A TRAINMAN'S CAUSTIC COMMENT ON RAILROAD RULES.

To Obey Them All, He Says, Menns to Lose Time and Win a Discharge. To Break Them and Have an Accident Means a Discharge Alsc.

It is an interesting position that on finds when studying the relations that ronnect the rallroad emplere with the road fiself with regard to the rules and regulations. It has a ring of "heads I win, and tails you tose" in favor of the road when it comes to deciding where the responsibility lies when an accident occurs. An old railroad employee, a member of a train crew, was conversing with the writer recently, and in going over it the situation might be better and more readily understood if he were to be rather closely quoted from his standpoint and

in his language.
"On our line," he said, "we have many a good mile that composes the whole road, but I will confine my knowledge and experience of working under rules and regulations as standing between the general manager's office and the actual operation of trains. To follow every rule and regulation to the letter would make travel far safer than lying in bed, but it would be so slow and tedlous to the passenger that the time made in the old days of stage lines would appear a 'flier's' time of these days.

To make from even 30 miles per hour up to the 80 reached these days and to live up to everything pertaining to slow ups, grade crossings, sav ing of coal, oil and material, slow stops and starts, reduced speed over switches and turnouts and a hundred and one things to be remembered, would be the worst kind of folly if making time was a consideration.

"Take my run, 150 miles, which is on the card to be made in 4 hours and 52 intrutes, not such a swift galt, to be sure, although in winter, with snow, ice and bad weather, it is some little kind of a job to get around on time. To live up to every tronclad rule, those in the book, on the card and various specials issued every day, you could not pull that run through in ten hours, and you might count yourself lucky if you went through upon that time.

'A trainhand has the choice of elther making his time, for, if he is frequently late, he is either set back, suspended, fined or dismissed, or living up to every rule, and, if not found doing so in case of accident, being dismissed. Of course where no accidents occur the rules can be tampered with and the management be blessed with bandaged eyes, but let a mishap occur, and in order to protect themselves they jog out the thousand or two rules, and if you are found guilty you receive an early dismissal. So the trainhand takes his desperaie chances by playing at luck, by using discretion in obeying his rule, as he keeps his position longer than he would through strictly carrying out every one and eventually being dismissed when the first salary day arrives.

"In one book of rules upon a large road appear nearly 500 regulations for the employee to familiarize himself with, or, as one of the general rules says: "The head of each department must be conversant with the rules, supply copies of them to his subordi nates, see that they are understood, enforce obedience to them. No one will be excused for the violation of any of them, even though not included in those applicable to his department. Igporance is no excuse for neglect of

clause or rule which reads, 'Every employee while on duty connected with the trains on any division of the road is under the authority and must con-form to the orders of the superintendent of that division.' Now, if the employee has a certain order from the superintendent that conflicts with those of the book, the road has him double

"To obey the superintendent and disobey the rule means discharge, as it distinctly states that 'no one will be excused for the violation of any of them." while on the other hand 'he must conform to the orders of the superintendent,' so he is apt to become discharged either way, but the road stands unblamed in either case. Besides these 500 regulations there are numbers of rules, about 20 forms of train orders, 4 hand and lamp signals, 17 manner of using signals according to the train rules, besides nearly 100 special rules on time card.

Then comes the changing occasion ally of a rule or from day to day the time of some new rule. With this the employee must learn by heart the scheduled time of some 25 regular trains, not to mention as many spe-cials. Is it a wonder not more accidents occur when one employee may be on duty 18 or 20 continuous hours and happens to forget just one of these things to be remembered?"-Portland (Me.) Argus.

Bolled Salt Ments. The indigestible properties of boiled ham, corned beef and other salt meats may, according to Mrs. Parloa, the cooking expert, be eliminated if the meat is sufficiently bolled. The salt toughens the fibers, and it takes persistent boiling to overcome this. The time allowed for a ten pound piece is five hours, but as the pieces are apt to be thick rather than long one of half this weight would need about the same amount of time. The meat should be partly cooled in the water in which it

Confirmed drupkards are shamed into reformation in many of the towns of the Argentine Republic by being com-pelled to sweep the streets for eight days each time they may be arrested

### STRIKING A MATCH.

Showing How Little Things May at

The truth of the saying that little things may oftentimes play an important part to men's affairs when the men least expect it was illustrated one day recently.

"See that young man over there," re marked an insurance friend of his, pointing to one of his clerks working away industriously at a desk in another room. "Well, he got his place in my office through the striking of a match although he doesn't know it.

"I was standing at the entrance of this building about a month ago walting for a friend to come down the elevator, when that young man approach ed me with a letter of recommendation and an application for employment. I had made it known a few days before that I needed another clerk, and he had heard of it. However, I had almost made up my mind to take on a young man who had been to see me the day before and was about to tell the last applicant so, when he pulled a match from one of his pockets to light a cigar he had been smokk z. but which had gone out.

