WELL DRESSED MEN.

THE LATEST STYLES IN BUSINESS AND DRESS SUITS.

What a Man May Spend For a Complete Wardrobe—No Radical Changes In Evening Attire—A Few Points on Neckwear and Shirts.

[Special Correspondence.]

NEW YORK, April 19.—I received a letter the other day from a friend who lives—on second thought I won't say just where, but it is a place where little is known as to how men who wish to be considered in good form should attire themselves—and my friend wrote for information on that point. It seems that he has lately made some money, and proposes to come to this city for a [illegible] and is anxious not to betray by his [illegible] while he is here that he is not a [illegible] Yorker. Whenever I want to know anything about dress for myself I ask John T. Mitchell about it, and so I went to him before answering my friend's letter. Barring some information valuable only as specifically answering some of my friend's inquiries, I have here written down what Mr. Mitchell told me, with the idea that others may be interested.

The Cost of Style.

"If your friend wishes to be a really well dressed New Yorker in appearance," said Mr. Mitchell, "I do not see how he can get along without expending at least $700, and he may easily pay out $1,000 for his outfit—that is, if he has to buy 'from the ground up.' He ought to have four suits at least besides his evening dress suit, which should have a 'Tuxedo sack' as well as a claw hammer coat; a Chesterfield overcoat, two silk hats, two derby hats"—Mr. Mitchell calls them "darbies"—"a soft traveling hat, several pairs of shoes, several pairs of gloves, one or two canes, shirts, neckwear, collars, cuffs, etc. If he would be sure of the fit of his clothes, he must have them made by one of the city's first class tailors, and if he does that they will cost from $75 to $100 a suit, his overcoat will stand him in from $65 to $75, and the aggregate, without hats, shoes, gloves, canes, etc., will not be far from $500. His shoes will cost from $12 to $18 a pair; his canes will be from $8 to $15 each, etc. Seven hundred dollars, he will find, will not be a great deal too much."

I hold not, I am sure, explain to the reader that, although Mr. Mitchell's knowledge is always thoroughly accurate and quite reliable, many New Yorkers who pass for very well dressed men indeed spend a good deal less than $700 on their clothes for a whole year, nor that, while the prices for suits quoted by Mr. Mitchell are not at all beyond the figure charged by the swellest tailors of this town, there are very good sartorial artists here who will make suits that, to all most of us can see, are in ever way just as well made and just as stylish for half the money, while if you happen to be of medium size and good proportions you can buy your clothes "ready made" for a quarter of the money charged by the swell tailors and still appear very well dressed.

Indispensable Suits.

The three suits shown in the first cut given herewith and the one at the left of the second (No. 4) are the four that are considered by Mr. Mitchell to be indispensable to every man who would appear like a well dressed *New* Yorker. The cutaway coat, with light trousers, shown on the central figure of the first

No. 1. No. 2. No. 3.

CUTAWAYS AND FROCK.

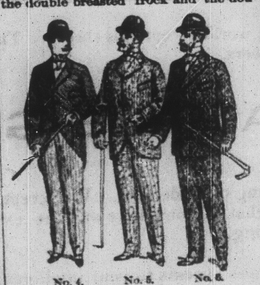
cut (No. 2) is the proper morning suit among men who are quite up with the times. The long frock suit on the figure to the right (No. 3) represents full dress for afternoon wear and for most evening occasions at this season. The suit shown at the left of the cut (No. 1) is for use at almost any time. The sack suits shown in the second cut are for business wear. Nos. 4 and 5 are also mentioned by Mr. Mitchell as being especially desirable.

The material of No. 1 is a gray worsted, the material of the coat and vest in No. 2 is a cheviot, and of the trousers a striped worsted. The vest is single breasted, with five buttons. The material of No. 3 is an Oxford mixture, and the vest may be cut as for No. 1 or No. 2. No. 4, a four button sack suit, is made of mixed cheviot. The material of No. 4, a three button cutaway sack, is vicuna for the coat and vest and a neat check for the trousers. No. 6, a double breasted sack suit, is made of brown fine checked cheviot.

