SACRIFICE.

The road of Progress is a road of pain. That's stained by blood of martyrs Though the height Beyond is crowned with glory infinite, Around us are the corpose of the slain. The heroes sacrificed to Greed and Gain, The men who dared for the oppressed

to fight, ho stood for justice, liberty, and Who

right. The God-led rebels against Custom's reign.

And yet the armies led by Mammon's might Before the hosts of Truth are swept

away. Above the shadows of the human night

The dawn of ages now is growing gray. The earth sweeps on into the sweeter light.

glory of the long-expected day. -J. A. Edgerton in The Ram's Horn,



"Good-by, Mabel."

"Good-by, sir."

And the voice was cold and hard, and the face stern and immovable. Haughtly the young beauty turned aside when she said it, never noticing the outstretched hand and imploring eyes that pleaded so powerfully in their silence.

Ronald Norton stood a moment, then opened the door and went out, carrying with him a wounded heart. and leaving behind one too proud to acknowledge its pain.

But Mabel Leigh found out her mistake. She did not extract the same sweetness from life that she had since knowing Ronald Norton. Its hours dragged wearily along, uncheered by the hope of his presence to lighten them. And, worse than all, it was for no real cause that they were separated.

A word-a "triffe light as air"-had floated between them at a time when they both took it up and were too proud to own repentance.

Ronald had never said the words that would have bound them together. but in a 100 different ways love had spoken. They knew each held the other's happiness, and were content. Ronald felt that the time had come

when he must tell Mabel of his hopes and desires, and secure the prize his heart coveted. For Mabel was a prize. Her beauty and accomplishment, won many a lover to her side, and Norton was greatly envied.

No one would have envied him now as, with a heavy heavi, he paced back and forth in his coom, through the livelong night, chinking only of the happiness which had been within his grasp and then suddenly failed him.

"He knew Mabel to be slow to anger, but strong in her wrath when proused, and he, on this night of all nights, had unwittingly offended her by the strong side he had taken in a discussion.

Love of argument had always been a trait of Ronald's character, and he defended solely for this reason. Mabel supposed he was uttering his own sentiments, and her eyes flashed and her heart beat angrily as she listened.

Could this be the man who was more than a friend to her? Could she honor a man who cherished such sentiments as she heard him speak?

Shaded from the light, she leaned her head against the cushions of her chair, and thought while the gentlemen continued their discussion. It ended by her sudden rising, and

laughing command to dismiss the sub-

reply, as she made a motion to leave urned Ronald felt a chill like ice through his heart. Mechanically he followed her, took his hat in the hall and held

Ah, if she had but taken it, it never would have let her go till she had heard his heart's message. But Mabel turned with her formal "good-by" and left him.

As he passed the night hours in grief, he thought of her quietly slumbering, careless of the wound she had made, indifferent to his fate.

out his hand.

But Mabel Leigh was paying dearly for her words. On her knees, in the room where she had so cruelly dismissed him, she wrung her hands and wept bitter tears. The flush of anger was gone, and in its stead a sense of the wrong she had done, and the sorrow she must endure. For Mabel knew that Ronald Norton loved her, and that she loved him, And now all

was at end. Her pride would not suffer her to recall him; his would not allow him to ask it. They had suddenly drifted apart-would the wave of time ever bring them together again?

Mabel bore her burden for a few days until it began to tell upon her health and spirits. Her pale cheeks and heavy eyes revealed that something was wrong.

"What is the matter with you, Mabel?" asked Syles, dropping in one day, "You are but the ghost of your former self.

"Oh, I don't know," answered Mabel, as carlessly as she could. "I only need a change, I suppose."

Well, suppose you go "Change? with us to Australia."

Australia! A sudden joy shot through Mabel's heart. She had been longing and planning to get away, as far away as possible, from the spot which had grown unendumble to her. "How soon are you going?" she

asked. "By next Saturday's steamer."

"I will go." "Oh, that is too good!" cried Etta

springing up and embracing her. I coaxed mother all I could to go with us, but she is too timid. Father has crossed so many times he will make a splendid escort, and you will be such delightful company for me."

