leader.

## Vaseline Panenkes.

Casar's creek, on the Florida coast, was named after a famous old pirate called Black Cæsar, whose profession added to the risks of marine insurance. After the pirates the Florida wreckers came, of whom H. A. Willoughby, in his "Across the Everglades." tells this

A large steamer was stranded on the reef not far from Cape Florida. No sooner had she struck than the news spread rapidly along the shore. The people for 20 miles around gathered on the beach opposite the stranded steamer. Among them were a number of Indians from the Everglades, who chanced to be down there and knew what a "wreck" meant to the wreckers.

The steamer, loaded with an assorted cargo, began to break up, and barrels, cases and boxes drifted gradually ashore. There were casks of wine, boxes of soap, cases of bottles of wine and iron and a handred other articles. The Indians seized upon the wine and soon were in a condition that allowed the white men to secure the more valuable prizes.

The squaws struck a bonanza in a case of vaseline. They thought it a new variety of the white man's frying fat and, starting a fire, fried pancakes in it. What a dish-pancakes a la Seminole!

## Messages by Vibration.

Curiously enough, the fact appears, according to a recent traveler among the Indians of Catuquinarn, between the rivers Embrya and Embyrasu, that those people have long employed a wireless telephony, but rather after the order of unwritten science.

It is made by digging a hole in the ground inside a house and laying the bottom with coarse sand, well piled. On this is laid a wooden drum or hollow cylinder of wood, half filled with fine sand and layers of broken wood, bone and powdered mica-the upper part of the cylinder, which is empty, rising above the floor of the hut and closed first by leather, then by wood, and lastly by india rubber. Outside, the cylinder is packed round with fragments of wood, leather and resins, and covered with hard rubber at the level

of the soil. To use this peculiar apparatus the drum is struck by a wooden hammer, and the vibration is evidently transmit ted through the soil. The answer is heard in the drum, which acts as a resonator, and messages are thus sent over 1,500 yards from house to house.

# Politics, Indeed.

"There is a rather crusty old gentle-man attending my church," says a De-troit clergyman, "and his absence for several weeks led me to call upon him. He is not a communicant, and I am afraid at times that he is slightly skeptical. He is very pronounced in his po-litical views, and as conversational ma-terial ran rather—short I—sought—to interest him by asking, 'How's politics?'

" 'How's politics?' he repeated with out a change of countenance. 'How's politics? That's a pretty question for you to ask when you know that I haven't heard you preach for the last seven Sundays.' "—Exchange.

# The Story of a Letter.

The National Advertiser tells a story of an old bachelor who bought a pair of socks and found attached to one of them a slip of paper with these words: "I am a young lady of 20 and would like to correspond with a bachelor with a view to matrimony." Name and address

were given. The bachelor wrote, and in a few days got this letter: "Mamma was mar-ried 20 years ago. The merchant you bought those socks from evidently did not advertise or he would have sold them long ago. Mamma handed me your letter and said results I seek with letter and said possibly I might suit you. I am 18 years old."

# For Insomnia.

A curious remedy for sleeplessness is used by the inhabitants of the Samoan islands. They confine a snake in a hol-low bamboo, and the hissing sound emitted by the reptile is said to quickly induce slumber.

"Ladies and gentlemen," said an Irish manager to an audience of three, "as there is nobody here, I'll dismiss you all. The performance of this night will not be performed, but will be repeated tomorrow evening."

Eggs from Australia are landed in London in such perfect preservation that they are sold as new laid.

# HE FACED GREAT DANGER.

fint. Not Knowing It. He Escaped Being Considered Brave.

"I noticed a couple of reminiscences as to my old branch of service," said ex-naval official to the writer, "which reminded me of an incident in my own career. I was an assistant engineer on a cruiser bound from Norfolk to South American ports, and our ship was telling off 14 or 15 knots an hour one day, when a crank pin came out, and the next instant the crank was thrashing around in a most, recklessly unsystematic fashion. Everybody in the engine room-and there were some men of considerable rank there just then, as it happened-made a dash for the deck. Meanwhite I quietly took four or five steps and shut off the steam. Of course the engines stopped, and then followed the delay caused by making the necessary repairs.