In all of these suits it will be observed that there is a tendency to "shape" the trousers at the bottom so as to fit rather closely at the ankle. In gloves subdued tan color is good form and will be for some time, gradually changing to soft browns, grays and wood colors in the summer and fall. Almost all fashionable materials are rough finished now, but there is an indication that harder goods, including twilled worsted and even broadcloth twills, will come in again before another winter passes. Derby and soft hats this spring are brown and black. They will follow the gloves in coloring and gradually change to grays and wood colors. The general tendency in men's clothing will be toward more color and more checks and stripes. As Mr. Mitchell puts it, "Things will be gay and by be more snappy." It is still good form to wear your trousers creased, but the crease should not be too pronounced. It should not resemble a knife blade too closely.

Evening Suits.

There are no radical changes in evening suits, but the man who would be quite up to date will order his dress coat to be made with a "peak" lapel and will have both it and the collar of the coat covered with silk. Some dress waistcoats are made with four buttons, and without collars, and of the same material as the coat and trousers, rather than of fancy goods. The overcoat to be worn above all others is still the Chesterfield sack. Correct day dress is and will be during the summer and fall the double breasted frock and the dou-



No. 4. No. 5. No. 6.

BUSINESS SUITS.

ble breasted cutaway, the trousers being interchangeable. The double breasted frock of current wear is of about the same length as last fall, but the waist is now shorter, the skirts fuller and the collar longer. The three button cutaway coat differs materially from last fall's only in the fact that the skirts are cut to cling close to the hips and cut away sufficiently to show one button of the vest. At a point near their full length they are rounded boldly to a very narrow bottom. The vests are single or double breasted, according to the wearer's fancy, but the single breasted vests are very much more worn than the double breasted, and fancy vestings are not now in nearly so much demand as they have been for several seasons. Materials for trousers are worsted in fine and moderately fine stripes and neat checks and wool fabrics in neat designs.

Business Dress.

"In half dress"—a term that refers to "dress for genteel business purposes"—more latitude in the matter of fabric is allowed, but cutaways and frocks are the styles. A half dress suit may be a composition of gray, or gray with fancy trousers, or of three different materials, or of any quiet "genteel" mixture, even to a very delicate stripe. The double breasted frock may have an outside breast pocket, but side flaps are not permitted. The double breasted frock suit is now properly used as a business suit purely, but cutaways are all right and may be of fancy material, striped, checked or plaided, with side flaps, and the number of buttons may be varied to suit the individual taste. For a very tall slim man four buttons even are allowed. All sorts of sacks are O. K. for business wear, of course. Double breasted sacks are more popular every week this spring. Patch pockets and fronts to wear open all sack suits are being fitted with flaps to be worn inside or out. All coats should be as thin and soft as possible. Overcoat sleeves are cut wider at the bottom than they were a year ago, and vests generally are shorter.

Styles In Furnishings.

In neckwear the stock has of course already got quite a foothold, but the stock of today is quite a different affair from that of the time of Beau Brummel. The stock may or may not last after the close of spring, but the tie or butterfly bow, made in white lawn or dimity or black satin for evening wear and in many patterns and colors of silks for day dress, is now considered in good form. The proper tie is made in such a way that it is almost impossible to imitate it in ready made form, "as it depends on that one little finishing touch of the individual for the artistic beauty which will make it a joy to the heart of the man of taste." Both the prince knot or flowing end and the graduated two inch four-in-hand will continue to enjoy a large share of favor. Spring shirts will be chiefly made from delicate pinks, blues and heliotrope shades, plain stripes or delicate spray or figure effects. White collars will be worn with the fancy shirts. Evening dress shirts are and will be severely plain, showing two and sometimes three studs.

J. O. B. ELLIS.

Gold Digging In Scotland.

Gold digging is about to be resumed on the Scotch estates of the Duke of Sutherland. The goldfields are on the banks of the River Helmsdale, and during the lifetime of the late duke two summers' digging resulted in the discovery of gold worth about $60,000. The late duke, for some caprice or other, suddenly put a stop to the enterprise, which is now to be resumed by his successor.

Smallest Race of People.

The inhabitants of the Andaman islands are the smallest race of people in the world, taken as a whole. The average height of a full grown Andaman is 3 feet 11 inches and the average weight less than 70 pounds. They are very warlike, and as they throw poisoned spears with marvelous accuracy it is not at all strange that travelers do not care to encounter them.

A Peculiar Faith.

There is a family in Oregon which has a peculiar religious faith. Each member of it is obliged to take six baths every 24 hours. No outsider is allowed to enter their dwelling. They work every day for six years and rest the whole of the seventh year. They base their religion on the Bible and claim that all other religions are false.

