Pennsylvania

RAILROAD. PHILADELPHIA AND ERIE BAIL ROAD

PHILADELPHIA AND ERIE RAIL ROAD BIVISION.

In effect Nov. 27, 1994.

TRAINS LEAVE EMPORIUM EASTWARD 8 10 A. M.—Week days for Sunbury, Wilkesbarre, Scranton, Hazleton, Pottsville, Harrisburg and intermediatestations, arriving at Philadelp pia 6.23 P. M., New York 9.30 P. M., Baltimere 6.00 P. M., Washington 7.15 P. M. Pullman Parlor car from Williamsport to Philadelphia and passengerocaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

12:25 P. M. (Emporium Junction) daily for Subury, Harrisburg and principal intermediate stations, serving at Philadelphia, 7:32 p. m.; New York, 10:23 p. m.; Baltimore, 7:30 p. m.; Washington, 8:36, p. m. Vestipasde Parlor cars and passenger coaches, Buffale to Philadelphia and Washington.

20 P. M.—daily for Harrisburg and intermediate stations arriving at Philadelphia and Washington.

3:30 A. M. Washington, 3:30 A. M. Pullman sleeping carsfrom Harrisburg Chiladelphia and New York. Philadelphia passengerscan remainin sleeper undisturbed until 7:30 A. M.

10:30 P. M.—Daily for Sunbury, Harrisburg and intermediate stations arriving at Philadelphia nitermediate stations arriving are philadelphia 7:17 A. M., New York 9:33 A. M.,

adelphia and New York. Philadelphia passengerscan remainin sleeper undisturbed until 7:30 A. M.

10 30 P. M.—Daily for Sunbury, Harrisburg and intermediate stations arriving at Philadelphia 7:17 A. M., New York 9:33 A. M., weekdays, (10.38 A. M. Sunday;) Baltimore 7:14 A. M., Washington 8:30 A. M. Pullman sleeping cars from Erie, Buffalo and Williamsport to Philadelphia and Buffalo, Williamsport to Washington. Passenger cars from Erie to Philadelphia and Williamsport to Baltimore. 12:15 A. M. (Emporium Junction) daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 a. m., New York, 9:33 a. m., week days; (10:38 Sundays); Baltimore, 7:25 a. m.; Washington. Sundays); Baltimore, 7:25 a. m.; Washington Sand Washington. WESTWARD.

5:10 A. M.—Emporium Junction—daily for Erie, Ridgway, and week days for DuBois, Clermont and intermediate stations.

5:23 P. M.—Week days for Kane avaintermediate stations.

RIDGWAY AND CLEARFIELD R. R. COM.

SOUTHWARD.					Stations.	NORTHWARD						
P. M	A.	M.	A .	м.	1	P.	м.	P.	м.	P.	M.	
	0	00	4	02	Renovo			5	00	11	45	
		50			Driftwood				00	11		
		25			Emporium June				23			
	11	13			St. Marys				35			
3 2	11	05	5	55	Kane	112	25	3	00		25	
8 3	3 11	23	6	10	Wilcox	12	02		40		04	
8 4	3 11	38	6	25	Johnsonburg	11	47	2	28	7	49	
4.0	1 12	01	0	50	Ridgway,		20	2	10	7	30	
	3 12	01		50	Itildg way,	ľ	20	-	10			
4 1	5 12	09	7	01	Mill Haven	9	09	1		7	20	
4 2			7		Croyland		00		49		09	
_			7		Shorts Mills		55	-	_	7	3!	
4 3	4 12	26	7		Blue Rock	8	51	1	40	7	01	
4 3	8 12	30	7	23	Carrier	8	47	1	37	6	57	
4 4	8 12	40	7	32	.Brockwayville.	8	37	1		6		
4 5		45	7	37			34		23	6		
4 5			7	41	.McMinns Sm't.		30			6		
5 0		54	7	45	. Harveys Run		25		15		35	
5 0		00			Falls Creek	.8			10			
5 2	0 1	25	8	03	DuBois	8	08	12	55	6	10	
5 1					Falls Creek	16			15			
5 2				08	Reynoldsville				52			
6 0				35	Brookville				24			
6 4		38			New Bethlehem				44			
7 2		3 20			Red Bank			11	05		0	
10 0 P. N		30 M.			Pittsburg	1:		9	00 M.		30	

DIVISION.
Leave Emporlum Junction for Port Allegany, Olean, Arcade, East Aurora and Buffalo.
Train No. 107, daily. 4:05 A. M.
Trains leave Emporlum for Keating, Port Allegany, Coudersport, Smethport, Eldred, Bradford, Olean and Buffalo, connecting at Buffalo for points East and West.
Train No. 101, week days, 8:25 A. M.
Train No. 103 will connect at Olean with Chautaugua Division for Allegany with

or points East and West.