"It didn't occur to me that I had performed any act of an especial character until the chief engineer informed me that I was a confounded fool. 'Don't you know your place under such circumstances, sirt' he asked, and when I answered that I thought I had taken my proper position he continued: "No, sir: your duty was to make your way as soon as possible to the deck. With that piece of steel whirling and crashing about it was one chance in a thousand that a single soul would escape an instantaneous cooking, because if that thing had carried away the steam connections your life would have ended right then

"'Well. I took the chance.' I answered. "'Yes, sir, you did, but you didn't

know it, therefore it is not at all to your credit.' was the chief's answer. and it was so absolutely true that I couldn't for the life of me make any reply."-Detroit Free Press.

# THE POWER OF WILL.

He Wanted to Live Four Days, and He Succeeded.

It would be vain to attempt to de scribe the sympathy for the poor and suffering which William Stokes could throw into his voice, says his biographer. One of the stories he used to tell peculiar interest, not only for its revelation of human kindness, but as a proof of the power of the will in prolonging life.

An old pensioner was a patient of Stokes in the Meath hospital. His life was despaired of, and, in fact, his death was hourly expected. One morning, having many patients to care for and believing that the pensioner was unconscious and past help. Dr. Stokes passed his bed without stopping. The patient was greatly distressed and cried out: "Don't pass me by, docther; you must keep me alive for four days."

"We will keep you as long as we can my poor fellow," answered Stokes, but why for four days particularly?'

"Because," was the reply, "my pen-sion will be due then, and I want the money for my wife and children. Don't give me anything to make me sleep, for if I sleep I shall die."

On the third day after this, to the amazement of Stokes and others, the patient was still breathing. On the morning of the fourth day he was alive and conscious, and on entering the ward Stokes saw him holding in his hand the certificate which required signature. As the doctor drew near the dving man gasped:

'Sign, sign! The doctor quickly complied, and the few minutes crossed his hands over his DISSOLUTION NOTICE. breast and said, "The Lord have mercy on my soul." and quietly breathed his last.

# Where He Repaired It.

When illicit distilling was common in the highlands, there was an old man who went about the country repairing whisky pots.

The gauger met him one day and, surmising that he had been doing re pairs at no great distance, asked what he would take to inform him (the gauger) where he repaired the last whisky

"Och," said the old man, "she'll shust tak' hauf a croon.

"Done!" retorted the gauger. "Here is your money, but be careful to tell me correctly."
"Och, she'll no' tell the gentleman s

Getting the money, the old man quietly remarked: "I shust mended the last whisky pot where the hole was."-London Spare

Moments.

# Ingenious.

"My wife is the most ingenious wom-an who ever lived," said Kipper. "I believe you." returned Nipper politely.

"But you don't know why you be-lieve me," intimated Kipper. "To tell the truth, I don't." replied

Nipper. looking bored. "Well, I'll fell you. We've been married 12 years and lived in the same house all the time, and this morning she found a new place in which to hide my slippers. "—London Standard.

to Wonder Russia Is Ignorant! Russia, with her population of 129,-000,000, has only 743 newspapers, but little more than half the number published in the state of Pennsylvania, which is 1,430. Of the 743 there are 589 printed in Russian, 69 in Polish, 44 in German, 9 in French, 5 in Ar menian and 2 in Hebrew. No English newspaper appears in the list.

The earliest known mention of pianoforte was in a playbill dated May 16, 1767. The principal attraction was given thus: "Miss Buckler will sing a song from 'Judith,' accompanied by a new instrument called pianoforte."

About 1,500 tons of iron and bras wire are yearly manufactured in Brit-ain into pins.

### A Kinsing Nation.

In no other part of the world is kiss ing so much in vogue as in Russia From time immemorial it has been the national salute. Indeed it is more of a greeting than a caress.

In public affairs, as in private, the kiss is an established custom. Fathers and sons kiss, old generals with rusty mustaches kies, whole regiments kies The emperor kisses his officers. On a reviewing day there are almost as many kisses as shots exchanged. If a lillipu tian corps of cadets have earned the to perial approval, the imperial salure is bestowed upon the head boy, who passes it on with a hearty report to his noted bor, he in his turn to the next, and on, through the whole juvenile body

On a holiday or fete day the young and delicate mistress of a boose will not only kiss all her maidservants, but her menservants, too, and if gentleman does not venture above her hand she will-stoop and kiss his cheek

To judge also from the number of salutes the matrimonial bond in these high circles must be one of uninterrunt ed felicity. A gentleman scarcely enters or leaves the room without kissing his wife either on her forehead, check or