'Sorry, sir,' he said, balancing himself on one foot, while he lifted the other so as to admit of his striking the match on the heel of his shoe. 'Sorry. for I would like very much to work for you, and I think I would have made you a good clerk."

"The match striking incident made me think so too. Right at the young man's elbow was a great Italian marble column upon which were the marks showing where many matches had been struck by vandals too utterly indiffer ent to the rights of others to refrain from indelibly stamping their vandatism upon property to restore which would have cost hundreds of dollars It would have been the most natural thing in the world for many a man to have scratched that match on the mar ble column, and the fact that this young man chose to use the heel of his shoe instead showed that he was thoughtful and conscientious, two very excellent traits. I was so impressed that I told him to come and see me and the result of the visit was his securing the position. And his month in my office has shown that I made no mistake in sizing him up."-Philadelphia Inquirer.

#### EXCHANGED OVERCOATS.

Rectify the Error.

"Queer things have happened to me in Chicago," said the rubber goods man, "but perhaps the quecrest of all was the way I lost and found my over cont last winter. It was all the fault of the check boy. He gave me out what I took to be my coat as I was ready to go to the depot. It fitted me all right, and so did the gloves in the pocket. It was not until I boarded the train that I found some letters which proved that I had the wrong coat. I had a lower berth for Detroit. The upper berth passenger came in after a bit, and as he sat down he said:

"Well, I thought I would get out of Chicago this time without anything happening, but I'm disappointed. Through some hocus pocus or other I've lost my overcoat-that is, I've made an exchange with some one."
"'Just my case.' I replied.

"Where did you stop?"

"'At the Auditorium." " 'So did L!

him!"-Washington Post.

"Well, he had my coat, and I had his," continued the rubber goods man, "and it took only a minute to effect the exchange. We were both bound for Detroit, both intended to put up at the same hotel and both had business with the same firm. It was a queer thing, taken all around, but, as I said at the beginning, there is no place like Chicago for surprises. A year ago I was hurrying along State street with the crowd when I ran plump into a man whom I had left for dead in Mexico three years before, and the first words he spoke was to tell me be was hard up and dun me for \$5 I owed

First Negro Minstrels.

The first negro minstrel troupe ap peared in the United States about 1845 They were real negroes, led by a man named Johnson, and the melody which gained them great applause was named "That Old Gray Goose." The words ran, "Oh, don't you see that old gray goose a lookin at the gander?" This was sung by the tenor voice, and the chorus ran in parts to the words "Where," "Here," "I bear," and then a ringing chorus. Another of their part songs was "Oh, Mamma, I Must Be Married to Mr. Punchinello," different voices singing "Who Mr. Punch?"
"Who Mr. Nell?" "Who Mr. Lo?" "Who Mr. Punchinello?"

Jim Was Ahend.

"It's strange," sighed the trolley conductor, "how, when two boys start out with equal chances, one of them is bound to forge ahead while the other lags behind. There was Jim. Jim and I were fast friends as youths, but look at me now! Equal as our chances were, Jim is ahead"-

"What is he doing?" asked the passenger who had paid his fare.

"He's the motorman up front. Did I get your nickel?" Bang! Clatter! "Edmund place!" Bang! Clatter! Ting-a-ling! "Yes, sif; it's strange!"— Detroit Free Press.

When a husband gets up to give his wife a chair, she fairly beams at the thought that other women now see that he idolizes her and would be willing to die for her.-Atchison Globe.

It is said that dried currents given to horses occasionally in lieu of oats will increase the animal's powers of en-

How Kuffes Bank Their Money. The natives of that part of South Africa which to a great extent is inhabited by bushmen and Hottentots have a peculiar system of bau! 3 and

banking. These Kuffirs among whom this curlous system of banking obtains live near Kaffraria, in the south of the Colony country. The natives come down south from their country to trade In the several villages and towns in large numbers and then return to Kaffraria.

From those who trade of their own number they select one who for the occasion is to be their banker. He is converted into a bank of deposit by putting all the money of those whose banker he is into a bag, and then they sally forth to the stores to buy what ever they want.

When an article is purchased by any of those who are in this banking arrangement, the price of the article is taken by the banker from this deposit money bag, counted several times and then paid to the seller of the article. after which all the bank depositors ery out to the banker in the presence

of the two witnesses selected: "You owe me so much." This s then repeated by the witnesses. The general accounting comes between the banker and his several depositors when all desired purchases have been made, after which all the natives de part for their northern wilds.

Teaching Etiquette.

"Madam," he began as the door open ed, "I am selling a new book on 'Etl quette and Deportment."

