The Work Which Is Performed by This Class of Detectives and the Qualities For Which It Calls-Methods of the Woman Spotter.

A little over three months ago there alighted from an Oakland ferryboat a demure little woman, who passed along with the crowd, with scarcely a glance to the right or left. Her petiteness at tracted some attention and her modesty more, but no one who observed the air of confidence with which she made her way to the public carriage stand would have imagined that she was a stranger and that for the first time in her life she was visiting San erancisco.

Giving a few quiet directions and entering a cab, she was whirligh away from the hustling throng and driven to a hotel. Later the register contained an unassuming "Miss Waller, Chica-Her room was No. 11. Calling a private messenger, she dispatched a message to a firm of lawyers, and that evening, promptly at 8 o'clock, a prosperous looking, well dressed gentleman entered the hotel, glanced at the register, and, ignoring the clerk's question, "Do you want anything?" passed by the waiting elevator and walked up the stairs.

That was Tuesday evening. Wednesday morning Miss Waller might have been seen boarding a Market street car bound for the ferry, where she purchased a train ticket and crossed to the mole. She returned late on Friday evening, and Saturday morning the same messenger took a scaled letter to the same lawyers, but this time there was no evening caller. Saturday evening she left town again for a few days, and these trips were continued until one day last week, when, by the merest chance, the object of her repeated outings was discovered. On this occasion she was the possessor of a ticket to a city near the Missouri river, and she smilingly confessed that she was bidding goodby to San Francisco for some time to come

As an illustration of the care which she must exercise in order to enhance her value to the big railway corporations in this country it is only neces sary to state that in the ten years which she has devoted to the business of spotter, or, as she would probably prefer to have it called, private de tective, she has doubtless made fewer friends than any one else in the country. And while she will not allow any one to get thoroughly acquainted with her, she does not make enemies. That would be rulnous.

It is an unwritten law of the rallroads that every employee is open to suspicion until he has been proved guilty, and the people who take upon themselves the task of separating the two classes-those who are found guilty and those who are as yet merely under suspicion-are objects of the greatest contempt with the army of tollers who seek a living on the trains. To offset this unpopularity, however, they have the inducement of large financial returns. There is no ironbound rule governing the amount of money which they receive, but the more proficient of the class probably make from \$2,500 to \$3,000 a year.

At times a railroad will have an important case on its hand, and the servces of a first class spotter will be invaluable to the company, and on such occasions, if successful, the financial returns increase wonderfully.

There is a much greater demand for this class of detectives in the east than there is here, and several reasons are given for this condition of affairs. In the first place, traffic being heavier, there are more trains run there, and more men are employed by the companies. Besides, that section is more thickly populated, and way trains are in many instances' run hourly, if not oftener, but probably the truest cause for the increased dishonesty among railway conductors in the east is the low rate of salary which they receive.

There is a well defined belief among eastern men who travel extensively that any man who has reached that de gree of prosperity where he can afford to wear creased trousers is hopelessly extravagant if he pay more than onethird fare after crossing the Mississip-pl river. I once heard a popular actor giving his reasons for this assertion in a resort on the Atlantic coast, and, after enlightening his audience with a dissertation on the almost utter worthlessness of money in the west, so far as railroad traveling was concerned, he continued:

"Take any train on any road west of Kansas City, St. Louis, Chicago or St. Paul, and the rest is easy. Assume an air of indifference and smoke a cigar.

If your conductor be seedy looking, have a beard, an old uniform with threadbare elbows and a hopeless expression on his face, pay your fare. He is an honest man. A thousand dollars wouldn't tempt him, and you are out a whole stack of dollars for getting on his train. Had you waited for the next one things would have been different. There you have a prosperous looking fellow, who spent his last hour before leaving time in a barber's chair and who, but for his uniform, would pass for a drummer or even a banker. He looks as well fed and as well groomed as a king, and you need have no fear that he will decline your invitation to divide the cost of your ride to your destination or at least to the end of his division."—San Francisco Chroni-

"Were you ever treated by a physican for your nerves?"
"Yes, and I had to get some more edicing when I may be some more

icine when I received the bill."—
adelphia Bulletin.

