

PENNSYLVANIA'S NEW ROAD LAW

New Highway Department Created to Improve Highways.

STATE PAYS TWO-THIRDS COST

Balance of Cost is Divided Between
County and Township in Which
Work is Done—\$6,500,000 Appro-
priated, of Which \$500,000 is Avail-
able This Year.

AN ACT
Providing for the establishment of a
State Highway Department, by the
appointment of a State Highway
Commissioner and staff of assistants,
and defining the powers and duties
thereof; authorizing the State High-
way Department to co-operate with
the several counties and townships,
and with boroughs in certain in-
stances, in the improvement of the
public highways and the maintenance
of improved highways; providing for
the application of counties and town-
ships for State aid in highway im-
provement and maintenance; provid-
ing for the payment of the cost of
highway improvements, made under
the provisions of this act, by the
State, the counties, and the town-
ships, and making an appropriation
for this purpose.

Whereas, it is of great importance
to the people of this Commonwealth
that the public highways should be
systematically improved, and that
the several counties and townships
should be given the aid and encourage-
ment of the State in the building and main-
tenance of improved highways; there-
fore—

Section 1. Be it enacted, &c., That
immediately upon the approval of this
act, a State Highway Department shall
be established by the appointment by
the Governor of the Commonwealth,
with the advice and consent of the
Senate, for a term of four years, of a
State Highway Commissioner, who
shall be a competent civil engineer,
and experienced in the construction
and maintenance of improved roads.
Said State Highway Commissioner
shall receive a salary of three thou-
sand five hundred dollars per annum,
and shall be allowed his actual travel-
ing expenses, not exceeding five hun-
dred dollars, while officially employed.
He shall furnish a bond in the sum of
twenty-five thousand dollars for the
faithful performance of his duty, said
bond to be approved by the Governor,
and he shall give his whole time and
attention to the duties of his position.
The said State Highway Commissioner
may appoint, as the work of the de-
partment requires it, and subject to
the approval of the Governor, one as-
sistant, who shall be a capable and
competent civil engineer and experi-
enced in road building, who shall re-
ceive an annual salary of two thou-
sand dollars, and shall be allowed his
actual traveling expense, not to exceed
five hundred dollars, when on official
business; and he shall also appoint a
chief clerk, at an annual salary of fif-
teen hundred dollars per annum, and
may employ an additional clerk who
shall be a competent stenographer, at
an expense not to exceed one thousand
dollars per annum. The State High-
way Commissioner may require any
employees of the Department to give
bond for the faithful performance of
their duty, in suitable and reasonable
amounts.

Section 2. The State Highway De-
partment shall be provided with suit-
able rooms in the State buildings at
Harrisburg, and its offices shall be open
at all reasonable times for the trans-
action of public business. The State
Highway Commissioner shall carry into
effect the provisions of this act and
all acts of Assembly providing for
the co-operation of the State in the
construction and maintenance of public
highways. He shall have charge of
the records of the State Highway De-
partment; and shall each year submit
to the Governor of the Commonwealth
a full report of the operations of the
Department, the number of miles, cost
and character of the roads built under
its direction, detailed statements of the
expenses of the Department, and such
other information concerning the con-
dition of the public roads of the State
and the progress of their improve-
ment as may be proper.

Section 3. Whenever the county com-
missioners of any county shall repre-
sent by petition to said State Highway
Department that any principal high-
way in said county, outside of the cor-
porate limits of any city or borough,
is not in a satisfactory condition for
comfortable or economical travel, and
ought to be reconstructed under the
provisions of this act, and shall fur-
nish to the said Department an accu-
rate plan of the layout, lines, profile
and established grade of such highway,
it shall be the duty of the State High-
way Commissioner to examine such
highway, or instruct one of his assist-
ants so to do and if in the judgment
of the State Highway Commissioner
said representation is well-founded, he
shall determine what changes should
be made in said existing highway, what
portion of it should be improved and
in what manner, and shall prepare ac-
curate plans and make careful detailed
estimates of the expense of the work,
which, in his opinion, should be done,
and report the same to the county com-
missioners of the county and the su-
pervisors or commissioners of the town-
ship or townships in which the said
highway may lie. If the said county
commissioners and township super-
visors or commissioners then de-
cide that it is advisable to go on with
the work as hereinafter provided, and
make the required agreements as here-
inafter specified, the State Highway