No. 101, week days.

No. 103, week days.

1:35 P. M.
In No. 103 will connect at Olean with
tauqua Division for Allegany, Bradford,
nanca.Warren, Oil City and Pittsburg. LOW GRADE DIVISION

	EAS	TBO	OU	NI),	_					
STATIONS.	109	113		101		105		107		951	
Pittsburg, Lv.	A. M.									A. 1 9	
Red Bank,		9									
Lawsonham,		9	47	81	118	4	18	8	07	11	90
New Bethle'm.											
Brookville,											26
Reynoldsville,	6 39	11	42	12	52	6	15	9	50	12	55
Falls Creek	6 53	11	57	1	15	6	30	10	005	1	14
DuBois,	7 00	†12	05	1	25	6	40	10	115		
Sabula,	7 12										_
Pennfield	7 30										

New Bethle'm.	5 20	10 20	11 44	4 50	8 37	11 40
Brookville,	†6 05	11 10	12 24	5 39	9 22	12 26
Revnoldsville,	6 39	11 43	2 12 52	6 15	9 50	12 5
Falls Creek	6 53	11 5	7 1 15	6 30	1005	1 1
DuBois,	7 00	†12 0	5 1 2	6 40	1015 1	1 2
Sabula,	7 12		1 37	6 53		
Pennfield,	7 30		1 58	7 15		
Bennezette,	8 04		2 29	7 47		
Driftwood,	18 40		. 13 0	5 8 20		
via P. & E. Div						
Driftwood Lv.	19 50		. 13 4	5		
Emporium, Ar.	†10 30		. +4 10)		
		A. M			P. M	P. M
	WES	TBOU	JND.			
STATIONS.	108	106	102	114	110	952
DIATIONS.	100	100	102	***	110	602
Via P. & E. Div						
Emporium, Lv.						
Driftwood, Ar					14 00	
Via L. G. Div			10 01		1 4 00	
Driftwood, Lv.		45.50	†1110		15 50	
Bennezette,			11 45			
Pennfield,			12 20			
Sabula,		7 18	12 39		7 23	
DuBois	*6 05	7 30	12 55	15 00	7 35	14 0
Falls Creek	6 12		1 15			4 0
Reynoldsville	6 30					
Brookville	7 05				18 30	
New Bethle'm.	7 51		2 38			
Lawsonham,	8 21	9 47				6 0
	8 35	10 00	3 20	7 25		
Red Bank, Ar Pittsburg, Ar		10 00 †1235	3 20 +5 30	7 25 †1010		19 3

*Daily. †Daily except Sunday. ;Sunday only. Friag Stop.
On Sunday only train leaves Driftwood 8:22 a. m., arrives at DuBois, 10:00 a. m. Returning leaves DuBois, 2:00 p. m.; arrives at Driftwood, 5:40 p. m., stopping at intermediate stations.
For Time Tables and further information, apply to Ticket Agent.

ply to Ticket Agent.

J. R. WOOD, Pass'gr Traffic Mgr.

W. W. ATTERBURY, GEO. W. BOYD,

General Manager. Gen'l Passenger Agt.

THE PITTSBURG, SHAWMUT & NORTHERN R. R.

Through Passenger Service Between St. Marys, Brockwayville, Shawmut, Smethport, Olean, Friendship, Angelica, Hornellsvilla, Wayland, Buffalo, and New York.

Effective Sunday, May 29, 190 -Eastern Standard Time. Time of Trains at St. Marys.

DEPART

DEPART.

7.85 A. M.—ForKersey (Arr. 8.14 a. m.), Byrne dale (Arr. 8.56 a. m.,) Weedville (Arr. 9.03 a m.;) Elbon (Arr. 8.46 a. m.,) Shawmut (Arr. 9.08 a. m.,) Brockwayille (Arr. 9.42 a. m.)

12.38 P. M.—For Cleavoille (Arr. 9.42 a. m.)

Smethport (Arr. 3.20 p. m.) Eldred (Arr. 2.49 p. m.)

Brockwayille (Arr. 9.40 p. m.)

Brockwayille (Arr. 2.40 p. m.)

Bolivar (Arr. 3.20 p. m.)

Bolivar (Arr. 2.40 p. m.)

Angelica (Arr. 4.34 p. m.)

Bolivar (Arr. 9.10 p. m.)

Angelica (Arr. 4.35 p. m.)

Brockwayille (Arr. 9.20 p. m.)

Brockwayille (Arr. 9.20 p. m.)

Brockwayille (Arr. 4.47 p. m.)

Brockwayille (Arr. 4.47 p. m.)