Mapel smilled derisively. Sorry company she would prove for Etta Syles, and painful thoughts crowded upon her as the heedless girl rattled

The day on which they sailed was cloudy and gloomy-in fit keeping with Mabel's spirits. She had hoped to the last that Ronald Norton would come to her and say: "Stay!" but she had never seen nor heard from him since that night-maybe she never would again, and scalding tears dropped from her eyes at the thought.

She had borne up wonderfully since deciding to go abroad, for the relief of getting out of sight of all eyes and giving way to her grief was what she lived for.

Their party has come early on board and retired at once to their staterooms, so that Mabel was alone. Alone she felt, separated from her

home and friends, every moment bearing her farther and farther away from her country and-Ronald!

She lay listening to the creaking and groaning of the ship, the bustle and strange noises which never cease upon a voyage, and never thought of them at all. Her heart and brain were filled with but one image, and she at last fell asleep with tears for him wet upon her cheeks.

Among the last of the passengers who came aboard the vessel was a

fleeing from each other, had been back to love and happiness. Mabel staved abroad long enough to procure her bridal trousseau, but says all she knows of ocean voyages is that moonlight nights are perfectly lavely .- Chicago Times-Herald,

GOING AROUND THE WORLD. In & Few Years It Can Probably He Done

Inside of Five Weeks. Some remarks made a few weeks ago by the German emperor regarding the use of electricity for running railway trains has excited a fresh discussion by the European press of the time required to make the journey round the world. The London Standard, for instance, estimates that when one can travel all the way from St. Petersburg to the Pacific coast by rall the circuit of the globe can be effected

in 50 days. Except to win a bet or for some equally unpractical purpose it is doubtful if anybody will ever want to make the complete journey at top speed. Nevertheless, those who have occasion to travel over any considerable portion of this circum-mundane route, either for business or pleasure, feel a lively interest in present and future facilities for such un dertakings. The figures presented by our London

contemporary are certainly reason-Indeed, if one could be

able. absolutely sure of making close connections at all points, the time may be reduced a trifle. Starting from New York, two or three years hence, one may reasonably hope to reach Paris in six days, make the trip thence to Tcheliabinsk in western Siberia in six more, spend not over 15 days in getting to the Pacific coast, at either Vladirostock or Port Arthur; arrive in Yohohama two or three days later; ross the ocean to Vancouver in 12 or 13, and make the home run by rail in five, taking about 47 days in all. At two or three places, however, there would be a chance of at least a day's delay, while at Yokohama there might be a much longer one. If the Vancouver steamer were missed, the next best thing to do would be to take the line to San Francisco, by the way of Honolulu. This would involve spendng five more days at sea, to say nothing of waiting for the ship to sail. Still if one made the entire journey inside of 55 days he would accomplish the feat in about two-tairds the time required by Jules Verne's hypothetical

tourist. Looking ahead 15 or 29 years, a savng of one day may be expected on the Atlantic and three or four on the Pacific. Should the experiment about to be tried on the Clyde with a passenger steamer equipped with steam turbines result satisfactorily, it is likely that the new motor will be applied to trans-Atlantic navigation within the next decade. Architectural improvements may yet further enhance the speed of ocean steamships, too. But 30 knots an hour for that kind of service is probably a long way off. So far as the marine part of the journey is concerned, then, the greatest gain to be anticipated during the next few years will doubtless come from running on the Pacific steamships that are as fast as the best ones now plying between America and Europe. Fortunately, about three-fourths of

the total distance around the world can be covered by rall, and more conspicuous improvements in speed can be counted on by land than at sea. These will probably be due not to the substitution of electricity for steam, but the construction of better roads. The highest speed yet made in Siberia is about 17 or 18 miles an hour. But the rails there are exceedingly light,



THE EDICTS OF FRANION.

New York City .-- Popular and gener- | yards of material twenty-one inches ally becoming as the Eton jackets are wide, seven and one-eight yards twenthey do not sult all figures and there is ty-seven inches wide, six and one-eight a demand for the little cutaway that yards thirty-two inches wide or four

WOMAN'S JACKET.

tends slightly below the waist line.

and a half yards forty-four inches wide will be required. To cut this waist for a miss of fourteen years of age three and five-eight vards of material twenty-one inches wide, two and a half yards thirty-two inches wide, or two yards forty-four inches wide, with one yard of silk or velvet twenty-one inches wide for girdle and collar, will be required.