Department may, if the funds at its
disposal permit of so doing, contract
jointly with the county and township
or townships in which said highway
lies, to carry out the recommendations
of the State Highway Commissioner;
the cost of the same, including all the
necessary surveys, grading, material,
construction, relocation, changes of
grade, and expenses in connection with
the improvement of said highway, to
be borne in sixty-six and two-thirds
per centum by the State, sixteen and
two-thirds per centum by the county,
and sixteen and two-thirds per centum
by the township or townships in which
the portions of said highway, improved
as herein provided, may lie: Provided,
That the State aid shall be apportioned
among the several counties of the
Commonwealth according to the mil-
lage of township or county roads in
each county, but the said amount shall
remain in the State Treasury until ap-
plied for under the provisions of this
act; And provided, That any county
constructing county roads under the
provisions of the act of June twenty-
sixth, one thousand eight hundred and
ninety-five (Pamphlet law, three hun-
dred and thirty-six), and supplements
and amendments thereto, shall be en-
titled to receive the same amount of
State aid as if said roads were con-
structed under the provisions of this
act: And provided further, That if the
appropriation, so apportioned by the
State, shall not be so applied for a
period of two years after it has become
available, the amount so apportioned
and set aside for that county shall
be returned to the State Treasury, and
added to the appropriation for the cur-
rent year, and distributed anew under
the provisions of this act: And pro-
vided further, That nothing herein con-
tained shall prevent any county and
townships from agreeing to appropriate
a larger amount for such road im-
provement than the amounts specified
in this act: And provided, That coun-
ties and townships may agree among
themselves to contribute their com-
bined proportion of the thirty-three
and one-third per centum of the total
expense of construction, herein pro-
vided to be borne by them, in different
proportions from that hereinabove ap-
portioned; but in no case shall any town-
ship or county pay less than five per
centum of the entire expense of such
improvements: Provided, That the
county commissioners shall furnish,
under oath, to the State Highway Com-
missioner the total number of miles
of township or county public roads, by
townships, to the State Highway Com-
missioner.

Section 4. All highways improved un-
der the provisions of this act shall
conform to the standard of construc-
tion established by the State High-
way Department, as best adapted to
the locality in which they may be lo-
cated, with due regard to the topo-
graphy and natural conditions and the
availability of road-building materials,
and shall be constructed according to
the best engineering practice. No sec-
tion of highway improved under this
act shall be less than one-fourth mile
in length, nor shall the improved por-
tion thereof be less than twelve feet
in width. So far as is consistent with
the just and equitable administration
of this act, the State Highway Depart-
ment shall encourage a general system
of highway improvement.

Section 5. All work done under the
provisions of this act shall be by con-
tract, according to plans and specifica-
tions to be prepared by the State High-
way Commissioner and approved by
the county commissioners of the county
and the supervisors or commissioners
of the township or townships, as here-
inafter provided; and in awarding
said contracts the work shall be given
to the lowest and best bidder, with
the option upon the part of the State
Highway Commissioner, the county com-
missioners, or the township super-
visors or commissioners, to reject
any or all bids if they consider the
same unreasonable, or if the prices
named are materially higher than the
estimated cost of the work as pro-
vided for. Every person, firm or cor-
poration, before being awarded any
contract for the construction or im-
provement of any highway under the
provisions of this act, shall furnish a
bond, acceptable to the State High-
way Commissioner, in a sum equal to
the contract price of the work, condi-
tioned upon the satisfactory comple-
tion of the same and to save harmless
the State, county and the township or
townships, in which the work may lie,
from any expense incurred through the
failure of said contractor to complete
the work as specified, or for any dam-
ages growing out of the carelessness
of said contractor or his or its serv-
ants.