### Heroes of the Pen.

The intensity of application with which the mind follows whatever it lays hold of in literary pursuits is ex-emplified in the case of Robert Ains worth, a celebrated writer and antiquarian of the seventeenth century. He had been for years engaged in a volumi nous Latin dictionary, and while faclittle time and attention to his wife that he incurred her bitterest jealousy and before the work was quite complet she committed the whole to the flames Instead of abandoning himself to de spair, Ainsworth set to work and rewrote it, accomplishing the entire work in time. The same bitter disappoint ment was endured with similar heroism by Carlyle when the manuscript of his 'Frederick the Great' was destroyed

### Unexpected.

The tramp had been very impertinent and dictatorial until the hired man unexpectedly made his appearance and inquired. "Are you lookin fur a scrap?

His manner changed entirely, and at once he answered, "Yes, sir, that's what I'm lookin fur-a scrap o' cold turkey er cold ham er anything that bappens to be handy. -- Washington

# Love at First Sight.

"Do you believe in love at first ght?" she asked sight "

"Of course, answered the savage bachelor "Do you suppose, if a man had the gift of second sight, he would fall in love?" - Cincinnati Enquirer

#### Merely a Guess. "Why do they call it the matrimonial

voke. I wonder?' "Because there is generally a caif at one end of it. I guess."—Cleveland Leader

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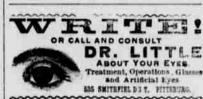
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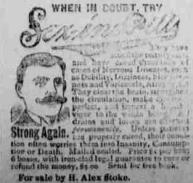
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DENNSYLVANIA RAILROAD.

Philadelphia & Eric Railroad Division. In effect Nov. 20, 1898. Trains leave Driftwood as follows:

EASTWARD

9:60 a m—Train 8, weekdays, for Sunbury,
Wilkesbarre, Hazleton, Pottsville, Scranton,
Harrisburg and the intermediate stations, arriving at Philadelphia 6:23 p. m.,
New York, 9:30 p. m.; Baltimore, 5:30 p. m.;
Washington, 7:15 p.m. Pullman Parlor car
from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia
and Williamsport to Baltimore and Washington.

1061 p. m. Train EASTWARD

ington.

163 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. Pullman Sleeping cars from Harrisburg to Philadelphia and New York, 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, Harrisburg 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 Sunday; Baltimore, 9:35 A. M.; Washington, 7:45
A. M. Pullman sleepers from Erie and Williamsport to Philadelphia and Williamsport
to Washington. Passengers in sleeper
for Baltimore and Washington will be
transferred into Washington sleeper at Williamsport. Passenger coaches from Erie to
Philadelphia and Williamsport to Baltimore.

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

TRAIN 9 leaves New York 5:50 p. m., Philadei-phia 8:50 p. m.; Washington 7:20 p. m., Bal-timore 8:40 p. m., arriving at Driftwood 4:38 a. m., weekdays, with Pullman sleepers and passenger coaches from Philadelphia to Erie and Washington and Baltimore to Willtamsport.

Erie and Washington and Baltimore to Williamsport.

TRAIN 19 leaves Philadelphia 8:30 A. m.: Washington, 7.50 A. M.; Baltimore, 8:50 A. M.; Wilkesbarre, 19:15 A. M.; weekdays, arriving at Driftwood at 5:47 P. M. With Pullman Parlor car from Philadelphia to Williamsport and passenger coach to Kane. TRAIN 3 leaves New York at 7:40 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m.; dally arriving at Driftwood at 9:44 n. m. Pullman sleeping cars from Phila. to Williamsport, and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

JOHNSONBURG RAILROAD. (WEEKDAYS)

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

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Gen. Pass. Ag't.

