



THE BOUNDARY BETWEEN KOREA AND MANCHURIA. At Wiju, the point at which this photograph is taken, the river is divided into three channels, across two of which, the deeper, bridges have been thrown.

UP-TO-DATE WAR TELEGRAMS

JAPS CROSSED YALU RIVER.

Liao Yang, April 27.—Between Monday night and Tuesday morning the Japanese forced a passage of the Yalu, two companies crossing between Tchandjio and Sinpousikhe. Heavy firing was heard near Latung Kau, in which it is believed the Japanese made a feint in order to distract attention from the real point of passage. So far no bridge spans the river. It is believed the Russian fire succeeded in destroying the floating parts of the Japanese bridges.

St. Petersburg, April 27.—Advices from Mukden indicate that the Russians have completed the concentration of their forces on the Mukden-Liao Yang-Yalu and Mukden-Newchwang lines. Forty thousand men are occupying fortified positions along the Yalu river and 20,000 are posted at Taku-Shan, at the head of Korea bay, where the Japanese have threatened to make a landing. The Russians also occupy the banks of the Tumen river, from the Russo-Korean frontier to Lake Tai-Tji, on the Manchu-Korean frontier, near the source of the Yalu. Detachments of Russian cavalry and light artillery hold the towns of Kio-Lin, Musan and Zunduan, along the river, and points on the east coast of Korea offering facilities for landings.

Chicago, April 27.—A special cable to the Daily News from Korea says: Under full steam a strong squadron of Japanese armored cruisers was observed Tuesday morning making its way northward in the Japan sea. It is believed that the vessels are on their way to attempt to cut off the Russian squadron that appeared Monday at Won-San, on the east coast of Korea.

Paris, April 27.—According to a report, the truth of which is impossible to verify, 105,000,000 roubles have been appropriated by Russia for the purchase of several torpedo boats in France, two Argentine cruisers and two German transports.

The St. Petersburg correspondent of the Matin says: "I learn from a sure source that the Vladivostok squadron yesterday sank four Japanese transports which were conveying 4,000 men."

A DEFEAT FOR JAPS.

Paris, April 28.—The St. Petersburg correspondent of the Journal reports that a Russian submarine boat has sunk a Japanese transport which was conveying 600 men to Korea and all the troops were lost.

Liao Yang, April 28.—The Japanese troops which crossed the Yalu north of Eutijung charged, during the night of April 26-27, the Russian position near Liazewa, a village on the Manchurian bank of the Yalu. They were repulsed.

Two gunboats steamed up the river to the support of the Japanese, when a Russian field battery at Amisan opened upon them, resulting in a duel which lasted 20 minutes. The Russian fire was too hot and the gunboats were forced to turn and steam out of range.

The Japanese were facilitated in crossing by their occupation of the Island of Samalinda.

Chicago, April 28.—A special to the Daily News from New Chwang says: If official Russian advices from Mukden can be relied on, Gen. Kuro-patkin's deployment is so far advanced that it covers the very lines the Japanese purpose to occupy. Should the Japanese succeed in driving the Russians north, the Muscovite line of defense will extend from New Chwang to Liao Yang and from Liao Yang to the Yalu river. The Russian generals profess confidence that the Japanese can make no headway by frontal attacks.

London, April 28.—The Daily Telegraph's correspondent at Irkutsk Siberia, says that the Japanese have blown up a portion of the railway at Khablar, but that the damage is insignificant.

More Votes for Olney.

Boston, April 27.—Democratic conventions for the election of delegates to the national convention at St. Louis were held in the 14 congressional districts of the state Tuesday and in all but four of the districts delegates either pledged or favorable to the nomination of Richard Olney for the presidency were chosen. Of these delegates 21 are claimed for Olney, six are conceded to Hearst, while one is unpledged. To the Olney forces must be added the four delegates at large elected and pledged to him at the state convention.

200 JAPS ARE DROWNED.

at Che Foo says he learns that both banks of the Liao river have been strongly fortified.

St. Petersburg, April 29.—Russian torpedo boats belonging to the Vladivostok squadron sank a Japanese military transport, the Kinshiu Maru, of 4,000 tons, during the night of April 26, with all on board with the exception of 17 officers, 23 soldiers, 65 of the crew and 85 coolie carriers. The 200 others, who refused to surrender, were sent to the bottom with the ship.