Section 6. Any township may, through
its supervisors or commissioners, be
authorized to bid for the construction
of such portion of any highway im-
provement, undertaken under the pro-
visions of this act, as may lie within
its limits; and any township submit-
ting such bid shall have the same con-
sideration as other bidders, and, if
awarded the contract, shall fulfill the
same and be subject to the same regu-
lations as are laid down for other bid-
ders.

Section 7. Upon the completion of
any highway, rebuilt or improved un-
der the provisions of this act, the
State Highway Commissioner shall im-
mediately ascertain the total expense
of the same, and apportion the said
total expense between the State, the
county and the township, or townships,
in the proportion hereinbefore provid-
ed; and in case the said improved high-
way shall extend into or through two
or more townships, he shall apportion
the proportion of the expense, afore-
said, to be borne by each township
among the several townships, in the
same proportionate parts as the cost
of the improvement within each town-
ship shall bear to the whole expense
of the improvement which has been
made according to the provisions of

this act; and the said State Highway
Commissioner shall certify the total
expense of said improvement to the
county commissioners and to the su-
pervisors or commissioners of the town-
ship, or townships, in which the im-
proved highway has been constructed,
respectively, apportioning the amounts to
be borne by the State, the county and
the township, or each township, as
provided by this act.

Section 8. The State's share of the
expense of highway improvement or
maintenance, under the provisions of
this act, shall be paid by the State
Treasurer upon the warrant of the
State Highway Commissioner, attested
by the chief clerk of the State High-
way Department, out of any specific
appropriations made by the legislature
to carry out the provisions of this act;
and the share of the county in which
said highway improvement, as herein
provided, has been made, shall be a
charge upon the funds of said county,
and shall be paid by the county treas-
urer upon the order of the county com-
missioners. The share of the township
or townships in which the said high-
way improvement, as herein provided,
has been made, shall be paid by the
township supervisors or commission-
ers, as other debts of said township or
townships are paid. The State High-
way Department, the county commis-
sioners of the county, and the super-
visors or commissioners of the town-
ship, or townships, in which any high-
way is being improved under the pro-
visions of this act, may, with the ap-
proval of the State Highway Commis-
sioner, make partial payments to the
contractor or contractors performing
the work, as the same progresses; but
not more than two-thirds of their pro-
portionate shares of the contract price
for the work shall be paid, in advance
of the full completion of the same,
by either the State Highway Depart-
ment, the county, and the township or
townships, so that at least one-third of
the full contract price shall be with-
held until the work is satisfactorily com-
pleted and accepted, and the exact
portions of the cost thereof apportioned
to the State, county and township,
or townships: Provided, That a cash
road tax be levied by each township,
where such road improvement is being
made, to meet the cost of such perma-
nent road improvement as is provided
in this act.

Section 9. Every contract authorized
to be made by the State Highway De-
partment, under the provisions of this
act, shall be made in the name of the
Commonwealth of Pennsylvania, and
shall be signed by the State Commis-
sioner of Highways and attested by the
Chief Clerk of the Department, and
shall be approved, as to form and leg-
ality, by the Attorney General or De-
puty Attorney General of the Common-
wealth. No contract for any highway
improvement shall be let by the State
Highway Department, nor shall any
work be authorized under the provi-
sions of this act, until the written
agreement of the county commissioners
of the county and the supervisors or
commissioners of the township, or
townships, in which said proposed im-
provement is to be made, agreeing to
assume their respective shares of the
cost thereof, as hereinbefore provided,
shall be on file in the office of the State
Highway Department, and shall have
been approved, as to form and leg-
ality, by the Attorney General or the Deputy
Attorney General of the Common-
wealth.

Section 10. The county commis-
sioners of any county may, upon the pre-
sentation to them of a petition from the
supervisors or commissioners of any
township, or of two or more adjoining
townships, representing that any prin-
cipal highway or section thereof, lying
within said township or townships, is
in need of reconstruction, and setting
forth that said township or townships
desire to take advantage of the provi-
sions of this act to improve said high-
way, pass a resolution petitioning the
State Highway Department to under-
take the improvement of the highway
or section thereof specified in the peti-
tion from the township or townships
aforesaid, and authorizing the assump-
tion by the county of its share of the
expense of said improvement, accom-
panying the said petition to the State
Highway Department with a map or
plan showing the layout, lines, profile
and grade of such highway, as here-
inafter provided: Provided, That where
the county commissioners petition the
State Highway Commissioner for the
improvement of a public road or parts
thereof, they shall state the kind of
material to be used or available for
such road.

