PENNSYLVANIA RAILROAD.

BUFFALO & ALLEGHANY VALLEY DIVISION.

Low Grade Division.

In Effect March 24, 1902. (Eastern Standard Time.

EASTWARD.

STATIONS.	No 109 A. M.	No. 113 A. M.	No.101 A. M.	No 105 P. M.	No 107 P. M.
Pittsburg	....	$ 6 15	$ 9 00	$ 1 10	* 5 05
Red Bank	....	9 28	11 10	4 05	7 55
Lawsonham	....	9 40	11 22	4 18	8 07
New Bethlehem	....	10 13	11 47	4 50	8 37
Oak Ridge	....	10 20	....	4 58	*8 43
Maysville	....	10 26	11 56	5 04	*8 49
Summerville	....	10 43	....	5 21	*9 06
Brookville	$ 6 10	11 00	12 24	5 39	9 22
Iowa	*6 21	*11 10	....	*5 50	9 31
Fuller	*6 28	*11 16	....	*5 58	*9 37
Reynoldsville	6 44	11*32	12 52	6 15	9 50
Pancoast	*6 51	*11 40	....	*6 20	....
Falls Creek	6 58	11 48	1 12	6 30	10 05
DuBois	7 05	*11 55	1 23	6 40	*10 10
Sabula	7 17	....	1 37	6 52	
Winterburn	7 20	....	1 50	7 05	
Pennfield	7 25	....	1 53	7 10	
Tyler	7 43	....	2 03	7 18	Note.
Benezette	8 00	....	2 20	7 44	
Grant	*8 18	....	*2 38	*7 53	
Driftwood	$ 8 45	....	$ 3 05	$ 8 20	
	A. M.	A. M.	P. M.	P. M.	P. M.

Train 901 (Sunday) leaves Pittsburg 9.00 a. m., Red Bank 11.10 Brookville 12.41, Reynoldsville 1.14, Falls Creek 1.29, DuBois 1.35 p. m.

WESTWARD

STATIONS.	No 108 A. M.	No 106 A. M.	No 102 A. M.	No. 104 P. M.	No. 110 P. M.
Driftwood	....	$ 6 15	$11 20	....	$ 5 35
Grant	....	*6 41	*11 46	....	*6 17
Benezette	....	6 50	11 55	....	6 26
Tyler	....	7 17	12 22	....	6 52
Pennfield	....	7 25	12 30	....	7 00
Winterburn	....	7 30	12 35	....	7 05
Sabula	....	7 44	12 49	....	7 18
DuBois	*6 20	8 00	1 05	$5 10	7 35
Falls Creek	6 27	8 10	1 20	5 17	7 42
Pancoast	*6 32	....	....	*5 21	*7 48
Reynoldsville	6 44	8 23	1 32	5 30	7 58
Fuller	*6 56	*8 35	....	*5 44	*8 12
Iowa	*7 04	....	....	*5 49	*8 18
Brookville	7 15	8 50	1 59	6 00	*8 30
Summerville	7 30	*9 03	*2 12	6 15	....
Maysville	7 47	*9 18	*2 25	6 32	....
Oak Ridge	7 53	*9 22	....	6 38	....
New Bethlehem	8 01	9 30	2 38	6 45	....
Lawsonham	8 31	9 57	3 06	7 18	....
Red Bank	8 45	10 10	3 20	7 30	....
Pittsburg	*11 15	$12 35	$ 5 30	$10 15	....
	A. M.	P. M.	P. M.	P. M.	P. M.

Train 942 (Sunday) leaves DuBois 4.10 p. m. Falls Creek 4.17, Reynoldsville 4.30, Brookville 5.00, Red Bank 6.50, Pittsburg 9.30 p. m.

Trains marked * run daily; $ daily, except Sunday; † flag station, where signals must be shown.

Philadelphia & Erie Railroad Division

In effect March 24th, 1902. Trains leave Driftwood as follows:

EASTWARD

9:00 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 Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

12:50 p. m.—Train 8, daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:32 p. m., New York 10:23 p. m., Baltimore 7:30 p. m., Washington 8:35 p. m. Vestibuled parlor cars and passenger coaches, Buffalo to Philadelphia and Washington.

4:00 p. m.—Train 6, daily, for Harrisburg and intermediate stations, arriving at Philadelphia 4:25 A. M.; New York, 7.33 a. m.; Baltimore, 2.30 a. m.; Washington 4.05 A. M. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M.

11:05 p.m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 7:22 A. M.; New York, 9:33 A. M. on week days and 10.38 A. M. on Sunday; Baltimore, 7.15 A. M.; Washington, 8.30 A. M. Pullman sleepers from Erie, and Williamsport to Philadelphia, and Williamsport to Washington. Passenger coaches from Erie to Philadelphia, and Williamsport to Baltimore.