The official report of Rear Admiral Yeszen is as follows: "During the night of April 26 two Russian torpedo boats met at sea the Japanese military transport Kinshiu Maru, laden with rice and other military stores and about 1,500 tons of coal. The transport was armed with four Hotchkiss guns. The Russians captured on board 17 officers, 70 soldiers, 85 military carriers, or coolies, and 65 of the crew, who surrendered. The remainder of the men, who were to form a landing party and who were left without officers, refused to surrender or go on board a Russian cruiser. Furthermore they offered armed resistance to the Russians. In the end they were sent to the bottom with the transport."

Port Arthur, April 29.—Japanese torpedo boats were sighted at 1:10 Thursday morning, covered by a Japanese squadron. A few shots were fired without damage, after which the Japanese ships disappeared southward.

Tokio, April 29.—The Japanese gunboat Maya, escorting a fleet of torpedo boats, entered the mouth of the Yalu river on Monday and moved toward Wiju. En route it fought a series of small engagements with the Russian forces protecting the right bank of the river. These encounters transpired frequently throughout Monday and Tuesday.

Liao Yang, April 29.—The delay of the forward movement of the Japanese into Manchuria is due to the exceptionally severe weather. It is reported that there is considerable suffering among the Japanese troops, due to illness and the intense cold.

Paris, April 29.—The Temps correspondent at St. Petersburg telegraphs as follows:

"A Russian column is about 20 miles from Won-San, where the Japanese garrison has fortified itself. The Vladivostok squadron supports the movement of the Russian column."

BOATLOAD OF JAPS PICKED UP.

Tokio, April 30.—Later advices from Gen-San confirm the reports that the Japanese soldiers killed or drowned at the time of the sinking of the Kinshiu Maru refused to surrender to the Russians, preferring death. One non-commissioned officer committed harakari (suicide) according to ancient custom and the others used rifles to kill themselves.

London, April 30.—The correspondent of the Daily Mail at Kobe, says the captain of the Japanese schooner Chihaya, which has arrived at Gen-San, announced that he had rescued a boatload of 45 soldiers and nine members of the crew of the Japanese transport Kinshiu Maru, which was torpedoed and sunk by the Russians on Monday.

St. Petersburg, April 30.—Russia has officially notified the world that she will not accept mediation to terminate the war with Japan. The official notification is contained in a circular issued by the ministry of foreign affairs to the Russian representatives abroad.

Viceroy Alexieff telegraphs that Japanese ships were sighted six miles off Port Arthur Thursday night and that Friday morning ten Japanese cruisers and six torpedo boats were seen in Usuri Bay, adjacent to Vladivostok.

Vladivostok, April 30.—The squadron commanded by Rear Admiral Yeszen has returned here from its recent operations off the Korean coast.

Towns Under Water.

Belleville, Ill., April 28.—It is reported that the town of Cahokia, Ill., a few miles south of here, is entirely under water. Most of the residents have left their homes to the mercy of the flood, while all the schools in that section have been discontinued. The river is out of its banks and at New Athens, 20 miles east of Belleville, the conditions are serious. Thousands of acres of farm lands are inundated and it is said that the crops are ruined. Many residents from the New Athens district have reached Belleville.

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Sold in Emporium, by J. J. Taggart and R. C. Dodson.

MR. KNOX ANSWERS.

Resolutions of Inquiry in Regard to Trusts Replied To.

Washington, April 28.—Attorney General Knox yesterday transmitted to the house replies to the two resolutions of inquiry introduced by Mr. Williams (Miss.) relative to trusts.

First replying to the question as to whether any criminal prosecutions had been begun by him against persons involved in the decision of the supreme court in the Northern Securities case, as guilty of violating the laws by entering into combinations in restraint of trade, the attorney general says:

"I have the honor to say that no criminal prosecutions have been instituted against the persons referred to in the resolution and further than this, I do not deem it compatible with the public interest to comply with the resolution."

The other resolution asks if any investigation ever was made by the department of justice of the so-called anthracite coal trust, consisting of the anthracite coal carrying roads. The attorney general replies to this as follows:

"During the time of the anthracite coal strike the department of justice began an investigation for the purpose of determining whether the anthracite coal business was conducted through a combination or conspiracy in violation of the anti-trust act of 1890.