A LLEGHENY VALLEY RAILWAY

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STATIONS.  Drift wossi Grant Bennezette Tyler Pennfield Winterburn	No.2 No.2 A. M. 10 10 +10 38 10 48 11 12	P. M WARD No.6 5 50 5 50 6 54 6 54	No.10 P. M. 5 50 16 19 6 50 7 10	No.8.
STATIONS.  Driftword: Grant. Bennezette Tyler. Fennfield. Winterburn	No.32 A. 910 100 B4 101 B4 111 B2 111 B2 111 B2	WARD No.6 A. M. A. M. A. M. A. M. A. M. A. M. A. M. A. M. A. M. B.	No.10 P. M. 5 50 6 19 6 50 7 10 7 20	No.8. P. M.
STATIONS. Driftwosi Grunt Bennezette Tyler Pennfield Winterburn Sabula Dullois	No.2 A. M. 10 10 15 15 15 15 15 15 15 15 15 15 15 15 15	WARD No.6 A. M. 5 30 6 55 6 65 6 69 6 79	8 55 A. M. No.10 P. M. 5 50 46 19 6 50 7 7 15 7 15 7 15 7 15	No.8.
STATIONS.  Drift worst  Grant Bennezette Tyler Penntield Winterburn Sabula.  Dulbois Falls Creek	No.2 No.2 No.2 No.2 No.2 No.2 No.2 No.2	V ARD NO.8 A. M. 5 30 6 43 6 43 6 43 7 25	8 05 A. M. No.10 P. M. 5 50 6 59 6 59 7 70 7 15 7 25 7 25	No.8. P. M.
STATIONS. Driftwood Grant Bennezette Tyler. Pennfield Winterburn Sabula. Dulbols. Falls Creek	No.2 A. M. 10 10 40 38 11 17 12 42 11 12 12 12 12 12 12 12 12 12 12 12 12	P. M. WARD NO.0 A. M. S.	8 05 A. M. 5 50 6 59 6 7 70 7 10 7 20 7 7 50	No. 8. P. M. 4 60 4 10 4 10
BTATIONS.  Drift worst  Grant Bennezette. Tyler Pennfeld. Winterburn Sabula. DuBois. Falls Creek Pancoust Reynoldsy life	P. M.   WEST   No.2   A.   St.   (0) 10   +10   36   11   12   12   12   13   13   14   14   15   14   15   15   15   15	WARD No.6 A. M. 5 30 6 55 6 65 6 65 7 12 7 25 7 40	8 024 A. M. No.10 P. M. 5 50 6 59 7 70 7 120 7 20 7 50 8 60 8 60	No.8. P. W.
STATIONS. Driftword Grant Beannezette Tyler. Pennfield Winterburn Sabula. Dulfols. Falls Creek Reynoldsville Faller	P. M.   WEST   No.2   A. St.   10   10   10   10   10   10   11   12   11   12   11   12   11   12   12   13   14   14   15   15   15   15   15   15	WARD No.6 A. M. b 30 65 57 6 65 6 60 7 12 7 25 7 30 7 30 7 30	8 00 A. M. No.10 P. M. 5 50 6 59 7 70 7 10 7 10 7 10 7 10 8 7 50 8 7 50	No.8. P. M.
STATIONS. Driftwood Grant Bennezette Tyler Pennfield Winterburn Sabula Dulfols Falls Creek Reynoldsville Faller	P. M.   WEST   No.2   A. St.   10   10   10   10   10   10   11   12   11   12   11   12   11   12   12   13   14   14   15   15   15   15   15   15	V ARD No.60 A. M. 5 30 5 30 6 50 6 40 6 40 6 40 7 125 47 31 7 40 7 48 50	8 00 A. M. No.10 P. M. 5 50 6 50 6 50 7 10 7 10 7 10 7 10 8 00 8 00 8 00 8 00 8 00 8 00 8 00 8	No.8. P. 4 4 60 4 10 4 15 4 25 4 15