Iridescent Gray.

Iridescent gray is the name applied to the color which is principally of a light gray tone, but which shades away into clear light pink and pale green. The rose-colored and lettuce green tints give a shimmering play of color. It is seen in taffetas. This is a good choice for a gown for wear of sum mer afternoons,

Popular Costume For Girls.

No summer fabric known is daintier or launders more successfully than Persian lawn. The charming little May Manton costume shown Illustrates the material trimmed with cream Valenciennes insertion and with yoke of all-over inserted tucking and is essentially smart as well as childlike and simple. All white is held in high favor and is always lovely in organdy, batiste, Swiss muslin and the closes but does not lap, and that exand colored materials are equally well The admirable May Manton model

illustrated is adapted to covert cloth, black or tan broadcloth, as well as to the black cheviot of which the original is full at the edge of the yoke and is made. As shown the revers are







schooling done in the neatest manner the latest improved methods. Re-of all kinds carefully and promptly SATISFACTION GCARANTEED. HORSE CLIPPING

fyler. Rennezette. Bonnezette. 4 19 ... 2 29 7 44 Grant 48 28 ... 2 39 7 63 Driftwood. 5 8 55 ... 5 3 05 8 29 A.M.A. M.P. M.P. M.P. M. Red Bank II.15 Brookville 13 41, Reynoldsville 1.14, Falls Creek 1.29, DuBois 1.30 p. m. Norz-Train 18 on Sundays will make all stops between Red Bank and PuBois. Have just received a complete set of ma-chine horse clippers of latest style '8 pattern and am prepared to do clipping in the best possible manner at reusonable rates. Jackson St. near Fifth, Reynoldsville, Pa.

AT YOUNG'S PLANING MILL You will find DOORS.

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LL Driftwood A. M. A. M. A. W. P. M. HIGH GRADE VARNISHES, LEAD AND OIL COLORS

in all shades

And also an over-stock of Nails which I will sell CHEAP.

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Then you ought to go to

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 and Williamsport to Ballimore and Washington.
 21:20 p. m.-Train 8, daily for Sunbury, Harishurg and principal intermediate stations, arriving at Philadelphia 7:20 p. m., Washington 8:30 p. m. Vestibuled parlier carginal passengrer coaches, Baffalo to Philadelphia and New York 10:31 p. m. Yeshington 4:30 p. m. Train 6 daily, for Harrishurg to Philadelphia and New York 7:31 a. m. Train 4:4019 for Sunbury, Harrishurg and Intermediate stations, arriving at Philadelphia and New York 9:30 a. M. Pullman Sleepers can remain in sleeper undisturbed until 7:30 A. M. On Sundury, Harrishurg and Intermediate stations, arriving at Philadelphia, and Williamsport to Philadelphia, and Williamsport to Railimore.
 19:20 p. m. Train 4: daily for Sunbury, Harrishurg and principal intermediate stations, arriving at Philadelphia, and Williamsport to Railimore.
 19:20 p. m. Train 4: daily for Sunbury, Harrishurg and principal intermediate stations, arriving at Philadelphia, and Williamsport to Railimore.
 19:20 p. m. Train 4: daily for Sunbury, Harrishurg and principal intermediate stations, arriving at Philadelphia, and Williamsport to Railimore.
 19:20 p. m. Train 4: daily for Sunbury, Harrishurg and principal intermediate stations, arriving at Philadelphia, and Williamsport to Railimore.
 19:20 p. M. Washington. Says m. Yeshington 5:30 p. M. WestWard Daile and Says and part and principal intermediate stations and washington. WESTWARD WESTWARD 3:30 a. m.-Train 7, daily for Buffalo via m.-Train 9, daily for Erie, Ridg-and week days for DuRois, Clermons way, and week days for DuBois. Clermont and principal intermediate stations. 3:44 a. m.--Train 3, daily for Eric and inter-

DIVISION. Low Grade Division.

STATIONS.

d Hank.

New Bethicher Oak Ridge Maysville Summerville

rookville

Fuller Pancoast Fulls Creek

nfield.

STATIONS.