#### HOT SLASH.

A Deliency That Is Prized by New

"Did you ever hear of an edible known as 'hot slash?" asked a citizen who always keeps an eye open for life's little oddities. "No? Well, I'm not surprised. I discovered it myself only yesterday through a chance visit to the river front. It was about 11 o'clock in the morning, and I was loafing around the far end of the Northeastern fruit wharf waiting for a man, when a strapping blg negro rushed up and bawled out: 'Hot slash! Hot slash!

"I supposed he was addressing himself to me, but before I could think up some graceful and appropriate bit of repartee at least a dozen other strapping darkles came tumbling out from behind a pile of barrels, where a crap game had evidently been in progress, and started on a dead run for a nearby

alleyway. "None of them had asked any questions, and, needless to say, my curiosity was highly excited, so I traffed along in the rear and at the other end of the alley found the whole crowd, with numerous additions, ch stered about a small covered wagon from which a mulatto was selling smoking hot loaves of bread at a nickel apiece. As each loaf was called for he split it open and saturated the interior with molasses from a can in the vehicle. That was hot slash. It seemed to be local substitute for the merchants' lunch, which appears about the same

hour in the retail district up town. "I asked one of the darkles whether it was good, and his reply, while word less, was extremely eloquent. The lower half of his countenance was buried in a fresh section of hot sinsh at the moment, and nothing was visible except his eyes, which he rolled upward until they resembled a couple of white celluloid pool balls. Then he closed them, very slowly, like a man in an ecstasy, and at the same time made a gurgling sound in his throat. After that pantomime I was strongly tempted to try a piece of hot slash myself."—New Orleans Times-Demo-

#### BLUE POINTS.

Something About These Aristocrats of the Bivalve Family.

A newborn oyster is a tiny fleck of creamy substance, not much larger than the point of a pin. Its advent in countless numbers from the middle of July to the middle of August is to the oysterman of Connecticut, where are located probably the largest seed oyster plants in the world, an event of the utmost interest. Long Island sound has some peculiarity of the water which renders it especially favorable for the raising of the choicest and most widely sought oysters. Not only are here located thousands of oyster plantations, but also immense natural oyster beds. And here and there only is raised the famous Blue Point oyster, the most delicately flavored of its kind and in demand the world over.

The Great South bay, on the outside of Long Island, facing the ocean and extending a distance of 50 miles from the towns of South Bay and Speonk, is the headquarters of the entire production of the genuine Blue Point oysters. The name is derived from a point of land which juts out into the bay here, called Blue point.

A combination of percentage of salt in the water, temperature, depth, condition of bottom, together with some indefinable quality possessed by the latter which is different from any other, gives to them their flavor, which has never yet been equaled by any of the various kinds of oysters raised in America, and the oyster industry is by far the most important fishing industry in the United States. The Blue Points are simply transplanted Norwalk and Bridgeport seed oysters, which are taken from oyster beds and put into the Blue Point beds in Great South bay. where they attain maturity under the most exalted and potent conditions. which graduate them oyster aristocrats, with reputations ready made, possess ing the highest oyster valuation and sought for as "Divine Points" in every civilized land.—Hartford Times.

# Effective Remedy.

A good story is told of one of the chiefs of the civil service department who had two afflictions-an obliging and easy doorkeeper and a pertinaclous office seeker, who was a distant relative of the chief. Scarcely a week passed but the latter called, and the former was much too polite to shut

The chief at last, after one of the usual interviews, resolved to stand the nuisance no longer, so, summoning the doorkeeper when the visitor had de-parted, he said, "X., do you know what that man comes after?" "No, sir," replied the functionary."

"Well, then, I may as well tell you. He wants your place." The bore was admitted no more Tit-Bits.

A Wonderful Escape. The greatest height from which any spe has accidentally fallen without receiving any injury beyond a shaking was nearly 1,000 feet by an East In-dian living in the island of Oghin, who fell over a cliff at that height. His fall was broken at the foot of the precipice by masses of dense vegetation, and he escaped with no more serious injury than a severe shaking. The authenticity of this fall was vouched for by the French writer, H. de Parville.

A man who owns a cocoanut grove in Venezuela is independent, as the fruit continues to ripen all the year round and brings a good price. Each tree averages an annual income of \$1.20.