WHEELS IN HIS HEAD.

THE CRANK IS THE PRODUCT OF A NERVOUSLY ORGANIZED PEOPLE.

Washington No Longer the Paradise of Diseased Minds—The Crank of Long Ago. Cases Where Reformers Are Called Cranks—How Crankism Blights Progress.

[Special Correspondence.]

WASHINGTON, April 26.—Washington is no longer the paradise of cranks and deadheads that it was some 20 years ago. Boss Hickman is dead, and Dr. Mary Walker is in retirement. Her alter ego, that mysterious woman with gray curls whose very name is forgotten, and who came from no one knows where, vanished as suddenly from the capital and has been heard of no more. Colonel Maurice Pinchover, who tormented every new member of congress with his claim against the Pennsylvania railroad for $2,000,000, of which he asserted that Tom Scott had robbed him, became violent at last and died in a lu-

A HARANGUE IN THE HOUSE.

natic asylum. All that strange drift of humanity which poured into the district from every direction soon after the war has been wasted away by death, lunacy commission or gentle restraint by friends until very few are left, and a comparatively harmless set has taken its place.

The approach of Coxey's army, however, has warmed into life all the queer and creeping things of the capital, and from miserable tenements in the back districts, from obscure rooms in cheap hotels and even from lonely old farmhouses in the adjacent country the long haired men and the short haired women have appeared on the streets and attempted to organize in bands of welcome. For the most part they carry plain evidence of diseased minds, especially in eyes which sometimes show the glare of unreasonable anger, oftener a painful vacancy and frequently the uneasy, feverish light seen in the eye of a hunted animal.

Cranks at the White House.

What becomes of all the cranks anyhow? Lawrence, the painter who snapped a pistol twice at President Jackson, lived for 35 years in a lunatic asylum. Guiteau, as everybody knows, died by the rope, and, although the weight of opinion is that he was really insane, yet events have shown that his execution was wise and justifiable, for no subsequent attempt has been made upon the life of a president. It is true that scarcely a week passes without a call at the White House by some crank who insists upon seeing the president, but it is very seldom that any such are arrested. Old residents tell many queer stories about panics in the White House in the days when presidents were not so carefully guarded as now. In that dark period of John Tyler's administration when one woe trod upon another's heels, so fast did they follow—the killing of two members of the cabinet by the bursting of the big gun, the hanging of another member's son on the government's brig Somers and other minor tragedies—many threatening messages were received, and the political animosity against Mr. Tyler was so great that he took these messages seriously. One day a mysterious looking box was delivered at the White House and was at once pronounced an infernal machine. After much trepidation the coachman consented to open it very cautiously, and in it was the model of a patent stove and a letter from the inventer requesting the president to see that the proper patent was issued at once.

The Good Roads Idea.

Conspicuous among the cranks of today is Colonel Redstone, whose mission it is to prepare congress and the public generally for the wonderful reform which the Good Roads association is to bring about. Every day he may be seen in the hall of the house for an hour or so before the session opens distributing his crazy documents and buttonholing members. At first he was something of a nuisance to the statesmen, but now he no sooner takes his stand at a desk than he is surrounded by a crowd of visitors, pages and loafers, who proceed to guy him with all sorts of ridiculous questions and jokes on his mission and personal appearance. He is so awfully serious, however, that very little fun can be made out of him. At other times he hastens back and forward between Rechabite hall and other resorts of the unemployed, canvasses the hotel lobbies or holds forth on the street corners. The singular feature of the Redstone-Coxey programme is its moderation. They only ask an issue of $500,000,000 in greenbacks, while no other financial reformer of that class speaks of starting in with less than $2,000,000,000, and the favorite amount with most of them is $50 per capita.

Social Curiosities.

Most noted of our present cranks is "the stuffed man," a son of the once eminent Judge Dunlap of Georgetown. He was educated at Heidelberg and inherited a competence, but developed an idea that he was the glass of fashion and the mold of form when properly dressed. His chest and shoulders are puffed out with padding to an amazing extent, and he wears a child's chip hat on the crown of his long and curiously shaped head. In this queer getup he poses on the street corners, standing erect and motionless sometimes for an hour at a time and threatening with destruction any who laugh at him or even stop long to gaze. Another local curiosity, though a man of average sense, is Big Headed Parker. He is a small man, but has the largest head in the world and enjoys fairly good health withal. The fact that he has sold this head to a scientific association adds not a little to the interest he excites.