[Eastern Standard Time.]

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Philadelphia & Erie Railroad Division.

In effect March, 18, 1901. Trains loave

n effect March, 18, 1901. Trains loave Driftwood as follows: EASTWARD 30 a. m-Train 12, weekdays, for Sunbury, Wilkesbarre, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate sta-tions, arriving at Philadelphia 6.23 p. m., New York, 5130 p. m.; Baltimore, 5100 p. m.; Washington, 7:15 p. m. Puliman Parlor car from Williamsport to Philadelphia and pas-senger coaches from Kane to Philadelphia and Williamsport to Baltimore and Wash-ington.

9' in

mediate points, 4:00 p. m.-Train 15, daily, for Buffalo via Emporium. 5:45 p. m.--Train 15, weekdays for Kane and Intermediatestations.

WEEKDAYS arClermont iv Woodvale Quinwood Smith's Run Instanter Straight Gien Hazel ុ តា ly Ridgway ar 9.35 9.38 p.m 2 15 2 (8 ar Ridgway ly Island Run



and wool materials,



The gentlemen apologized and obeyed, and after a short time of general conversation, one by one took their leave.

lingered among the last. Ronald eager to secure a few moments to himself. Nervously he walked around the drawing-room, looking at the pictures he had seen a 100 times before, picking up and laying down the elegant volumes, and feeling about as cool and collected as most men would under the circumstances.

How brilliant Mabel looked, leaning prainst the door, as she chatted with young Syles! How she could endure ch a popinjay was more than Ronald could tell, and here she was laugh ing and talking with him as if Ronald was a 1000 miles away.

It certainly wasn't polite to stand with her back to him, and it must have been for half an hour. Here Ronald pulled out his watch. No, it was only eight minutes! What in the world was Syles staying so late for? It was very absurd in Mabel to make herself so fascinating to everybody. Poor Ronald, in his excitement ood glaring at them in utter disregard of courtesy. Well was it for him that Mabel did not see him?

At last Syles bowed himself out The expectant moment had come.

Mabel turned, but her brilliancy had wanished. Instead of the smile with hich she was wont to meet Ronald er face was cold. Instead of sink ing on a chair for their usual parting phat, she stood still and looked at her

"I had no idea it was so late," sh remarked.

Ronald stood transfixed. The change in her was so sudden, so marked, he bould not understand it. But what could he say? To speak

of love at such a moment was impossie. But he could not go silently. "Mabel-Miss Leigh," he began, der

Well, sir?" was the cool answer

"Weil, sir?" was the coal answer from the cool belle. "May I--that is, will you allow me to speak of myself?" "No, sir?" came clear and short. "Not now," said Norton, hurriedly, Phomogrow-another time?"

ther now nor ever!" was the

gentleman with a grave, handsome and the roadbed new. The line is to face and reserved air, which gave a sort of fascinating melancholy to him; and although perfectly courteous, he kept aloof from all, seeming to

prefer his book or silent meditation to all company. Hour after hour he spent gazing upon the foaming billows, the matchless sunsets, the lovely moonlights of ocean.

Poor Mabel and Etta were both de prived of these enjoyments. Etta being dreadfully seasick, and Mabel too worn and miserable to leave her room. They had been out nearly a fortnight when Mr. Syles insisted on Mabel's going on deck, declaring it a shame that she should lose the pleasures of the trip, which was so near-

ly over So Mabel summoned all her strength and went with him.

It was a magnificent night. The full moon, glittering on the water, and reflected back by each wave, tinged everything with silver.

Mabel was entranced. She took Mr. Syles' arm and walked up and down once or twice, but her step was languid, and she grew weary.

Mr. Syles proposed that she should sit awhile, so he prepared a seat for her, and wrapped her mantle round her, but she shivered.

"Why, you haven't half enough round you! It's always cool up here," he declared.

And off went the kind soul for anther shawl.

Mabel waited alone, watching the groups around.

A gentleman, smoking a cigar, had been sitting some distance off. He threw it away and rose as if to go below.

As he was passing Mabel he stopped suddenly.

She turned her face inquiringlyand Ronald Norton sprang toward her. "Mabel!" was all he said, but the love-light which flashed over his face and the thrill that shot through each leart, in their passionate handclasp, told the truth.