"This investigation had not proceeded far until I discovered that if such a combination existed, the evidence of its existence had been adroitly concealed, and that if it was established would largely depend upon the government's ability to secure evidence of a chain of circumstances which in the aggregate would establish a combination.

"In view of the fact that this department possessed no powers to compel the production of books and papers or to examine witnesses under oath, I opened up the subject with a representative of the inter-state commerce commission as to the advisability of the inter-state commerce commission making a general investigation into the general question as to whether the anthracite coal roads were engaged in pooling, charging exorbitant rates for the transportation of coal, preventing the coal from reaching its natural markets and, in short, of obtaining through the commission evidence of the facts.

"About this time a complaint was made before the inter-state commerce commission, raising the questions above referred to. During the hearing before the commission upon this complaint several witnesses refused to produce papers and answer questions, whereupon, under the decision of the attorney general, proceedings were begun in the United States circuit court in New York, for the purpose of compelling the coal companies to produce papers and answer questions.

"The circuit court dismissed the petition of the inter-state commerce commission, whereupon an appeal was taken to the supreme court of the United States.

"This appeal was decided in favor of the power of the commission to compel the production of the testimony, and the commission is about to renew the hearings.

MONEY IS PAID.

Sale of Panama Canal Property is Now Complete.

Washington, April 28.—The attorney general has received cablegrams from Messrs. Day and Russell, who went to Paris as his representatives to conduct the closing negotiations for the Panama canal property, to the effect that the deeds of the property, archives and all other papers and documents which will belong to the United States under the transfer, have already been turned over to them and that the purchase price of \$10,000,000 has been advanced to the canal company by a Paris syndicate of bankers. This syndicate, it is understood, offered to pay over the money, with a view to expediting the consummation of the sale, on the assurance of the attorney general that the draft of the syndicate on the United States for the \$10,000,000 would be honored on presentation at the treasury at Washington.

THREE FIREMEN KILLED.

Were Caught Under the Falling Walls of a Soap Factory.

New York, April 28.—Three lives were lost and property valued at \$200,000 was destroyed in a fire at the John Stanley soap works here Wednesday. The dead, all of whom were firemen, are:

Thomas Madigan, James Crean, Hugo Arizone.

Many other firemen who had been called out by the four alarms had narrow escapes during the progress of the fire, one great source of danger being the frequent explosions of chemicals in the building.

Crum is Reappointed.

Washington, April 29.—President Roosevelt has directed the reappointment of W. D. Crum as collector of customs at Charleston, S. C. The president has received positive assurance that the senate will take up Crum's case immediately on reconvening next session, and that it will be disposed of finally. Until he is confirmed Crum cannot draw any salary.

A Sale of Presidential Autographs.

Boston, April 28.—Autograph letters of the presidents of the United States from Washington to McKinley and of the members of their cabinets together with historical documents and letters, and letters of the signers of the Declaration of Independence were sold at auction here yesterday. Good prices were realized. A complete set of autograph letters of the presidents, sold separately, brought \$248.75, the prices paid for the individual items varying from \$56 for a Washington letter to \$1.50 for one by Garfield.

Business Cards.

B. W. GREEN, ATTORNEY-AT-LAW, Emporium, Pa. A business relating to estate, collections, real estates, Orphan's Court and general business will receive prompt attention. 42-1y.

J. C. JOHNSON, J. P. McNARNEY, ATTORNEYS-AT-LAW, Emporium, Pa. Will give prompt attention to all business entrusted to them. 16-1y.

MICHAEL BRENNAN, ATTORNEY-AT-LAW, Emporium, Pa. Collections promptly attended to. Real estate and pension claim agent. 85-1y.

THOMAS WADDINGTON, Emporium, Pa. CONTRACTOR FOR MASONRY AND STONE-CUTTING. All orders in my line promptly executed. All kinds of building and cut-stone, set, ed at low prices. Agent for marble or granite monuments. Lettering neatly done.