There is one man who made a bet against Cleveland's election in 1892 the terms of which were that if he lost he was to play the cornet for one year on the streets and live on what he received for it. He seldom played over an hour a day and was so generously rewarded that he lived like a prince. There is a Frenchman with a scheme for laying out the Potomac flats in immense flower beds of red, white and blue, representing the American flag. He also has a scheme for a new system of sewerage, the pipes to be above ground and painted gorgeously in the national colors. Of course he has a bill which he wants congress to pass and has hammered away for years making the lives of new congressmen a burden. He is really something of an engineer and on other subjects quite intelligent.

A Favorite Subject.

The committee on education and labor suffers most from these fellows, and its chief business is to prevent them from annoying other members. Hundreds of bills are brought to this committee almost every session, and it is worth noting that the most gorgeous schemes are generally sent in by the sorriest looking specimens of humanity, and the bills calling for largest expenditures and promising most wonderful returns are mostly by men who dwell in 15 cent lodging houses and get their meals by chance. Even here, however, there is cheering evidence that Washington is no longer the crank heaven it was from 1865 to 1875 or a little later. In those days the committees were simply overwhelmed, and as it was a time of general unsettlement of old ideas and rash experiments a hearing was given to everybody. The great army of the queer and crazy descended upon Washington, and every valid attempt at reform was made ridiculous by their extreme views. Woman suffrage, for instance, became a phrase of contempt among congressmen because of the wild eyed creatures who used it as a starting point to advocate polygamy, polyandry, the agapemone, the phalanstery and other systems of so called free love. In view of her subsequent history it is curious to recall the address of Victoria Woodhull before the senate judiciary committee, the respect with which she was listened to and the high praise bestowed upon her production. It ought to have been able, for it was written by Theodore Tilton. The experience of that time put an end to such hearings before the committees.

Insane on One Subject.

Labor reform was another victim of the excessive zeal of the cranks. Financial reform was simply laughed out of court. The movement to put God in the constitution and recognize Christianity by national law was so completely crushed that it is only of late that any congressman could be found willing to listen to an argument on it. Temperance reform was simply run in the ground. But of all the subjects on which there was discussion at that time none furnished the cranks with so varied and attractive a field as the negro. The future historian will probably say that the American people then went insane on that subject, as the English did at one time on "popish plots."

A Blight to Legitimate Reform.

The panic of 1873 knocked the nonsense out of most of these people, and the fearful scandals of that year and the three following purified the moral atmosphere and gave a new tone to Washington crankism. Since then nearly all the great schemes have been projected in aid of labor, and here again the curse of crankism comes to blight legitimate reform. What ought to be done and might easily be done to appease the discontented to some extent is prevented by the moral cowardice of members who are afraid of being classed with wild eyed visionaries, and let a man make ever so modest a suggestion about silver or incomes or reduced tar-

ation he is at once assailed as an ally of communists, an enemy of property and a disturber of the proper relations between capital and labor.

It was ever thus. Martin Luther said that the pope and the priests did not give him half as much concern as the wild men like Storch and Münzer. Religious fanaticism has also become a feature of crankery in this city, and with brilliant schemes to make everybody rich with paper money are mingled equally brilliant ones to share them to heaven by a law of congress. All the time the Coxey cohorts and allied bodies continue to advance, and puzzled citizens continue to ask, What will they do when they get here? It is a symptom, only a symptom, of a general disease produced by the peculiar conditions and much brooding over their troubles by our supersensitive and nervously organized American people.

J. H. BEADLE.

RED TERRORS OF MEXICO.

The Fierce Yaqui Indians Again on the Warpath.

[Special Correspondence.]

HERMOSILLO, Mexico, April 14.—Many ethnologists believe that the Yaqui Indians of northern Mexico are identical with the Apaches, who for so many years set the troops of the United States at defiance and made travel dangerous and settlement well nigh impossible in parts of New Mexico and Arizona. The Apaches, until conquered after a quarter of a century of fighting, had their hunting grounds in the Sierra Madre mountains, which, from central Colorado down to Panama, form the backbone or great watershed of the continent. The Apache language so closely resembles that of the Yaquis, who occupy the same mountain range just to the south, that they can communicate with each other without using the sign language; but, language apart, the appearance and habits of these two bloodthirsty tribes would point to a common origin even if they were far removed from each other instead of being neighbors.