"Oh, you are," she responded. "Go down there and clean the mud off your

"Yes'm. As I was saying, ma'am, I

"Take off your bat. Never address : strange lady at her door without removing your bat." "Yea'm. Now, then, as I was say

"Take your hands out of your pockets. No gentleman ever carries bis hands there.

" s'm. Now, ma'am, this work on "Throw away your pipe. If a gen

tleman uses tobacco, he is careful not to disgust others by the babit," "Yes'm. Now, ma'am, in calling your

attention to this valuable"-"Wait. Put that dirty handkerchief out of sight and use less grease on your hair in the future. Now you look a bit decent. You have a book on 'Eti-quette and Department.' Very well. I don't want it. I am only the servant girl. Go up the steps to the front door and talk with the lady of the house She called me a downright, outright, no-doubt-about-it idlet this morning. and I think the book you're selling is

Two Answers.

Not long ago a Boston clergyman re celved an evening call from an elderly man and woman who expressed a wish to be joined in the bonds of matrimony then and there. "Have you ever been married be-

just what she requires."

fore?" asked the clergyman of the man, an honest eyed, weather beaten person of senfaring aspect. "Never, and never wanted to be be

fore," was the prompt reply. "And have you ever been married before?" the question came to the wo-

"No. sir." she replied with equal promptness, and with a touch of hu mor that appealed to the clergyman at once she added, "I never had a

The marriage ceremony was speedily performed, and the clergyman refused to take any fee, telling the bride with privilege to officiate which he would have been sorry to miss .- Youth's Companion.

Odd Albanian Customs.

An Albanian woman expects to be beaten if she misbehaves, this being the prerogative of an Albanian husband. He must be careful, however. not to draw blood during the castigation, or the wife can complain to the authorities, who will fine the husband and give his property to his wife.

When an Albanian marries, he is bound to provide his wife with food, clothes and a home in keeping with his station and means and cannot require her to earn money for herself or him by her labor.

Divorce is quite common. Excessive corpulence on the part of the husband is considered quite sufficient excuse for the wife to divorce him.

What He Prayed For.

A story is told of two worthy New England deacons, between whom a bitter feud had long existed concerning some contested point. Neither would give in, and the matter threatened to be handed down to the next genera tion, when one day Deacon Smith appeared before his enemy and solemnly

"Brother Jones, it is a shame that this quarrel of ours should bring scan dal upon the church. I have prayed earnestly for guidance in the matter and have come to the conclusion that you must give in, for I cannot!"

Ready For Emergencies.

The German war department, it is said, actually keeps in stock duplicates of all the bridges in the empire considered likely to be damaged or destroyed in case of war, and, what is more, it has duplicates of a good many French bridges and of bridges of other countries in which it is interested.-Chicago

The Modern Acceptance. The Man (tensingly)-I'll wager you don't know the "Rule of Three." The Maid-That's easy: "Three's crowd."-Kansas City Independent.

Russian does not become of age

Children of the Slums. "Perhaps what I have seen of child life in the slums has made upon my heart the deepest sears," writes Mrs. Ballington Booth in The Ladies' Home "Poor little scraps of humanity, sick, puny and deformed, or what was even worse still, vile and evil in word and disposition before the baby accents had left their words. The streets swarmed with them, playing, quarreling, fighting amid the jos tling crowd and traffic until late into the night, and the houses were full of little figures that slept on the floor or cronched in the corners to get away from the drunken and brutat, who delight in abusing the weak. In summer death's angel mows them down through the hat senson as the scythe cuts the flowers amid the bay, and a has often seemed to me that on such a mission his black robes vanish, and be is a veritable angel of light."

floiding the Ludder.

A workman in Cooper institute, having occasion to ascend a ladder to desome repairing in one of the public rooms, called to an old man whom he happened to see standing by watching him, "Here, old fellow, hold the indder for me, won't you?" The "old fellow" started forward and held the ladder for the workman while he climbed up and did his work.

"That unpretentious and willing old man." says The Independent, "was Pe ter Cooper." It was just like him. Pe-ter Cooper's aim in life and in the beneficent institution founded by him might well be characterized by the words "holding the ladder." Thousands of rightly ambitious men and women owe the possibility of their advancement to Peter Cooper. He has held, and still holds, the judger, and hundreds upon hundreds of successful and grateful climbers as they rise bless his memory. We cannot all build such piles as Cooper Union, but we can hold the ladder somewhere, somehow, for somebody.

Our First Emperor.

At the time when the war with Spain bad been brought to a successful close a number of statesmen were discussing the future of the country over their cigars in Washington.

At last one enthusiast exclaimed ad dressing himself to the most prominent member of the group. "In my opinion we are drifting directly toward imperialism, and you, sir, should be the first emperor."