Brockwayille (Arr. 4.47 p. m.)

ARRIVE.

11.05 A. M. From Brockwayille Shawmut

ARRIVE.

11.05 A. M. From Brockwayville, Shawmut
6.50 P. M. Elbon, Kersey and Byrnedale.
1.45 P. M.—From Wayland, Hornelisville, Can
aseraga, Angelica, Friendship, Bolivar, Buffalo, Bradford, Olean Eldred, Smethport
and Clermont.
All trains daily except Sunday.
A.M. LANE, C. J. RENWICK,
Gen'l Supt. Gen. Pass. Agent
St. Marys, Penna.

Foley's Kidney Cure makes kidneys and bladder right.

Just Discrimination in Railway Rates All railroad men qualified to speak on the subject in a responsible way are likely to agree with President Samuel Spencer, of the Southern railway, when he says: "There is no division of opinion as to the desirability of stopping all secret or unjustly discriminatory devices and practices of whatsoever character."

Mr. Spencer, in speaking of "unjust-ly discriminatory" rates and devices, makes a distinction which is at once apparent to common sense. There may be discrimination in freight rates which is just, reasonable and imperatively required by the complex commercial and geographical conditions with which expert rate makers have to deal. To abolish such open and honest discrimination might paralyze the industries of cities. states and whole sections of our national territory.

This distinction between just and unjust discrimination is clearly recognized in the conclusions of the International Railway Congress, published yester-

day:

"Tariffs should be based on commercial principies, taking into account the special conditions which bear upon the commercial value of the services rendered. With the reservation that rates shall be charged without arbitrary discrimination to all shippers alike under like conditions, the making of rates should as far as possible have all the elasticity necessary to permit the development of the traffic and to produce the greatest results to the public and to the rallroads themselves.

The present proposal is, as Mr. Walker D. Hines, of Louisville, showed in his remarkable testimony the other day

remarkable testimony the other day before the senate committee at Washington, to crystallize flexible and justly discriminatory rates into fixed government rates which cannot be changed except by the intervention of some government tribunal, and by this very process to increase "the temptation to depart from the published rate and the lawful rate in order to meet sor e over-powering and urgent commercial con-dition."—New York Sun.

Unreasonable Child.

He-What's the baby crying so for? She-Why, he's just swallowed

"Good gracious! The child can't expect to eat his pennies and have 'em, too!"—Yonkers Statesmau.

Evidence.

Nellie-Do they have airships in

Willie-I guess so; at least I heard Aunt Molly say she was going to take a flying trip through there this summer.-Detroit Free Press.

TWO OPEN LETTERS

IMPORTANT TO MARRIED WOMEN

Mrs. Mary Dimmick of Washington tells How Lydia E. Pinkham's Vegetable Compound Made Her Well.

It is with great pleasure we publish the following letters, as they convinc-ingly prove the claim we have so many times made in our columns that Mrs.



Pinkham, of Lynn, Mass., is fully qualidedtogive helpful advice to sick a Read Mrs. Dimmick's letters. Her first letter:

Her first letter:

Dear Mrs. Pinkham:—

"I have been a sufferer for the past eight years with a trouble which first originated from painful menstruation—the pains were excruciating, with inflammation and ulceration of the womb. The doctor says I must have an operation or I cannot live. I do not want to submit to an operation if I can possibly avoid it. Please help me."—Mrs. Mary Dimmick, Washington, D. C.

Her second between

Her second letter;

Dimmick, Washington, D. C.

Her second letter;

Dear Mrs. Pinkham:—

"You will remember my condition when I last wrote you, and that the doctor said I must have an operation or I could not live. I received your kind letter and followed your advice very carefully and am now entirely well. As my case was so serious it seems a miracle that I am cured. I know that I owe not only my health but my life to Lydia E. Pinkham's Vegetable Compound and to your advice. I can walk miles without an ache or a pain, and I wish every suffering woman would read this letter and realize what you can do for them."—Mrs. Mary Dimmick, 59th and East Capitol Streets, Washington, D. C.

How easy it was for Mrs. Dimmick to write to Mrs. Pinkham at Lynn, Mass., and how little it cost her—a two-cent stamp. Yet how valuable was the reply! As Mrs. Dimmick says—itsaved her life.

Mrs. Pinkham has on file thousands of just such letters as the above, and offers ailing women helpful advice.



If you have not tried the new Celery King Tab-lets (the tonic-laxative) get a box at your druggist's for 25c. Celery King is the most satisfying medicine. Druggists sell it in Herb and Tablet

MEN-BOYS-GIRLS AND WOMEN

WM. F. NYE, New Bedford, Mass.



GRAVEL ROADS.

▲ Suggestive Talk on the Methods of Improving the Highways of the Country.