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F. D. LEET, ATTORNEY-AT-LAW AND INSURANCE AG'T, EMPORIUM, PA. TO LAND OWNERS AND OTHERS IN CAMERON AND ADJOINING COUNTIES. I have numerous calls for hemlock and hardwood timber lands, also stumpage etc., and parties desiring either to buy or sell will do well to call on me. Meals and luncheon served at all hours. 1007-1y

THE NOVELTY RESTAURANT, (Opposite Post Office), Emporium, Pa. WILLIAM McDONALD, Proprietor. I take pleasure in informing the public that I have purchased the old and popular Novelty Restaurant, located on Fourth street. It will be my endeavor to serve the public in a manner that shall meet with their approval. Give me a call. Meals and luncheon served at all hours. 1007-1y

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Pennsylvania RAILROAD.

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In effect Nov. 29, 1903.

TRAINS LEAVE EMPORIUM EASTWARD

8 15 A. M.—Week days for Sunbury, Wilkesbarre, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia 6:25 P. M., New York 6:30 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.

12:45 P. M. Emporium Junction daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 p. m.; New York, 10:25 p. m.; Baltimore, 7:30 p. m.; Washington, 8:35 p. m. Vestibuled Parlor cars and passenger coaches, Buffalo to Philadelphia and Washington.

3 30 P. M.—Daily for Harrisburg and intermediate stations, arriving at Philadelphia, 4:23 A. M., New York 7:23 A. M., Baltimore, 2:29 A. M., Washington, 3:39 A. M. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers remain sleeper undisturbed until 7:30 A. M.

10 25 P. M.—Daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:17 A. M., New York 2:33 A. M., weeks days, 10:28 A. M. Sunday; Baltimore 7:43 A. M., Washington 8:30 A. M. Pullman sleeping cars from Erie, Buffalo and Williamsport to Philadelphia and Buffalo, Williamsport to Philadelphia and Williamsport to Baltimore.

Washington, Passenger cars from Erie to Philadelphia and Washington.

12:15 A. M. Emporium Junction, daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 a. m.; New York, 9:31 a. m., week days; (10:38 Sunday); Baltimore, 7:25 a. m.; Washington, 8:13 a. m. Vestibuled Buffet sleeping cars and passenger coaches, Buffalo to Philadelphia and Washington.

WESTWARD.

5:10 A. M.—Emporium Junction—daily for Erie, Ridgway and week days for DuBois, Clearfield and intermediate stations. 10 30 A. M.—Daily for Erie and week days for DuBois and intermediate stations. 6 23 P. M.—Week days for Kane and intermediate stations.

RIDGWAY AND CLEARFIELD R. R. CONNECTIONS.

(Week days.)

SOUTHWARD.		NORTHWARD	
P. M.	A. M.	P. M.	A. M.
9 00	4 02	Renovo	5 09 11 45
9 50	4 41	Driftwood	4 00 11 35
10 25	5 10	Emporium Junction	3 20 10 35
11 13	5 53	St. Marys	2 41 10 20
8 25 11 05	6 00	Kane	12 25 3 05 8 25
3 43 11 23	6 23	Wilcox	12 03 2 45 8 04
8 56 11 38	6 36	Johnsburg	9 50 2 33 7 49

SOUTHWARD.		NORTHWARD	
P. M.	A. M.	P. M.	A. M.
4 10 12 10	7 00	Ridgway	9 30 2 15 7 30
4 20 12 20	7 10	Mill Haven	9 20 2 04
4 30 12 30	7 21	Croydland	9 10 1 54 7 20
—	12 33	Shorts Mills	9 04 — 7 35
—	12 36	Blue Rock	9 02 1 47 7 07
4 41 12 40	7 33	Brookwayville	8 49 1 33 6 47
4 51 12 50	7 43	Brookwayville	8 49 1 33 6 47
4 54 12 54	7 47	Lanes Mills	8 44 1 28 6 43
5 02 1 03	7 54	Harveys Run	8 35 1 19 6 35
5 10 1 10	8 00	Falls Creek	8 30 1 15 6 30
5 25 1 25	8 10	DuBois	8 20 1 05 6 20
5 12 1 15	8 05	Falls Creek	8 53 1 15 6 30
5 27 1 29	8 18	Reynoldsville	6 39 1 02 5 15
6 00 1 59	8 45	Brookville	6 05 7 21 5 39
6 45 2 38	9 30	New Bethlehem	11 47 5 00
7 23 3 20 10 10	—	Red Bank	11 10 4 08
9 30 5 30 12 35	—	Pittsburg	9 00 1 50

BUFFALO & ALLEGHENY VALLEY DIVISION.