Mabel could not utter one word, but lay panting with the glorious life that had suddenly opened for ber. No weary hours now-no languid indifference-but two noble hearts,

-44

be entirely rebuilt after it is once opened. When this regeneration is effected, and 30 or 35 miles an hour is possible, nearly a week can be saved in that part of the world. By that time doubtless a day or two can also be gained in Europe, another in crossing the American continent, one more on the Atlantic, and at least three on the Pacific. Before the first quarter of the present century has elapsed, then a man who has good luck in making connections can probably go round the world inside of five weeks .- New York Tribune.

Animals That Weep.

"He cried like a calf," is a remark sometimes heard. It is no disgrace for a calf to cry, and he sheds tears in quantities when his emotions justify them. It is even easier for him to cry than for many other animals, because his lachrymal apparatus is perfect and very productive. A scientific writer says that the ruminants are the animals which

weep most readily. Hunters have long known that a deer at bay cries pro fusely. The tears will roll down the nose of a bear when he feels that his last hour is approaching. The big, tender eyes of the giraffe fill with tears as he looks at the hunter who has wounded him. Dogs weep very easily. The dog has tears both in his eyes and voice when his beloved master goes away and leaves him tied up at home. Some varieties of monkeys seem to be particularly addicted to crying, and not a few aquatic mammals also find it easy

to weep when the occasion requires it. Seals, in particular, are often seen to Elephants weep profusely when

wounded or when they see that escape from their enemies is impossible. The animals here mentioned are the chief ones that are known to weep, but there is no doubt that many others also display similar emotion.-La Nature.

A London journal declared that of the 700,000 children of school age in the London school board area, 100,000

are always absent.

PEASANT WAIST AND PRINCESS SKIRT.

faced with Louisine moire and the graceful frill, forming a bertha, outtrimming is a simple black passemen- lines the low round neck. As shown terie, but simple stitching is sufficient the full portion is made over a body or a band of stitched cloth or silk can | lining which is cut away under the be used as a finish. yoke, but such details must be varied

The fronts are fitted with single to suit the material and the occasion. darts and are turned back to form the The sleaves are in elbow length and revers. The back is seamed at the terminate in graceful frills. The colcentre, to ensure a curve at the waist lar is of moderate depth and, like the line, and includes side-backs and un- yoke, is unlined.

der-arm gores. The neck is finished The skirt is finished with a deep

with a pointed Aiglon collar that extends across the back and fronts to meet the revers. The sleeves are in bishop style with straight band cuffs. To cut this jacket for a woman of medium size two and one eighth yards of material forty-four inches wide or one and three-quarter yards fifty inches wide will be required.

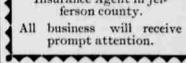
A Fetching Gown. The princess skirt has taken a recognized place among the styles for young girls as well as those designed for their elders. It is excellent for gown of all sorts but lends itself to the odd skirt for wear with peasant and shirt walsts, and to the bolero or Eton suit with singular success. All the season's materials, silk, wool and linen, are appropriate, and are used, but the May Manton original shown in the large drawing is made from Princess crepe in soft pastel tan, and is trimmed with applique bands of Persian embroidery in the duller "old" tones, and is worn with a peasant

bodice of cream silk mull. The skirt is cut in five gores and is fitted over the hips by means of darts that run to the upper edge of the bod-ice portion. The fulness at the back

COSTUME FOR A GIBL is laid in an inverted pleat that enfrill at the lower edge and is laid in sures the snug fit essential to correct style and provides ample folds and tucks at the belt to give the fashionable yoke effect. flare at the lower portion. At the

lower edge is a shaped circular flounce that adds greatly to the effect, but which can be omitted when the skirt is desired plain. The bodice portion years of age seven yards of material twenty-one inches wide, five and a quarter yards thirty-two inches wide is pointed back and front and include or four yards forty-four inches wide straps that are worn over the shoul-ders and serve to hold it in place. will be required, with three-eight yards of inserted tucking for yoke and To cut this skirt for a miss of foureventeen yards of lace insertion to teen years of age eight and one-eight trim as illustrated.