Section 11. The supervisors or com-
missioners of any township in any
county of the Commonwealth may peti-
tion the county commissioners of
said county to make application to the
State Highway Department for the co-
operation of the State in the recon-
struction or permanent improvement
of prevailing in such township should be
not more than one-half the sworn aver-
age annual cost of maintenance, as set
forth in the petition of the supervisors
or commissioners of the said town-
ships.

Section 12. In case the county com-
missioners of any county shall neglect
or refuse to act upon the petition of
any township or townships for highway
improvement, as herein provided, or
shall refuse to petition the State High-
way Department for State aid in such
proposed improvement, after said town-
ship or townships shall have complied
with the conditions of this act in peti-
tioning said county commissioners, the
supervisors or commissioners of said
township or townships may, through
their proper officers, petition the court
of quarter sessions of said county for
the appointment of a jury of view to
examine into the necessity of said pro-
posed highway improvement; and upon
the said jury of view making a report
favorable to said improvement, and
with the approval of the court, it shall
be the duty of the county commis-
sioners of the county, and the super-
visors or commissioners of the town-
ship, or townships, in which any high-
way is being improved under the pro-
visions of this act, to petition the State
Highway Department for the co-operation
of the State in the said proposed high-
way improvement. In the manner here-
in provided. Said jury of view to be
appointed and compensated in the
same manner, and to have the same
powers, as juries of view for laying
out or changing public roads have by
existing law.

Section 13. The supervisors or com-
missioners of any adjacent townships,
in the same county, in which any por-
tion of a principal highway running
into or through said townships may
lie, may by resolution jointly petition
the county commissioners of their
county to make application to the State
Highway Department for the co-operation
of the State in repairing or re-
building said highway, as herein pro-
vided.

Section 14. Advertisements for propo-
sals for the reconstruction or improve-
ment of highways under the provisions
of this act shall be given by the county
commissioners, at least thirty days be-
fore the contracts may be awarded, by
public notice in at least two newspa-
pers of general circulation in the county
in which the highway to be im-
proved is located; such advertisement
to designate where the plans and speci-
fications may be had, and the time
and place of the reception of bids and
the letting of the contract.

Section 15. Ten per centum of the
amount available for highway purposes,
under the provisions of this act, shall
be set aside for the purpose of mainte-
nance of highways, as hereinafter pro-
vided, and shall be apportioned by the
State Highway Commissioner among
the townships or counties applying for
the same, in proportion to the mileage
of improved highways made under the
provisions of this act, or which have
already been made or may hereafter
be made, at the expense of such town-
ships or counties, and which are of the
standard prescribed by the State High-
way Department for improved high-
ways.

Section 16. Whenever the supervisors
or commissioners of any township or
county shall desire State aid for the
purpose of maintenance of improved
highways, whether State highways im-
proved under the provisions of this act
or otherwise, it shall be the duty of
said supervisors or commissioners to
file with the State Highway Depart-
ment, on or before the first day of
April in each year, a sworn petition
requesting such State aid, and setting
forth the number of miles of highways
improved according to the standards of
the State Highway Department in said
township, and the cost of the same to
said township, together with the condi-
tion of said improved highways, and
the average annual cost of maintaining
the same. The State Commissioner of
Highways, in his judgment, the condi-
tions warrant the co-operation of the
State in maintaining said highways,
shall apportion to said township its
proportion of the total amount avail-
able for the maintenance of improved
highways, as hereinbefore provided,
and the said amount shall be paid to
the supervisors or commissioners of
said township by warrant of the State
Highway Department; but in no case
shall the amount thus given by the
State for maintenance, be more than
one-half the amount which, in the
judgment and experience of the State
Highway Commissioner, the annual
cost of maintaining improved high-
ways of the standard of construction
prevailing in such township should be,
nor more than one-half the sworn aver-
age annual cost of maintenance, as set
forth in the petition of the supervisors
or commissioners of the said town-
ships.