The Apaches have been conquered, but their kinsmen, the Yaquis, are as bold, defiant and cruel today as they were when, 350 ago, they threw themselves across the path of Coronado and his mailclad explorers and taught them that if they found an Eldorado to the north they must mark their trail with their own graves.

These parts of the states of Sonora and Sinaloa lying along the Yaqui river, which has its source in the spur of the Sierra Madre, known as the Yaqui range, have been again and again devastated by these fierce Ishmaelites of the hills, whose hands are against every man, and who glory in the knowledge that every man's hand is against them.

Again and again the Yaquis have routed the best Mexican troops under the ablest officers. At any time they can bring a thousand hardy, well armed warriors into the field, and when hard pressed they retreat to the mountain fastnesses, where, if pursuit is not absolutely impossible, they can set it at defiance. They pay no heed to the changes of government going on about them. The white man or the man with a drop of white blood in his veins is their foe, and that is enough.

It is said that the Yaquis hold as slaves hundreds of men and women whom they captured as children after slaying their protectors, and more than once they have carried off men high in authority and forced the government to treat with them for ransom. In the whole history of social war there is no record of a contest so long continued, so bitterly persistent and so cruel and sanguinary as that which the unconquered and unconquerable Yaquis have waged against the white conqueror and his descendants.

As it is a year or two since there was a Yaqui outbreak those who did not know them well were beginning to arise the hope that for the future these mountain desperadoes would remain content in their inaccessible homes in the Sierra Madre; but, as so often before, we have been doomed to a bitter disappointment.

In the hope of peace many Mexican and American settlers have within the past two years taken up land and established homes along the beautiful and fertile valley of the Yaqui river. These peaceable people were entirely unprepared for the fierce raiders who two weeks ago suddenly came down like mountain wolves on the folds of the husbandmen and burned his ranches, murdered his family and carried off his herds.

With spasmodic energy the governors of the northern states of Mexico have sent troops after the Yaquis, but no one expects they will accomplish anything. These red marauders have a perfect spy system. They know to a man the strength of their opponents, and where it is not safe to fight they can always retreat without loss.

It is a curious fact that while these Indians are supposed to have no communication with the white man they are well supplied with the latest and best arms, and they use them as expertly as the best drilled soldiers in the world. Outside of the awful loss of life caused by these people and the wanton destruction of property, it is estimated that Mexico has spent fully $20,000,000 in trying to exterminate them. Yet after centuries of fighting they are today as strong, self reliant and dangerous as when they first used their arrows against the Spanish invader.

J. T. MANNING.

Which Is the King of Beasts?

In discussing the question, "Which is the king of beasts?" an old African hunter says:

"Come with me to a desert pool some clear moonlight night, when the shadows are deep and sharply cut, and the moon herself in the dry, cloudless air looks like a ball. All is nearly as bright as day, only the light is silver, not gold. Sit down on that rock and watch the thirsty animals as they drink—buffalo, rhinoceros, antelope, quagga and occasionally, if the water is large, lions too. But what has frightened the antelope and quagga that they throw their heads up for a second and fade away into the shadows? The other beasts, too, are listening and now leave the sides of the pool. Nothing but the inevitable, irrepressible jackal, that gaunt, mangy wild thing, remains in view. [illegible] dull human ears have caught no sound. But very soon the heavy tread and low rumbling note of an oncoming herd of elephants reaches you. They are at the water. The jackals have sat down, with their tails straight out behind them, but not another creature is to be seen. The king drinks. Not a sound is heard. He squirts the water over his back, makes the whole pool muddy and retires solemnly, leaving his subjects, who now gather round to make the best of what he has fouled. This is the king in the opinion of beasts."

A Comforting Faith.

An African belief is that angels spend their time pulling off the bills of mosquitoes.

PENNSYLVANIA RAILROAD.

ON AND AFTER NOV. 5, 1893.

Philadelphia and Erie Railroad Division. Time Table. Trains leave Driftwood

EASTWARD.