12:27 p.m. —Train 14, daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:22 a. m., New York 9:23 a. m. weekdays, (10.53 a. m., Sunday) Baltimore 7.15 a. m., Washington, 8.30 a. m. Vestibuled buffet sleeping cars and passenger coaches, Buffalo to Philadelphia and Washington.

WESTWARD

3:33 a. m.—Train 7, daily for Buffalo via Emporium.

4:58 a. m.—Train 9, daily for Erie, Ridgway, and week days for DuBois, Clermont and principal intermediate stations.

9:44 a. m.—Train 3, daily for Erie and intermediate points.

3:48 p. m.—Train 15, daily for Buffalo via Emporium.

5:45 p. m.—Train 61, weekdays for Kane and intermediate stations.

JOHNSONBURG RAILROAD.

a. m.	WEEKDAYS.	a. m.
10 45	ar Clermont lv	11 00
10 38	Woodvale	11 04
10 35	Quinwood	11 07
10 31	Smith's Run	11 10
10 25	Instanter	11 16
10 20	Straight	11 21
10 11	Glen Hazel	11 28
9 55	Johnsonburg	11 40
9 40	lv Ridgway ar	12 01

RIDGWAY & CLEARFIELD RAILROAD and Connections.

p.m.	p.m.	a.m.		a.m.	p.m.	p.m.
2 30	2 15	9 35	ar Ridgway lv	7 00	12 10	4 12
2 23	2 08	9 28	Island Run	7 07	12 17	4 22
....	2 03	9 23	Carn'n Crossfr	7 12	....	4 27
2 09	1 54	9 15	Croyland	7 21	12 30	4 35
2 05	1 51	9 11	Shorts Mills	7 25	12 33	4 39
1 51	1 47	9 07	Blue Rock	7 28	12 36	4 42
1 57	1 43	9 02	Carrier	7 33	12 40	4 46
1 47	1 33	8 53	Brockway'v'l	7 43	12 50	4 56
1 43	1 28	8 47	Lanes Mills	7 47	12 54	4 59
....	....	8 43	McMinn Smt	7 51	....	5 03
1 31	1 19	8 35	Harveys Run	7 54	1 03	5 07
1 30	1 15	8 35	lv Falls C'k ar	8 00	1 10	5 15
1 10	1 05	8 25	lv DuBois ar	8 15	1 25	5 30

6 30	1 13	6 58	ar Falls C'k lv	8 10	1 20	5 17
6 12	12 52	6 41	Reynoldsville	8 23	1 32	5 30
5 30	12 24	6 10	Brookville	8 50	1 59	6 00
4 50	11 47		New Beth'l'm	9 30	2 38	6 45
4 05	11 10		Red Bank	10 10	3 20	7 25
1 30	9 00		lv Pittsburg ar	12 35	5 30	10 15
p.m.	a.m	a.m.		p.m.	p.m.	p.m.

For time tables and additional information consult ticket agents.

J. B. HUTCHINSON, Gen Manager — J. R. WOOD, Gen. Pass Agt

TWO MEN AND A MORAL.

An Incident That Supplies Considerable Food For Thought.

These ought ye to do and not to leave the others undone.

A pale young man sat down on a bench in the park. He put a torn bag of tools under the bench.

A small, red faced man came behind him. He stooped to steal the bag.

The pale man turned and said in a slow, tired way: "Drop that. It ain't worth stealing."

The ruddy man said, "Not if you're lookin'."

The pale man set the bag at his feet and said:

"It's a poor business you're in."

"You don't look as if yours was any better." He sat down. "What's your callin'?"

"I'm an ironworker; bridge work."

"Don't look strong enough."

"That's so. I'm just out of the hospital; got hurt three months ago."

"I'm just out of hospital, too," he grinned.

"What hospital?"

"Sing Sing."

"What? Jail?"

"Yes; not bad in winter, either. There's a society helps a fellow after you quit that hospital. Gives you good clothes too."

"Clothes? Is that so?"

"Gets you work"—

"Work—good God! I wish they'd get me some."

"You ain't bad enough. Go and grab somethin'. Get a short sentence; first crime. Come out and get looked after by nice ladies."

"My God!"

"Didn't they do nothin' for you when you got out of that hospital?"

"No! Why the devil should they? I'm only an honest mechanic. Are you goin'?"

"Yes. I've got to go after that job. It'll give me time to look about me. Gosh, but you look bad! Goodby."