Section 17. All highways, or portions
of highways, constructed or improved
under the provisions of this act, shall
thereafter be known as "State High-
ways," but so far as the same may be
within the limits of any township, shall
be kept in repair, so that they may be
maintained at the standard of condi-
tion prescribed for highways of their
class by the State Highway Depart-
ment, at the expense of said township,
but the supervisors or commissioners
of any township possessing improved
highways may ask for and receive
State aid for the maintenance of the
same, as hereinbefore provided. It
shall be the duty of the supervisors or
commissioners of every township in
which said State Highways may lie,
to maintain the same generally at a rea-
sonable standard, prescribed for such
roads by the State Highway Depart-
ment.

Section 18. The word "highway," as
used in this act, shall be construed to
include any existing causeway or
bridge, or any new causeway or bridge,
or any drain or water-course which
may form part of a road, and which
might properly be built, according to
existing laws, by the township or town-
ships; but shall not include causeways
or bridges which should properly be
built by a county, or adjoining coun-
ties, or by the State.

Section 19. Where a portion of an im-
portant main highway, traversing one
or more townships, and for the im-
provement of which according to the
provisions of this act, application has
been made by said township or town-
ships, shall lie within the limits of any
borough or boroughs, and where the
failure of said borough or boroughs to
improve the said highway would leave
a break or unimproved section in a
continuous improved highway, it shall
be lawful for the county commissioners
of the county in which said highway is
located, to enter into an agreement
with said borough or boroughs to bear
a portion of the expense of said im-
provement of the highway within the
borough limits. In the same manner
as is herein provided for co-operation
between the counties and townships; and
the State Highway Department may,
if the State Highway Commissioner so
recommends, bear a portion of the ex-
pense of said improvement of said high-
way within said borough limits, but in
no case shall the portion of said ex-
pense to be borne by the State exceed
one-third of the total expense of said
improvement, and boroughs shall only
receive aid from the State, as afore-
said, in cases where failure to receive
such aid would prevent a continuous
improvement of an important main
highway, provision for the rebuilding of
which has been made in the township
or townships adjoining said borough
or boroughs. All improvements made in
borough highways, as herein provided,
shall be of a character similar to that
specified for the township or townships
through which the highway to be im-
proved passes in reaching said borough
and boroughs, and the plans and speci-
fications for the work shall be approved
by the State Highway Department; and
the completed work shall be ap-
proved by said department before any
warrant shall be issued for the State's
share in such improvement, as herein
provided. It shall be the duty of the
proper officers of said borough or bor-
oughs, charged with the maintenance
of the streets and highways of said bor-
ough or boroughs, to keep and main-
tain said improved highway, within the
borough limits, in a condition to con-
form to the standard established by
the State Highway Department for the
maintenance of similar highways.

Section 20. The Commonwealth of
Pennsylvania shall not be liable to any
person or corporation for damages aris-
ing from the rebuilding or improve-
ment of any highway under this act,
nor shall the State engage to keep such
highway in repair after the same shall
have been rebuilt or improved, except
to extend the aid in maintenance here-
in provided. In case any person or
persons, or corporations, shall sustain
damage by any change in grade, or by
the taking of land to alter the loca-
tion of any highway which may be im-
proved under this act, and the county
commissioner and the parties so in-
jured cannot agree on the amount of
damages sustained, such persons or
corporations may present their peti-
tion to the court of quarter sessions
for the appointment of viewers to as-
sertain and assess such damage; the
proceedings upon which said petition
and by the viewers shall be governed
by the laws relating to the assessment
of damages for opening public high-
ways, and such damages, when ascer-
tained, shall be paid by the respective
counties, and afterwards apportioned
by the Commissioner of Highways, ac-
cording to the provisions of section
seven.