It was an Irish lawyer who in speak-ing of the death of a colleague said. "He left a brilliant future behind him."

# MEET HIM WITH A SMILE.

A Role That Elletts a Protest From Married Women.

"I do wish some one would write a few rules for men." said a young mar-ried woman recently. "I'm awfully tired of reading in magazines and newspapers that I must meet my hus band when he comes home from his office 'pleasantly and cheerfully,' that the house must be like a new pin. I must be prettily gowned, the dinner must be daintily cooked and served and that he mustn't be worried with a recital of the troubles of the day, no matter if delirium superven a for me.

"These precepts are all right theoretteally and under ordinary circumstances are practical. Every woman follows them instinctively who wishes to retain her husband's admiration, but why aren't there a few laws of this sort laid down for men to follow?

"Why isn't there some one to tell them to look cheerful when they come in and to forbear to grumble if dinner is a trifle late for any good reason, to be a little sympathetic and affectionate and remember that theirs are not the only troubles in the house?

"According to the ordinary writer, a woman's whole married life should be spent in practicing expedients to keep her husband's love from growing cold while he apparently may pursue any course he pleases, civil or uncivil, tyrannical or gentlemanly, and be sure of retaining bers.

"This may not be the masculine idea of the case at all; the sterner sex may not really expect to get the whole globe and give nothing in return, but It is not the writer's fault if they don't. sedulously keep all such articles away from John, for he's a very good husband, and I'm afraid such literature would put ideas into his head and spoil bim.

"Now, poor unenlightened soul, h has an idea that my side of the part nership has its own worries, and he tries to help me straighten them out. who knows how he would change if he ever discovered that he is really made of china and has to be handled with care to keep from being broken?" -Baltimore News.

# LIKE THE LITTLE ONES.

Men. as a Rule, Are Fond of the Society of Children

There's a very general idea abroad in the land that men don't care to board in a house where there are chil dren," said one of the sterner sex yes terday, "but that is, I believe, a great mistake, just as it is an error to imagine that men generally don't like the little ones. No doubt there are a few crusty old bachelors in the world who would be horribly annoyed by patter-ing feet and shrill little voices in the halls and on the stairs, but I must confess I like to hear these noises, and I find by questioning a number of my friends—all young, unmarried men— that they do also. The children give a sort of homy atmosphere that's very pleasant to even the most comfortless

"Taking one thing with another, I believe men are fonder of children than women are anyhow. What I mean is that more men than women are fond of them. I know plenty of the gentler sex who wouldn't think of going to a boarding house where youngsters were admitted, and I know just as many men who seek out those places and obtain a certain amount of comfort and satisfaction in their lone ly lives in making friends with the youngsters and spending valuable time repairing sundry broken toys or telling ure to an amazing extent.

'A child's affection is a very delightful thing, and most men feel flattered to be the object of even a mild liking on the part of the small tyrants. There are half a dozen little ones in the house where I board, and I am the familiar friend of every one of them. It's a very delightful and absorbing acquaintance, and I'm fast developing into a story teller of such marked abil-ity that I'll make a fortune in this way, no doubt, after a while."-Detroit Free Press.

In M. Georges Michel's life of the late M. Leon Say some of the economist's letters are reproduced, and among them is one addressed to his wife describing the reception by Bismarck at Versailles of the war fine of £8,000,000 that Parls had to pay. M. Leon Say was one of the commissioners sent with the money in bank notes to hand it over to German commissioners in Bismarck's presence. The f8,-000,000 was counted on a billiard table. When this was done, a receipt was shown to M. Say and then placed The seal failing to bite into the wax, Bismarck impatiently said to the sec-

He snatched the seal from him, rubbed it for a short time on the hair of his head and then said, "Try now." The result was a clear impression.

retary. "You do not know your bust-

They All Like School. "I'm not going to school today!" she cried jubilantly. "Oh, I'm sorry for you girls who'll have to sit at your

desks and study." "Why aren't you going?" they asked.
"Because," she replied, "I have to
go to the dentist's."

Thus we learn the place that education takes in the list of childhood's evils.-Chicago Post.