The ruddy man rose, looked back, jingled the few coins in his pocket, hesitated and walked away whistling.

The pale man sat still on the bench, staring down at the ragged bag of tools at his feet.—Dr. Weir Mitchell in Century.

SOME WRITERS.

Buffon wrote in lace ruffles and Alexandre Dumas in shirt sleeves.

Milton composed his "Paradise Lost" on a large armchair, with his head thrown back.

Bret Harte's first literary success was a little book called "Condensed Novels," in which he parodied some prominent novelists of the day.

Austin Dobsin, the poet, wanted in early life to be an engineer and was preparing for that profession when his parents persuaded him to enter the civil service.

When Fox had eaten heartily, he would retire to his study, envelop his head in a napkin soaked in vinegar and water and work sometimes ten hours in succession.

Allison is said to have consumed twenty-four years in the preparation of his "History of Europe," but many important literary enterprises were also carried on by him during this time.

It is related of Hall Caine, the novelist, that he once worked in the Laxey lead mines, in the Manx mountains, in place of a young man who was ill to keep the young fellow's position for him.

Mrs. Bolton, the Indiana composer of the once popular song "Paddle Your Own Canoe," received the inspiration to write while sewing and fitting the first carpets for the old statehouse of Indiana.

A College Man and a Quotation.

Some one once said, "A Harvard man knows all literature but the Bible," a startlingly sweeping generality, but not without truth so far as the Bible is concerned. A case in point came to light the other day. Two Harvard men were reading together some famous modern orations, one of them a eulogy. The eulogy closed with the words: "O death, where is thy sting? O grave, where is thy victory?"

"What a beautiful close!" exclaimed one of the students enthusiastically. "The man who wrote such a sentence as that proves that the grand style in prose did not die with the eighteenth century."

It should be added in fairness that the other student was a churchman and said nothing.—New York Tribune.

"It's the Cut."

An aged country rector who had an old tailor as his clerk, returning from his church one Sunday with the latter, thus addressed him:

"Thomas, I cannot think how it is that our church should be getting thinner and thinner, for I am sure I preach as well as ever I did and ought to have far more experience than I had when I first came among you."

"Indeed," replied Thomas. "I'll tell you what: old parsons nowadays are just like old tailors, for I'm sure I sew as well as ever I did in my life, and the cloth is the same, but it's the cut, sir, ah! it's the new cut."—Pearson's.

Diogenes and Dogs.

Diogenes died from the bite of a dog, and his last request to the neighbors was that they throw his body into the alley for the dogs to eat, but they refused to do so and gave him a noble funeral and erected a monument in his honor, upon which was carved the figure of a dog, the symbol of his life.—Chicago Record-Herald.

Discouraging.

Jester—Poor old Skinflint has his troubles!

Jimson—What! Why, he's making barrels and barrels of money.

Jester—I know, but the price of barrels has gone up.—Boston Transcript.

HAVE WOMEN INTUITION?

One Writer Says They Have Never Shown It In Literature.

Literature is the final expression of human thought. If women can lay claim to a special faculty of intuition, why do they not manifest it in their writings? Intuition, if it means anything, means the faculty that gets down to the germ of actions and characteristics and focuses external traits into a central verity recognizable to the general public. Now, there are more female writers than male. No woman poet has ever written an inevitable line, a line that flashes spontaneously out of the unknown and casts an illuminating light upon the abyss. Woman has added practically nothing to our stock of familiar quotations. Take down your Bartlett or your anthology, and you may be surprised to find that from Mrs. Browning to Mrs. Meynell women have never coined a phrase which has passed into the common currency of speech. Mrs. Browning has indeed written fine lines, but nothing of hers can be said to have become a household word.

Nor has any woman novelist created any character that is generally recognized as typical. George Eliot has come closest with her Tito Melema and Mrs. Poyser. You would appeal only to the educated few if you described a person as a Tito or a Poyser. But call a man a Don Quixote, a Micawber, a Dogberry, a Falstaff, a Colonel Newcome, a Blifil, a Parson Adams or Bob Acres, call a woman a Mrs. Malaprop, a Becky Sharp, a Beatrice, a Diana Vernon, a Meg Merrilies, and even the illiterate will mentally classify the individual as you wish him or her to be classified.

"Ah, but," you say, "in real life women are the true intuitions. They size up a man or a woman at a glance. They are never mistaken when they trust to their instincts."

I can only testify to my own experience. I have not found that women's snap judgments of character are imbued with any special verity. They form likes or dislikes quicker than a man does because they are quicker on the trigger of conjecture. They can only be one of two things, right or wrong. If time proves that they are right, as they must be in 50 per cent of cases, the right guess is remembered and treasured up by the slower minded man as an extraordinary instance of intuition. The wrong guess is forgotten.—William S. Walsh in Era.