9:05 A. M.—Train 8, daily except Sunday, for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 4:50 p. m., New York, 10:10 p. m.; Baltimore, 7:20 p. m.; Washington, 8:25 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

3:00 P. M.—Train 6, daily except Sunday, for Harrisburg and intermediate stations, arriving at Philadelphia 4:20 a. m., New York 7:28 a. m. Through coach, DuBois to Williamsport. Pullman Sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:00 a. m.

9:05 P. M.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:50 a. m.; New York, 9:30 a. m. week days and 10:05 a. m. on Sundays; Baltimore, 6:20 a. m.; Washington, 7:15 a. m. Pullman cars and passenger coaches from Erie and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

WESTWARD.

7:20 A. M.—Train 1, daily except Sunday, for Ridgway, DuBois, Clermont and intermediate stations. Leaves Ridgway at 9:05 a. m. for Erie.

9:50 A. M.—Train 3, daily for Erie and intermediate points.

6:27 P. M.—Train 11, daily except Sunday, for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD

FROM THE EAST AND SOUTH.

TRAIN 11 leaves Philadelphia 8:05 a. m., Washington 7:50 a. m.; Baltimore 8:55 a. m.; Wilkesbarre, 10:15 a. m.; daily except Sunday, arriving at Driftwood at 6:27 p. m. with Pullman parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8:00 p. m., Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m., daily arriving at Driftwood at 9:50 a. m. Pullman sleeping cars from Philadelphia to Erie and from Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie, Baltimore to Williamsport and Williamsport to DuBois.

TRAIN 1 leaves Renovo at 6:35 a. m., daily except Sunday, arriving at Driftwood 7:25 a. m.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:20 a. m., Johnsonburg at 9:55 a. m, arriving at Clermont at 10:45 a. m.

TRAIN 20 leaves Clermont at 10:55 a. m., arriving at Johnsonburg at 11:40 a. m. and Ridgway at 11:55 a. m.

RIDGWAY AND CLEARFIELD R. R.

DAILY EXCEPT SUNDAY

SOUTHWARD.			STATIONS.	NORTHWARD.		
P. M.	A. M.			P. M.	P. M.	
12 10	9 40		Ridgway	1 30	6 30	
12 18	9 48		Island Run	1 20	6 22	
12 22	9 52		Mill Haven	1 16	6 17	
12 31	10 02		Croyland	1 06	6 05	
12 38	10 10		Shorts Mills	12 59	6 00	
12 42	10 15		Blue Rock	12 54	5 54	
12 44	10 17		Vineyard Run	12 52	5 51	
12 46	10 20		Carrier	12 50	5 48	
1 00	10 32		Breedswayville	12 38	5 36	
1 10	10 42		McMun Summit	12 30	5 25	
1 14	10 48		Harveys Run	12 26	5 20	
1 20	10 55		Falls Creek	12 20	5 13	
1 45	11 05		DuBois	12 05	5 00	

TRAINS LEAVE

Eastward	Westward
Train 8, 7:17 a. m.	Train 3, 11:34 a. m.
Train 6, 1:45 p. m.	Train 1, 3:00 p. m.
Train 4, 7:55 p. m.	Train 7, 8:35 p. m.

S. M. PREVOST, General Manager. J. R. WOOD, Gen. Pass. Agt.

BUFFALO, ROCHESTER & PITTSBURG RR.

On and after Feb. 18th, 1894, passenger trains will arrive and depart from DuBois as follows:

TRAINS ARRIVE

7 30 " Reynoldsville and Falls Creek.
8 40 " Punxsutawney and Big Run.
11 00 " Bradford and Ridgway.
12 45 " Clearfield and Curwensville.
6 15 " Punxsutawney and Big Run.
9 05 " Rochester and Buffalo.
7 15 " Clearfield and Curwensville.
6 50 " Punxsutawney and Big Run.

TRAINS DEPART.

7 30 For Clearfield and Curwensville.
7 50 " Punxsutawney and Big Run.
8 40 " Rochester and Bradford.
1 50 " Big Run and Punxsutawney.
2 15 " Ridgway and Bradford.
2 30 " or Curwensville and Clearfield.
6 05 " Big Run and Punxsutawney.
7 15 " Falls Creek and Reynoldsville.

Passengers are requested to purchase tickets before entering the cars. An excess charge of 10 cents will be collected by conductors when fares are paid on trains, from all stations where a ticket office is maintained.

Thousand mile tickets good for passage between all stations at 2 cents per mile.