The man who persistently blows his own horn will sooner or later convince his audience of his good opinion of himself.—Washington Post.

If you intend to do a mean thing, wait till temorrow; if you intend to do a noble thing, do it now.

One evening when a traveling circus was on its way to a large town the proprietor resolved to make a halt for few hours at a village some two or three miles from the town. So an agent was sent on in advance to the village to secure a favorable field for

the rest by the wayside. Noticing a large and suitable field, he sought out the owner and told him he would like to turn something out in the field for an hour or so before going on to the town and concluded by asking how much he requi ed for the use of the field.

"Well," said the farmer, "I suppose half a crown won't hart you."

"That," was the ready reply, "will do very well. But perhaps you don't mind taking a crown," an offer the somewhat astonished yeoman was only too glad to necept.

Fancy his surprise when, a few hours afterward, a herd of elephants, a dozen dromedaries and about 200 borses and ponies had not only been turned out into the field, but were fairly wiping the herbage out of existence. That the farmer was furlous goes

without saying, but the circus proprietor pointed out that he had a relyed as much as he had asked for something to be turned out for an hour or two.

But," roared the farmer, more trate than ever, "do you think I bargained for a Noah's ark?"—Tit-Bits,

A Queer Transaction.

"A casual observer might suppos that our business was intensely prosaic." said a Poydras street commis sion merchant, "but such is far from being the case. All sorts of queer things happen in it, not the least of which are occasional consignments we receive from nowhere in particular.

"For instance, back in 1896 or there about we got a load of fine onions one day by boat. No directions accompanled them, but we took it for granted they would arrive by mail. When the expected letter failed to put in an appearance and we instituted inquiries we could get no clew to the identity of the shipper, and all we could do was to sell the lot and deposit the money in bank, waiting on a claimant.

"Fully three years had elapsed when, to my surprise, another load of the same kind of onlong came to hand, accompanied by a letter from the sender saying that he had forwarded a similar consignment at such and such a date and that his 'business relations with the house had been so satisfactory' be wished to repeat the transaction. sent a check for the lump sum, but what the dickens he meant by his business relations being satisfactory when he had had only one deal with us, and didn't get his money on that. I never found out. I suppose he just forgot."-New Orleans Times-Democrat

The Grennde Throwers.

The grenadiers, the senior of British regiments which compose the brigade of guards, got its name from the fact that toward the end of the eighteenth century the men were armed with hand grenades to throw among the They had to be in the front of the fighting line; hence they gained a reputation for bravery and the name the "grenadlers." The badge of the regiment is still a hand grenade spout ing flames, though that deadly engine of war has long since been superseded Scottish-American.

A Valuable Face

Jewett-Cutter has a terribly cadaverous appearance. He is not possessed of what would be classed a full counte nance.

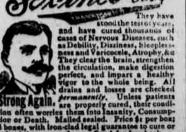
Morton-On the contary, his is a reg ular batchet face. But then he isn't bluself upon it and for good reason. A lasso was thrown over his head by a cowboy out on the plains, but his face was so sharp that it cut the rope and so saved his life. -Boston Trap script.



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A LLEGHENY VALLEY RAILWAY In effect Sunday, May 27, 1500. Low Grade Division.

Sunday; † flag station, which shown, citas, B. PRICE, Gen'l Supt. J. P. ANDERSON, Gen'l Pass'r Agt.

DENNSYLVANIA RAILROAD.

Philadelphia & Eric Railroad Division.

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

EASTWARD

1:00 a m—Train 12, 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, 6:00 p.m.; Washington, 7:15 p.m. Fullman Parlor carfrom Williamsport to Philadelphia and passenger conches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

1:58 p. m.—Train 6, daily, for Harriston.

and Williamsport to Baltimore and Washington.

1:28 p. m.—Train 6. daily, for Harrisburg and intermediate stations, arriving at Philadelphia 4:25 A. M.; New York, 7:13 a. m.; Baltimore, 2:30 a. m.; Washington 4:05 A. M. Puilman 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 at Philadelphia, 5:32 A. M.; New York, 9:33 A. M. on Week days and 10:31 A. M. on Sunday; Haltimore, 5:35 A. M.; Washington, 7:45 A. M. Pullman sleepers from Erie, Huffalo and Williamsport to Philadelphia, and Buffalo and Williamsport to Washington, Passenger coaches from Erie to Philadelphia, and Buffalo to Washington.

senger conches from Erie to Philadelphia, and Buffalo to Washington.