To Save Tempers and Collars.

"You button your collar the wrong way," said the salesman as he was selling neckwear to a customer.

"How is that?"

"You have buttoned the right side last. Now, when you go to take it off you will have to tug at the end of the collar and crumple it, because you can't get a proper hold of it, but if you had the left end on top you could get it off easily, then loosen the collar behind, and the right end could be easily detached. That's why men have so much trouble taking off well laundered collars. Remember to fasten the right side first and then the left, and you will save your collars and your temper."

"I never supposed there was a right and a wrong way of putting on collars."

"Try both ways and you will see."—New York Times.

Astronomical Solutions.

Though 300 years have elapsed since the death of Tycho Brahe, it appears that we are in many lines almost as far from the ultimate goal as when he began the great work of exploring the skies before the days of Kepler, when all Europe was slumbering in intellectual darkness. The science of the stars indeed has been refined and perfected in an unparalleled degree and infinitely extended in all directions, but with the bounds of darkness pushed back step by step the goal is not and never will be in sight. An infinity of objects and causes and an endless variety of phenomena are yet to be explored, and the work of the mind is rather a process of development to the perfect understanding of the universe than the solution of a simple mathematical problem. —Atlantic Monthly.

She Got a Thrifty Husband.

Mrs. Smith—I reckon our Jane has got a first rate husband.

Mrs. Brown—Well, you ought to be thankful.

Mrs. Smith—I hope I am, Gusty. Of course he isn't much to look at, and he ain't oversmart, but there's one thing, and that is he's saving. Why, the very first day after the marriage he told Jane she'd better let him take the engagement ring back and get the money returned. He said there was no longer any use for her to wear it now that she was married.—Boston Transcript.

Out of Place.

Grocer—What have you been doing in the cellar so long?

Grocer's Apprentice—I have been cleaning out the sirup measure. It was so choked up that it didn't hold more'n half a quart.

Grocer—Oh, that's what you've been doing? Well, you take your hat and go home and tell your father to put you into the tract distributing business. You ain't fitted for the grocery trade.—London Answers.

The Appropriate Vehicle.

"She seems to be a stickler for doing everything appropriately."

"I should say so. She always does her marketing in a basket phaeton."—Cincinnati Commercial Tribune.

Gossip is unfair. It is more persistent about a man under suspicion than it is about a man well known to be tough.—Atchison Globe.

An Ingenious Bear Trap.

The Mexicans in California had an ingenious method of trapping bears before the advent of the Yankees brought modern firearms into the region. A piece of meat was nailed to the stout horizontal limb of an oak tree. From a limb five or six feet above a rope was suspended, to the end of which a large stone was made fast so that it hung about six inches above and a trifle nearer the trunk than the meat on the lower limb.

When a bear smelled the meat from afar, he would climb up the tree and make his way to the bait. In doing so he would push the stone pendulum to one side. Just as he was about to fasten his teeth in the meat the stone would swing back and bang his head. This would arouse the anger of the bear, and he would give the stone a sweep of his paw which would send it swinging farther out. The consequence was a harder bang and more anger. The more he struck the stone the harder he would be hit in return until from ferocious anger he would lose his caution and attack the pendulum with all his vigor. One powerful sweep, then bang! and bruin would be tumbled out of the tree to the rocks below, where, disabled by his fall, he would be at the mercy of those who set the trap whenever they chose to take him.

The Disadvantages of Heroism.

It would be a good thing if in our public school courses in heroism to teach the boys and girls that, after all, while heroism is a fine thing and a great thing, it is a most uncomfortable thing and that possibly, on the whole, the best and most lasting work that is accomplished in life comes from a steady application of all one's best energies to a noble purpose, meeting with honest and patient effort the emergencies and vexations of daily life and holding true to the middle course, which assures success without bringing notoriety. A fixed purpose to do well that which one has to do will in the end bring laurels of more permanent value to the world at large and to the unheralded band that achieves its purpose than those which are even worthily bestowed upon the brow of him who avails himself of an unusual chance in an abnormal fashion.—Harper's Weekly.

Smothered In Roses.

The Sybarites slept on beds stuffed with rose leaves; the tyrant Dionysius had his couch filled with them; Verus would travel with a garland on his head and around his neck, and over his litter he had a thin net, with rose leaves intertwined; Antiochus luxuriated upon a bed of blooms even in winter days and nights, and when Cleopatra entertained Antony she had roses covering the floor to the depth, it is said, of an ell.