Fire insurance SINCE 1878. NORWOOD G. PINNEY, Ag't., Brookville, Pa. JOHN TRUDGEN, Solicitor, Reynoldsville, Pa. SOLID INDEMNITY. Twelve first-class companies represented. The oldest established Fire Insurance Agent in Jef-



Silk, Rice and Indigo Cultivation.

The culture of silk has been attempt ed several times in Carolina, says 80.78 Pearson's Magazine. The first Hugue-nots brought over silk worm eggs that hatched on the voyage, so that the worms perished for want of food. Sir Nathaniel Johnson, however, at his plantation, Silk Hope, was more succossful in 1639. While he was gov ernor, a few years later, he realized several hundred pounds a year from this industry. But the eggs frequently hatched before the mulberry plied food, and the experiment failed tinally. The cultivation of rice was more successful. Accounts differ as to its introduction. The most interest-ing is that while Thomas Smith was governor, 1693, a ship captain from Madagascar gave him a bag of rough rice, which he distributed among his friends. The experiment was so suc cessful that to-day rice is one of the staple crops of South Carolina. Indigo had been introduced, but its culture had falled, although wild in-

digo grew abundantly. A second ex-periment was made, about 1741, by Miss Eliza Lucas, daughter of governor of Antigaa, who was in Carolina on her father's place. Her efforts

were crowned with success, and her father's gift to her when she married Pinckney was the crop of in Charles digo on his Wappoo place. The total crop for the colony netted a million pounds a year. This remarkable wo-man was the mother of Charles Cotes-worth and Thomas Pinckney.

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 p.m. a.m. a.m. p.m. p.m. p.m. p.m. Consult ticket agents. J. B. HUTCHINSON J. R. WOOD, Gen Manager Gen. Pass. Ag't. BUFFALO, ROCHESTER & PITTS-TIME TABLE. On and after February I, 1901, passen-ger trains will arrive and depart from Reyn-oldsville station, daily, except Sunday, as follows: BURGH RAILWAY.

2.50 p. m. Week days only. For Falls Creek, DuBols, Curwensville, Clearfield, Punxsu-tawney, Butler, Pittaburg, Brockwayville, Ridgwig, Johnsonburg, Mt. Jewett and Bradford.

Bradford. ABRIVE. 1.35 p. m. Week days only. From Clearfield, Curwensville, Falls Creek, DuBois, Pitts-burg, Builer and Punxsutawney. TRAINS LEAVE FALLS CREEK.

TRAINS LEAVE FALLS CREEK. SOUTH BOUND.
2.57 a.m. Daily, Night Express for Punxsu-tawney, Dayton, Butler and Pittsburg, Poliman sleepers.
2.64 a.m. and s.20 p.m. Week days only. For Du Bois, Stanley, Sykes, Big Run and Punx-sutawney.
2.44 p.m. Daily. Vestibuled limited. Re-clining chair and cafe cars. For Punsau-tawney. Dayton, Butler and Pittsburg.
2.54 a.m. Daily. Night Express for Ridgway, Johnsonburg, Buffalo and Rochester.
2.56 p.m. Week days only. Pullman sleepers. For Brockwayyille, Bidgway, Johnsonburg, Mc Jewett and Bratford.
2.57 p.m. Daily. Vestibuled limited. Re-clining chair and cafe cars. For Ridgway, Johnsonburg, Bradford, Buffalo, and Roch-ester.
2.65 p.m. Daily. Vestibuled limited. Re-clining chair and cafe cars. For Ridgway, Johnsonburg, Bradford, Buffalo, and Roch-ester.
2.65 p.m. Week days only. Accommodation

ester. 1.65 p. m. Week days only. Accommodation for Roynoidsville. Trains for Curwensville, Clearfield and inter-mediate stations leave Falls Creek at 7.38 a. m., and 2.40 p. m. Thousand mile tickets good for passage over any portion of the R., R. & P. and Beech Creek railroads are on sale at two (2) cents set mile.

For tickets, time tables and full informa-for tickets, time tables and full informa-tion apply to E. C. DAVIS, Agent, Reynoldsville, Pa. E. C. LAPEY, Gen. Pas. Agent, Rochester, N. Y.

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To cut this costume for a girl of eight

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