WESTWARD

4:38 a. m.—Train 9, daily for Buffalo, via Emporium, and weekdays for Erie, Ridgway, DuBois, Clermont and principal intermediate stations.

8:44 a. m.—Train 3, daily for Erie and intermediate stations.

8:45 p. m.—Train 15, weekdays for Kane and intermediate stations.

HIGH TRAINS FOR DRIFTWOOD FIROM THE EAST AND SOUTH.

FRAIN 9 leaves New York 5:56 p. m., Philadelphia 8:50 p. m.; Washington 7:45 p. m., Ballimore 8:45 p. m., with Pollman sleepers from Philadelphia to Erie weekdays and from Philadelphia to Erie weekdays and Washington to Buffalo via Emporium daily, Phosenger-coaches from Philadelphia to Erie, weekdays and Washington to Buffalo via Emporium daily, Phosenger-coaches from Philadelphia to Erie, weekdays and Washington to Buffalo via Emporium daily, Phosenger-coaches from Philadelphia to Erie weekdays and Washington to Buffalo daily.

FRAIN 3 leaves New York at 7:26 p. m.; Philadelphia, 11:29 p. m.; Washington, 19:40 p. m.; Baltimore, 11:41 p. m.; daily arriving at Defftwood at 9:44 a. m. Pullman sleeping cars from Phila to Williamspit, and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

FRAIN 6 leaves Philadelphia 8:40 A. m.; Washington 7.4 A. M. Beliproca 3.4 m.;

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.

WEEKDATS arClermont ly Woodvale Quinwood Smith's Run Instanter Straight Gien Hazel Johnsonburg ar Ridgway iv
Island Run
Carm'n Trasfr
Croyland
Shorts Mills
Rlue Rock
Carrier
Brockwayv'l
Lanes Mills
McMinn Smt
Harveys Run
lv Falls C'kar
iv DuRois ar ar Falls C'k lv Reynoldsville Brookville New Bethl'm Red Bank lv Pittsburgar

J. B. HUTCHINSON, J. R. WOOD, Gen Manager. Gen. Pass. Ag BUFFALO, ROCHESTER & PITTS BURGH RAILWAY.

TIME TABLE. On and after May 28th, 1900, passenger trains will arrive and depart from Reynoldsville station, daily, except Sunday, as follows:

2.30 p. m. Week days only. For Falls Creek, DuBols, Curwensville, Clearfield, Punxsu-tawney, Butler, Pittsburg, Brockwayville, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

ARRIVE.
1.20 p. m. Week days only. From Clearfield,
Curwensville, Falls Creek, DuBois, Pittsburg, Butler and Punxautawney.
TRAINS LEAVE FALLS CREEK.

2.34 a. m. Datiy. Night Express for Punxsutawney, Dayton, Butler and Pittsburg.
7.13 a. m. Week days only. For Big Run,
Punxsutawney, Butler, Pittsburg and intermediate points.
10.54 a. m. and 7.43 p. m. Week days only. For
DuBois, Stanley, Sykes, Big Run and Punxsutawney.
2.44 p. m. Daily. Vestibuled limited. For
Punxsutawney, Dayton, Butler and Pittsburg.
NORTH BOUND.

burg.

NORTH BOUND.

2.24 a. m. Daily. Night Express for Ridgway.
Johnsonburg. Buffalo and Rochester.
Johnsonburg. Buffalo and Rochester.
Johnsonburg. Buffalo and Rochester.
Jewett and Bradford.
Bradford.

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

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

Trains for Curwonsville, Clearfield and intermediate stations leave Falls Creek at 7.28 a.
m., 2.40 and 8.10 p. m.

Thousand mile tickets good for passage over any portion of the B. R. & P. and Beech Oreck railroads are on sale at two (2) cent per mile.
For tickets, time tables and full infort tion apply to

on apply to E. C. Davis, Agent, Reynoldsville, Pa. E. C. Lapev, Gen. Pas. Agen