For tickets, time tables and full information call on or address,

M. Landerman, Agent, DuBois.
E. C. Lapey, Gen'l Pass. Agent, Rochester, N. Y.
J. H. Barrett, Gen'l Supt., Buffalo, N. Y.

Beech Creek Railroad.

N. Y. C. & H. R. R. R. Co., Lessee.

CONDENSED TIME TABLE.

Read Up				Read Down	
Exp	Mail	Nov. 19, 1893		Exp	Mail
No 37	No. 31			No. 32	No 38
P M	P M			A M	P. M.
9 20	1 00 Ar	Mahaffey	Lv	8 15	12 35
9 25	12 47	Bower		8 40	2 30
9 13	12 39	Bell's Landing		8 46	2 36
9 00	12 25 Lv	Kerrmoor		8 55	2 00
8 50	12 16	Gazzam		9 08	3 00
8 44	12 10 Ar	Kerrmoor	Lv	9 15	3 05
8 38	12 03	New Millport		9 21	3 12
8 32	11 55	Olanta		9 28	3 18
8 25	11 47	Mitchells		9 35	3 26
7 55	11 15	Clearfield		10 05	4 00
7 45	11 05 Ar	Clearfield Junc	Lv	10 12	4 05
7 37	11 00	Woodland		10 22	4 14
7 31	10 55	Bigler		10 27	4 21
7 25	10 50	Wallaceton		10 32	4 27
7 20	10 40	Morrisdale Mines		10 42	4 37
7 10	10 30	Allport		10 45	4 44
7 12	10 15 Lv	Munson	Ar	10 40	4 45
8 50	10 05 Lv	Philipsburg	Arr	8 15	3 10
7 55	9 35 Ar		Lve	7 50	4 25
7 10	10 35 Ar	Munson	Lv	7 50	4 50
7 02	10 21	Winburne		8 00	4 55
6 58	10 17	Forge Run		8 04	5 00
6 44	10 01	Peale		8 17	5 15
6 38	9 55	Gorton		8 23	5 21
6 26	9 43	Gillintown		8 36	5 34
6 18	9 33	Snow Shoe		8 47	5 46
5 20	8 18	Mayes		9 50	6 23
5 21	8 41	Beech Creek		9 47	6 32
5 08	8 28	Mill Hall		9 59	6 47
4 59	8 22	Lock Haven		10 05	6 53
4 48	8 13	Youngdale (Wayne)		10 13	7 02
4 39	8 04	Oak Grove		10 23	7 12
4 35	8 00	J S Junction		10 25	7 15
4 30	7 55	Jersey Shore		10 30	7 20
4 08	7 27	Newberry		10 57	7 53
4 02	7 21	Maynard Street		10 57	7 57
†4 00	†7 20	Lve... Williamsport	Arr	11 00	8 00
P M	A M			A M	P M

P M	A M			NOON	P M
†2 40	*6 55	Ar... Williamsport	Lv	†12 00	*11 15
†8 25	*11 35	Lve... Philadelphia	Arr	8 27	7 12
†4 08		Lve... N Y via Tamaq	Arr	9 40	8 30
.....	†7 30	Lve... N Y via Phil'a	Arr	10 55	†9 30
A M	P M	(Foot of Liberty St.)		P M	A M

*Daily. †Weekdays. ‡10:10 P M Sundays, 10:10 A M Sundays.

NOTE—Reading Cannonball leaves Williamsport at 3:55 P. M. and arrives at Philadelphia at 10:10 P. M. Through passengers will find the Cannon Ball preferable to the 12 o'clock (noon) train.

Connections—At Williamport with Philadelphia and Reading Railroad. At Jersey Shore with the Fall Brook railway, for points in New York state and the west. At Munson with trains to and from Philipsburg and with stages to Kylertown. At Philipsburg with Tyrone and Clearfield Division of Penna. R. R. At Clearfield with the Buffalo, Rochester and Pittsburg railway. At Gazzam with stage for Ansonville and Berwindale. At Mahaffey with Cambria and Clearfield division of the Pennsylvania railroad, and with the Pennsylvania and Northwestern railway.

Sleeping car between Williamsport and Philadelphia on trains No 33 and 38. Berths $1 50.

A O PALMER, Superintendent. F E HEHEMAN, Gen'l Passenger Agt. Philipsburg, Pa.