Leave Emporium Junction for Port Allegeny, Clearfield, East Aurora and Buffalo.

Train No. 107, daily, Emporium, Pa., 8:05 A. M., Port Allegeny, Pa., 10:15 P. M.

Trains leave Emporium for Keating, Port Allegeny, Conduersport, Smithport, Eldred, Bradford, Olean and Buffalo, connecting at Buffalo for points East and West.

Train No. 101, week days, Emporium, Pa., 8:30 A. M., Buffalo, Pa., 10:30 P. M.

Train No. 103, week days, Emporium, Pa., 1:43 P. M., Buffalo, Pa., 3:43 P. M.

Train No. 103, week days, Buffalo, Pa., 1:43 P. M., Emporium, Pa., 3:43 P. M.

LOW GRADE DIVISION.

EAST BOUND.

STATIONS.	109	113	101	105	107	051
Pittsburg, Lv.	8 15	9 00	10 15	11 05	11 50	12 50
Red Bank, Ar.	8 25	9 10	10 25	11 15	12 00	13 00
Lawsonham, Ar.	8 40	9 25	10 40	11 30	12 15	13 15
New Bethlehem, Ar.	9 10	10 00	11 15	12 05	12 50	13 50
Brookville, Ar.	9 45	10 35	11 50	12 40	13 25	14 25
Reynoldsville, Ar.	10 15	11 05	12 20	13 10	14 00	15 00
Falls Creek, Ar.	10 30	11 20	12 35	13 25	14 15	15 15
DuBois, Ar.	10 55	11 45	13 00	13 50	14 40	15 40
Sabula, Ar.	11 10	12 00	13 15	14 05	14 55	15 55
Benezette, Ar.	11 25	12 15	13 30	14 20	15 10	16 10
Benezette, Ar.	11 40	12 30	13 45	14 35	15 25	16 25
Driftwood, Ar.	11 55	12 45	14 00	14 50	15 40	16 40
Via P. & E. Div.	12 10	13 00	14 15	15 05	15 55	16 55
Emporium, Ar.	12 30	13 20	14 35	15 25	16 15	17 15

WESTBOUND.

STATIONS.	105	106	102	114	110	053
Via P. & E. Div.	8 25	9 15	10 30	11 20	12 10	13 10
Emporium, Lv.	8 40	9 30	10 45	11 35	12 25	13 25
Driftwood, Ar.	8 55	9 45	11 00	11 50	12 40	13 40
Via L. G. Div.	9 10	10 00	11 15	12 05	12 55	13 55
Benezette, Ar.	9 25	10 15	11 30	12 20	13 10	14 10
Pennfield, Ar.	9 40	10 30	11 45	12 35	13 25	14 25
Sabula, Ar.	9 55	10 45	12 00	12 50	13 40	14 40
DuBois, Ar.	10 10	11 00	12 15	13 05	13 55	14 55
Falls Creek, Ar.	10 25	11 15	12 30	13 20	14 10	15 10
Reynoldsville, Ar.	10 40	11 30	12 45	13 35	14 25	15 25
Brookville, Ar.	10 55	11 45	13 00	13 50	14 40	15 40
New Bethlehem, Ar.	11 10	12 00	13 15	14 05	14 55	15 55
Lawsonham, Ar.	11 25	12 15	13 30	14 20	15 10	16 10
Red Bank, Ar.	11 40	12 30	13 45	14 35	15 25	16 25
Pittsburg, Ar.	11 55	12 45	14 00	14 50	15 40	16 40

*Daily. †Daily except Sunday. ‡Sunday only. §Flag Stop. ¶Daily between Pittsburg and DuBois.

On Sunday only train leaves Driftwood 8:25 a. m., arrives at DuBois, 10:30 a. m. Returning leaves DuBois, 2:00 p. m.; arrives at Driftwood, 3:40 p. m., stopping at intermediate stations.

For Time Tables and further information, apply to Ticket Agent.

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