We are told that Heliogabalus supplied so many at one of his banquets that several of his guests were suffocated in the endeavor to extricate themselves from the abundance—victims of a surfeit of sweet odors.

Tart Repartee.

Of Sir William Harcourt Disraeli once said in his affectedly cynical way, "He has the three essential qualifications of success in politics—a fine person, a loud voice and no principles."

To this when it was repeated to him Harcourt rejoined, "Leaving out the first two qualifications, it might almost be applied to 'Dizzy' himself."

BUFFALO, ROCHESTER & PITTSBURGH RY.

CONDENSED TIME TABLE

IN EFFECT JAN. 5, 1902.

NORTH BOUND.

EASTERN TIME.	12	6	8	14	2
Leave.	A. M.	A. M.	P. M.	P. M.	P. M.
Pittsburg	....	* 1 00	....	† 4 10	*10 00
Allegheny	....		....		
Butler	....	10 12	....	5 21	11 22
Craigsville	....	....	....	5 55	11 57
West Mosgrove	....	....	....	6 20	....
Echo	....	11 25	....	6 39	....
Dayton	....	....	....	6 50	12 49
Punxsutawney ar	A. M.	12 08	P. M.	7 30	1 20
Punxsutawney lv	† 5 50	12 10	† 2 20	7 30	1 22
Big Run	6 06	....	2 36	7 43	1 38
C. & M. Junction	6 30	....	3 00	8 06	....
DuBois	6 40	12 50	3 10	8 15	2 05
Falls Creek	6 50	12 57	3 20	P. M.	2 12
Brockwayville	A. M.	1 10	3 39	....	2 28
Ridgway	....	1 42	4 17	....	3 06
Johnsonburg	....	1 54	4 31	....	3 19
Mt. Jewett	....	2 45	5 29	....	4 14
Newton	....	3 01	5 48	....	....
Bradford	Ar.	3 30	6 20	....	5 00
		A. M.	P. M.	P. M.		A. M.
Buffalo	Ar.		6 30	....	....	7 15
Rochester	....		† 7 50	....	....	8 45
Arrive.		A. M.	P. M.	P. M.	P. M.	A. M.

Additional train leaves Butler for Punxsutawney 7:30 A. M. daily, except Sundays.

SOUTH BOUND.

EASTERN TIME.	13	9	3	11	7
Leave.	A. M.	A. M.	A. M.	P. M.	P. M.
Rochester	....	....	† 7 45	....	* 9 00
Buffalo	Lv.	....	* 9 00	....	10 15
Bradford	Lv.	A. M. † 7 45	P. M. 12 10	P. M.	A. M. 12 45
Newton	....	8 20	12 39	....	....
Mt. Jewett	....	8 42	12 55	....	1 32
Johnsonburg	....	9 25	1 42	....	2 21
Ridgway	....	9 49	1 56	....	2 37
Brockwayville	....	10 24	2 30	P. M.	3 11
Falls Creek	A. M.	10 42	2 47	8 40	3 25
DuBois	† 6 40	10 53	2 55	8 50	3 34
C. & M. Junction	6 47	11 00	....	8 57	....
Big Run	7 13	11 24	....	9 21	4 02
Punxsutawney ar	7 25	11 40	3 35	9 40	4 18
Punxsutawney lv	7 30	A. M.	3 35	P. M.	4 25
Dayton	8 11	....	....	....	4 58
Echo	8 25	....	4 19	....	....
West Mosgrove	8 40	....	....	....	....
Craigsville	9 03	....	....	....	5 46
Butler	9 47	....	5 34	....	6 11
Allegheny	....	11 00	....	6 45	....	7 36
Pittsburg	....					
Arrive.		A. M.	A. M.	P. M.	P. M.	A. M.

Additional train leaves Punxsutawney for Butler 4:15 P. M. daily, except Sundays.

CLEARFIELD DIVISION.

75	73	EASTERN TIME.	70	72
P. M.	P. M.	Arrive. Leave.	A. M.	P. M.
....	1 25	.... Reynoldsville	....	† 2
8 30	1 05	.... Falls Creek	† 7 00	2
8 20	12 55	.... DuBois	7 07	3
8 11	12 28	.... C. & M. Junction	7 12	3
7 31	11 49	.... Curwensville	7 48	4
7 18	11 38	.... Clearf'd, Mkt. St.	8 00	4
† 7 10	† 11 30	.... Clearf'd, N. Y. C.	8 10	4
P. M.	A. M.	Leave. Arrive.	A. M.	P. M.

* Daily. † Daily except Sunday.

EDWARD C. LAPEY, General Passenger Agent, Rochester, N. Y.

(Form N. P. 2.)