Section 21. In addition to his other
duties, the State Highway Commis-
sioner shall cause to be made and kept
for the State Highway Department a
general highway plan of the State, and
compile statistics and collect informa-
tion relative to the mileage, character
and condition of the highways in the
townships and counties of the State.
He shall investigate and determine
upon the various methods of road con-
struction best adapted to the various
sections of the State; and establish
standards for the construction and
maintenance of highways in the vari-
ous sections, taking into consideration
the topography of the country, the nat-
ural conditions and the character and
availability of road-building material,
and the ability of the townships and
counties to build and maintain roads
under the provisions of this act. He
may, at all reasonable times, be con-
sulted by county, city, borough or
township officers having authority over
highways and bridges, and shall, when
requested, advise and give information
to such officers relative to the con-
struction, repairing, alteration and
maintenance of the said highways and
bridges. He shall at all times lend
his aid in promoting improvement
throughout the State, and shall pre-
pare and disseminate useful informa-
tion relative to road building and im-
provement.

Section 22. County commissioners or
county engineers of the several coun-
ties of this State, and the officers of
all cities, boroughs and townships in
the State, who now have, or may here-
after have by law, authority over the
public highways and bridges, shall,
upon the written request of the State
Highway Department, furnish said de-
partment with any information relat-
ive to the mileage, cost of building,
and maintenance, condition and char-
acter of the highways under their ju-
risdiction, and with any other needful
information relating to the said high-
ways.

Section 23. All highways improved
under the provisions of this act shall
require the construction of a macad-

amized road, or a telford or other stone
road, or a road constructed of gravel,
cinder, oyster-shells, or other good ma-
terials, in such manner that the same,
of whatever material constructed, will,
with reasonable repairs thereto, at all
seasons of the year be firm, smooth
and convenient for travel. The county
commissioners shall have the author-
ity to select the kind of materials to be
used in improving any road under
the provisions of this act. Any differ-
ence of opinion that may arise between
the county commissioners and the
township road authorities, as to the
kind of a road to be built, shall be
decided by the State Highway Com-
missioner. The State Highway Com-
missioner shall furnish to the county
commissioners and township road au-
thorities information as to the probable
cost of improved highways, as defined
in this section.

Section 24. The sum of six millions
five hundred thousand dollars is hereby
appropriated to carry out the provi-
sions of this act during the next six
years. Of this sum, an amount not to
exceed five hundred thousand dollars
shall be available in the first year after
the passage of this act, not more than
five hundred thousand dollars shall be
available in the second year, one mil-
lion two hundred and fifty thousand
dollars in each of the two next follow-
ing years, and one million five hundred
thousand dollars in each of the two
years next following.

Section 25. All acts or parts of acts
inconsistent herewith are hereby re-
pealed: Provided, That the provisions
of this act shall not be construed to
repeat any of the provisions of the road
acts approved June twenty-sixth, one
thousand eight hundred and ninety-
five (Pamphlet laws, three hundred and
thirty-six), and June twenty-three, one
thousand eight hundred and ninety-
seven (Pamphlet laws, one hundred
and ninety-four), and July ten, one
thousand nine hundred and one (Pam-
phlet laws, six hundred and thirty-six).

Approved—The 15th day of April, A.
D. 1903.

SAML W. PENNYPACKER,
Frank M. Fuller, Secretary of the Com-
monwealth.

MAORI TATTOOING.

Tortures Which the Women Undergo
During the Process.

English explorers and scientists have
brought back a series of remarkable
specimens of Maori tattooing from the
interior of New Zealand. The most as-
tonishing designs were found on the
faces of the women.

The faces and bodies of the women
are so covered with these blue marks
that they look as if they had on a tight
fitting chintz dress.

The instrument employed in tattooing
to obtain the deep furrows is usually
made of bone, having a sharp edge like
a chisel and shaped in the fashion of a
garden hoe. Another style is made of a
shark's tooth.

The tattooing of the women is com-
menced when about the age of fifteen
or eighteen and continues until they
reach middle age. Most of the masters
of the art are professionals, who go
from village to village and are highly
paid for their services. The pattern
about to be engraved is first outlined
on the face with a small stick dipped
in powdered charcoal, after which the
skin is gashed, and the coloring or pig-
ment is introduced into the cut flesh
with a stick dipped into the liquid.