"Not if I know it," drawled the great man; "I am not foel enough to want to be the first emperor of a nation of such good shots."—Harper's Magazine.

Evidently.

Dasherly-It cost him \$1,000,000 to put his Chicago son-in-law on his feet. Flasherly—Dear me, but those Chicago people have large feet.-Kansas City Independent.

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Tribu 41 Sunday leaves Pittsburg 8,10 a. m., Red Hank II.15 Brookville II.41, Repordsville II.41, Repordsville II.41, Repordsville Sunday will make all stops between Red Bank and DuBols.

WESTWARD.

DENNSYLVANIA RAILROAD.

Philadelphia & Eric Railroad Division.

In effect May 28, 1900. Trains leave Driftwood as follows:

EASTWARD

200 a m-Train 12, weekdays, for Sunbury, Wilkesbarre, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Fbiladelphia 6:23 p. m., New York, 9:30 p. m.; Baltimore, 6:50 p. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport to Philadelphia and passenger conches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

and Williamsport to Baltimore and Washington.

3:58 p. m.—Train 6, daily, for Harrisburg and Intermediate stations, arriving at Philadelphia 4:25 A. M.; New York, 7.18 a. m.; Baltimore, 2:29 s. m.; Washington 4:05 A. M.; Pallimon Sleeping cars from Harrisburg to Philadelphia and New York, Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M.

10:12 p.m.—Train 4. daily for Sunbury, Harrisburg and intermediate stations, arriving an Philadelphia, 6:52 A. M.; New York, 252 A. M. on Sunday; Baltimore, 6:35 A. M.; Washington, 7:45 A. M. Pullman sleepers from Erie, Huffalo and Williamsport to Philadelphia, and Buffalo and Williamsport to Washington. Passenger conches from Erie to Philadelphia, and Buffalo to Washington.

senger coaches from Erie to Philadeiphia, and Buffalo to Washington.

WESTWARD

4:38 a. m.—Train 8, daily for Buffalo, via Emporium, and weekdays for Erie, Ridgway, DuBois, Ulerasout and principal intermediate slattors.

9:44 a. m.—Train 8, daily for Erie and intermediate points.

5:45 p. m.—Train 8, daily for Erie and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 9 leaves New York 5:55 p. m., Philadeiphia 8:59 p. m.; Washington 7:45 p. m., Baltimore 8:46 p. m. daily, arriving at Driftwood 4:38 a. m., with Pullman sleepers from Philadelphia to Erie weekdays and from Philadelphia and Washington to Buffalo via Emporium daily. Passenger coaches from Philadelphia to Erie weekdays and Washington to Buffalo via Emporium daily. Passenger coaches from Philadelphia to Erie weekdays and Washington to Buffalo daily.

TRAIN 3 leaves New York at 7:55 p. m.; Philadelphia, 11:29 p. m.; Washington, 10:49 p. m.; Baltimore, 11:41 p. m.; daily arriving at Driftwood at 9:44 a. m. Pullman sleeping cars from Phila. to Williamspyt., 20 for Sundays only Pullman sleeper Philadelphia to Erie and Baltimore to Williamspyt. On Sundays only Pullman sleeper Philadelphia to Erie and Baltimore to Williamspyt.

Sundays only Pullman sleeper Primace, and to Eric.

TRAIN 6 leaves Philadelphia 8:40 A. m.; Washington, 7:45 A. M.; Baltimore, 8:45 A. M.; Wilkesbarre, 10:55 A. M.; weekdays, arriving at Driftwood at 5:45 P. M. with Pullman Parlor car from Philadelphia to Williamsport and passenger coach to Kane. Connections via Johnsonburg R. R. and Ridgway & Clearfield R. R. R. M. WEEKDAYS.

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TIME TABLE.

254 a. m. Dully. Night Express for Punxsu-tawney, Dayton, Ruiler and Pittsburg. Lilaa m. Week days only. For Big Run. Punxsurawney, Hutler, Pittsburg and in-termediate points. 1.54 a. m. and 7.65 p. m. Week days only. For Dullols, Stanley, Sykes, Big Bun and Punx-sutawney.

Pinxshinwhey, Dayton, Butter and Pittsburg.

2.34 a. m. Daily, Night Express for Ridgway, Johnsonburg, Buffalo and Rochester.

7.25 a. m. and 3.39 a. m. Week days only. For Brockwayelle, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

12.32 p. m. Daily. Vestibuled limited. For Ridgway, Johnsonburg, Bradford, Buffalo and Rochester.

1.56 p. m. Week days only. Accommodation for Reynoldsville.

Trains for Curwensville, Clearfield and intermediate stations leave Falls Creek at 7.28 a. m., 2.40 and 8.0 p. m.

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In effect May 28, 1900. Trains leave

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