STATIONS. Driftworst Grant Beanczette. Tyler Pennfield. Winterburn Sabula. Dulbris. Falls Creek Pancoisst Reynoldsville Fuller Bell. Brookville	P. M.   WEST   No.2   A. 88   10   10   10   10   11   17   11   12   12   12   13   14   15   15   15   15   15   15   15	F. M WARD No.0 A. M. b 307 6 07 6 08 6 43 6 43 7 12 7 20 7 7 77 8 8 10	8 00 A. M. No.10 P. M. 5 50 6 50 7 15 7 26 1 42 7 7 56 8 00 1 8 000 1 8	No.8. P. M. 4 00 4 10 4 15 4 25 4 11 14 5 00
STATIONS. Driftwood Grant Beanezette. Tyler Pennfield Winterburn Sabula. Dulbois Falls Creek Paocoust Reynoldsville Fuller Bell. Brookville Brookville Summerville.	P. M. WEST NO.2 A. M. 10 10 10 11 12 11 11	V. M. WARD NO. 0 A. M. M. A. M. M. A. M. A	8 00 A. M. No.10 P. M. 5 500 46 19 6 50 6 50 7 7 10 7 10 7 10 7 50 8 50 8 50 8 50 8 50 8 50 8 50 8 50 8	No.8. P. M. 4 00 4 10 4 15 4 25 4 11 14 55 5 00
STATIONS.  Driftworsi Grant Beanczette Tyler Pennfield Winterburn Sabula Dulfols Falls Creek Pancoust Reynoldsville Fuller Bell Brookville Summerville Mayaville	P. M. WEST NO.2 A. St. 10 100 100 110 110 110 110 110 110 110	6 MARD NO.0 A. M.	8 5% A. M. D. FO	No.8. P. M. 4 00 4 10 4 15 4 11 4 5 5 00 5 18 5 35
STATIONS.  Driftworst Grant Beanczette. Tyler Pennfield Winterburn Sabula. Dulbris Falls Creek Pancoiss Reynoldsville Fuller Bell Brookville Summerville. Maysville.	P. M. WEST NO.2 A. St. 10 100 100 110 110 110 110 110 110 110	6 MARD NO.0 A. M.	8 55 A. M. No.100 P. M. 5 500 46 19 6 59 7 700 7 15 7 7 50 8 63 8 63 1 8 11 1 8 11 8 57 1 9 17	P. M No.8. P. M 4 60 4 10 4 15 4 15 5 6 5 16 5 35
STATIONS. Driftwood Grant Beanczette. Tyler Penntield. Winterburn Sabula. DuBois. Falls Creek Pancoust Reynoldsville Fuller Bell. Brookville Summerville. Maysville. OakRidge. New Betheben	P. M. WEST NO.2 A. M. O. 10 10 10 10 11 12	F. M. WARD No. 6 A. M. 5 mo 6 5 mo 6 6 40 6 40 7 25 7 27 8 06 8 12 7 25 9 10 9 10	8 500 A. M. 5 500 6 500 7 100 7 200 7 7 100 7 7 500 8 500 7 7 100 7 7 500 8 500 18 344 8 407 10 17 7 9 200	No.8. P. M. 4 00 4 10 4 15 4 25 4 25 5 16 5 5 5 5 5 5 5 5 5
STATIONS. Driftwood Grant Bennezette Tyler. Penntield Winterburn Sabaia. Duliois. Falls Creek Reynolds ville Fuller Bell. Brook ville Summer ville. Maysville. Oak Ridge. New Bethleben	P. M.   WEST   No.2   A. M.   10   10   10   10   11   12   11   12   11   12   11   12   11   12   11   12   12   13   13	F. M WARD No. 0 A. M. 5 mo 6 of 40 o	8 50 A. M. No.10 P. M. 5 50 6 59 6 59 7 16 7 50 7 16 7 50 8 50 8 50 8 50 8 50 8 50 8 50 8 50 8	P. M No.8. P. M 4 00 4 10 4 15 4 15 5 6 5 16 5 36 5 36 6 30 6 30
STATIONS. Driftwost Grant Beanezette. Tyler Pennteid. Winterburn Sabula. Dulkois. Falls Creek Pancoast Reynolds ville Fuller Summerville. Maysville OakRidge. New Bethleben	P. M.   WEST   No.2	F. M WARD NO.6 A. M. S.	No.10 P. M. 5 500 P. M. 5 500 P. M. 5 500 P. T. 10 P. T.	No.8. P. M. 4 00 4 10 4 15 4 25 4 25 5 16 5 5 5 5 5 5 5 5 5