The coloring material used is gener-
ally the resin of a certain tree, which
is burned, powdered and converted into
a fluid.

The First Measure of Time.

It was the moon and not the sun
which first suggested to mankind the
circle of the year as a measure of
time. The sun exhibits no changes of
appearance, and his light obliterates
all the landmarks of the sky. A lu-
minary which is the same yesterday,
today and tomorrow might give rise to
conceptions of perfection and eternity,
but beyond the iterations of day and
night it could suggest to men's minds
no abstract measure of time. But with
our humble satellite it is far otherwise.
The regularly recurring phenomena of
new moon and full moon are too
marked to escape the attention of the
most obtuse and unreflecting of sav-
ages.

The motion of the sun may be com-
pared to that of the minute hand of a
clock, sweeping on hour after hour with-
out leaving much record of its compar-
atively vast journey. The progress of
the moon, on the contrary, may be lik-
ened to that of the hour hand, which
registers the movements of its com-
panion and resolves them into twelve
well defined periods.

Two Views of the Same Question.

A noted bishop in order to point a
lesson in humility sometimes tells a
story of a young clergyman whose first
appointment was to be an out of the
way and poor parish.

On his first Sunday in this new sta-
tion the young man as he looked over
his wretchedly clad and ignorant con-
gregation could not help saying to him-
self, with a groan:

"Dear me, what a dreadful thing it
would be if I should have to stay here
any great length of time!"

At the end of the sermon a deacon
made a prayer. To the young man's
horror one part of the prayer was a
benevolent hope that "this ignorant, in-
experienced, barren pastor that had
lately come to the parish might im-
prove and grow learned and fruitful in
good works, so that he would come to
merit being kept on there for awhile."

Patent.

"Well, Jones is certainly a patient
man, with a temper hard to ruffle."
"Patient is no name for him. Why,
that man has been known to go out
with his wife to select wall paper and
go through the ordeal without losing
his temper."—Baltimore Herald.

of all kinds promptly done at
THE STAR OFFICE.

PENNSYLVANIA RAILROAD.

BUFFALO & ALLEGHENY VALLEY
DIVISION.
Low Grade Division.

In Effect May 25, 1902. (Eastern Standard Time.)

EASTWARD.	
STATIONS.	No. 109 No. 110 No. 111 No. 112
Pittsburg	7:00 7:15 7:30 7:45
Bedford	7:20 7:35 7:50 8:05
Lawsonham	7:40 7:55 8:10 8:25
New Bedford	8:00 8:15 8:30 8:45
Oak Ridge	8:20 8:35 8:50 9:05
Mayville	8:40 8:55 9:10 9:25
Summersville	9:00 9:15 9:30 9:45
Brookville	9:20 9:35 9:50 10:05
Falls Creek	9:40 9:55 10:10 10:25
Lova	10:00 10:15 10:30 10:45
Pancoat	10:20 10:35 10:50 11:05
Reynoldsville	10:40 10:55 11:10 11:25
DuBois	11:00 11:15 11:30 11:45
Falls Creek	11:20 11:35 11:50 12:05
Winterburg	11:40 11:55 12:10 12:25
Pennfield	12:00 12:15 12:30 12:45
Tyler	12:20 12:35 12:50 1:05
Bennetts	12:40 12:55 1:10 1:25
Grant	1:00 1:15 1:30 1:45
Driftwood	1:20 1:35 1:50 2:05

Train 101 (Sunday) leaves Pittsburg 9 a. m.,
Pittsburg 11:10, Reynoldsville 12:40, Reynoldsville
1:14, Falls Creek 1:30, DuBois 1:50 p. m.

WESTWARD.

WESTWARD.	
STATIONS.	No. 113 No. 114 No. 115 No. 116
Driftwood	7:00 7:15 7:30 7:45
Grant	7:20 7:35 7:50 8:05
Bennetts	7:40 7:55 8:10 8:25
Tyler	8:00 8:15 8:30 8:45
Winterburg	8:20 8:35 8:50 9:05