Trains 7 and 8 Sunday only. All other trains daily except Sunday.

CHAS B. PRICE ACT'G GEN'L SUPT.

JAS. P. ANDERSON GEN'L PASS. AGT.

BUFFALO, ROCHESTER & PITTS-BURGH RAILWAY.

On and after Innuary I, 1829, passen-er trains will arrive and depart from Falls teck station, daily, except Sunday, as fol-

For DuBols, Big Run and Punxsutawney, 19.32 a m, 1.30, 3.35, 8.60 p m. For DuBols, Curwensville and Clearfield, 7.25 a m, 1.46, 5.65 p m. For Ridgway, Bradford and Rochester, 10.11

For Ridgway, Bradford and Buffalo, 1.15 p. m.
For Ridgway, Bradford and Buffalo, 1.15 p. m.
For Reynoldsville, 10.35 a m, 4.17 p m.

From Punxsutawney, Rig Run and DuBois,
7.00, 10.11 a n., 1.15, 4.12 p m.
From Clearfield, Curwensville and DuBois,
10.35 a m, 12.45, 4.17, 7.39 p m
From Buffalo, Rochester, Bradford and Ridgway, 3.55 p. m.
From Bradford and Ridgway, 10.32 a m, 3.55 p. m.

From Bradford and Ridgway, 10.32 a m, 3.55 p m.

From Reynoldsville, 1.05, 5.02 p. m.

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 good for passage over any portion of the B. R. & P. and Beech Creek railroads are on sale at two (2) cents per mile.

For tickets, time tables and full information apply to

E. C. Davis, Agent, Reynoldsville, Pa. on apply to
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REECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co., Lessee CONDENSED TIME TABLE.

READ UP Exp. Mail November 20, 1828. Exp. Mail No 37 No 38 D m P m 9 00 125 Arr. PATTON Lve 16 20 14 06 8 20 102 Westover 6 52 4 19 | 8 30 | 1 02 | Westover | 6 32 | 4 19 | 8 15 | 12 38 | MAHAFFEY | 745 | 4 40 | 750 | 12 13 Lve | Kermoor | Arr | 7 40 | 5 05 | 7 40 | 12 02 | OAZZAM | 7 50 | 5 15 | 7 42 | 11 55 | Arr | Kermoor | Lve | 7 57 | 5 21 | 7 25 | 11 50 | New Milport | 8 02 | 5 35 | 7 18 | 11 44 | Olanta | 8 08 | 5 32 | 7 08 | 11 38 | Mitchells | 8 15 | 5 30 | 637 11 II .... CLEARFIELD. .... 8 43 16 10 6 15 10 51; Woodland 6 08 10 44 Bigler 6 02 10 38 Wallaceton 5 33 10 28 Morrisdale Mines 5 45 10 30 Lye Munson Are 9 00 7 00 9 07 7 07 9 13 6 59 9 22 7 22 9 30 7 30 5 20 9 56 Lve | PHIL PSB'G | Arr 9 53 7 56 665 11 40 Arr | PHIL PSB'G | Lve 9 10 7 10 605 11 40 Arr | PHILE SB 07 Lve 9 10 7 10
543 10 15 Arr | Munson | Lve 9 32 7 32
540 10 10 | Winburne 9 37 7 35
522 9 47 | PEALE 956 7 54
505 9 29 | Gillintown 10 14 8 12
458 9 22 | SNOW SHOE 10 20 8 18
407 8 37 | BEECH CREEK 11 07 9 04
355 8 23 | Mill Hall 11 11 7 9 17
348 8 17 | LOUK HAVEN 11 23 9 24
342 8 66 | YOUNGGIRE JUNG 11 40 9 45
325 7 55 | JERSEY SHORE JUNG 11 40 9 45
325 7 55 | JERSEY SHORE JUNG 11 46 9 50
42 56 77 21 Lve WILLIAMSPT Arr 12 20 10 25
p m 6 m p m a m

p m a m Phila. & Reading R. R. a m p m

p m a m Phila. & Reading R. R. a m p m

230 \*955 Arr WilliamsPT Live \*1234 \*1130

\*836 \*1136 Lve. PHila. Arr \*829 \*709

\*400 Lv. N. Y. via Phila. Arb 1040 \*1930

a m p m

\* Daily + Week-days \*1600 p m Sundays

1055 a m Sunday

"b" Through passengers traveling via Philadelphia on 12.34 p m train from Williamsport, will change cars at Huntingdon St.,

Philadelphia.

port, will change cars as Philadelphia.

CONNECTIONS.—At Williamsport with Philadelphia&ReadingR.R. At Jersey Shore with Fall Brook Raliway At Mill Hall with Central Raliroad of Pennsylvania. At Philipsburg University R.R. At Clearfield with Buffalo, Rochester & Pittsburgh Raliway. At Mahaffey and Patton with Cambria & Clearfield Division of Pennsylvania & North-Western Raliroad. A. G. Palmen, F. E. Herriman, Superintendent.

Superintendent.

Philadelphia, Pa.

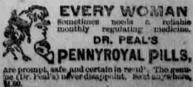
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