By careful experimentation it has been found that the force required to draw a load of 2,240 pounds (inclusive of the wagon) over a good dirt road, is 200 pounds; over a gravel road, 143 pounds; over a macadam road, 65 pounds; over a plank road, 41 pounds. Plank roads, Telford roads and macadam roads are too expensive for most rural villages, though we find them in some, and generally out of the question in the open country. But the gravel road is a possibility and is actually in use in thousands of localities.

Gravel roads need not be excessively expensive, but the cost will, of course vary according to cost of gravel and distance it has to be drawn. Riding with a farmer in Illinois last fall, the writer had pointed out to him a good-



OSSEO GRAVEL ROAD NEAR MINNE-

sized hill composed almost entirely of gravel, which was used for road building in several directions. The owner of the hill was selling the gravel at a price low enough to make it an induce-ment for the road commissioners to purchase it and havl it onto the roads. The said commissioners did not attempt to gravel the road for its whole width, but made the graveled driveway about 12 feet wide. As they had a good founda-tion naturally, and as the road was flanked by good ditches on each side, the gravel became an almost impervious can to the road, turning the water easily in both directions, for it had in it a small percentage of soil and had been rolled hard. The farmers in the vicinity were very proud of their work, and a number of them had subscribed \$50 each in addition to their road tax to help push the work along. The road shortened the distance to town very materially and reduced the cost of hauling all produce, for it was only within recent years that

the great deposit of gravel was touched. There are in the middle and western states immense quantities of such gravel. Usually the soil over those deposits is of no great value for agricultural purposes, as the porous condition of the substrata makes it difficult to retain enough moisture in the soil for plant needs. These deposits should therefore be used for the construction of roads where such improvements are needed. Where it is possible to purchase such gravel at a low price it will pay a township much better to use the gravel in the construction of roads than to continue to remake the roads with dirt surface each year.

The state with deep alluvial soil, such as Illinois and Iowa, have very bad roads. A government report says that on this account Illinois has the worst roads of any state in the union. In some sections there are no gravel deposits and gravel must be hauled in over the railroads. In such cases it becomes necessary to make the graveled roadbed as narrow as possible. This can be accomplished by having the gravel road-bed just wide enough for use by the wheels of an ordinary carriage or wag on and have the graveled strip paral-leled by an earth roadbed. This latter arrangement is seen in certain parts of Illinois. The earth roadway gives room for turning out when two teams meet on the graveled strip, and in some parts of the summer the dirt road is preferred for use by the drivers of light wagons.

The drainage of the road must be provided for and ther the dirt founda-tion should be packed hard by using a steam roller. On the top of this foundation, gravel to the depth of four inches should be put on and rolled till it is not more than three inches in thickness. On top of this should be put another four inches and that, too, should be rolled hard, making a bed six inches in thickness. This plan of course must be modified to suit circumstances, as there are roads with naturally such good foundation that far less than this amount of gravel is required to make a satisfactory surface.

Sore Shoulders.

After a horse has perspired freely it is good practice to bathe the shoulders thoroughly with cold water, to which has been added a little salt, and the shoulders then rubbed until dry. If after this precaution has been taken, the collar is brushed or scraped until thor-oughly clean before being put on again and a little trouble taken to lift it for-ward off the shoulder when the horse is standing, to allow a circulation of air and then carefully replaced, being careful that no mane is allowed between the collar and shoulder, it is seldom sore shoulders will result.-Midland Farmer,

The Truth Breaks Out.

"Now, of course, doctor," said the man upon whose eye the operation had been performed, "I respect your skill highly, and all that; but doesn't it seem, even to you, a little too much to charge \$50 for doing a bit of work that occupied you about five minutes?"

"My good sir," said the great oculist, hastening to the defense of himself and his profession, "you don't realize that in acquiring the skill to perform such an operation in five minutes I have spoiled perhaps two bushels of eyes quite as valuable as yours!"—N. Y. Times.

Observations.

It is hard to say which is the more dif-ficulty—living down a past or living up to a future. Experience—the name we give our fali-

Impulse—what we regret next day.— Beatrice Sturges, in Smart Set.

It is proposed when a certain Atchison man dies to place his automobile over his grave as a monument. "He has spent so many happy hours under it," people say. —Atchison Globe.

In Record Time.

In Record Time.

Piney Flats, Tenn., May 29th.—(Special)
—Cured in two days of Rheumatism that had made his life a terture for two years, D. S. Hilton, of this place, naturally wants every other sufferer from rheumatism to know what cured him. It was Dodd's Kidney Pills.

"Dodd's Kidney Pills are the grandest pill on earth," says Mr. Hilton, "I would not take any sum of money for what they did for me. For two years I had what the doctors called rheumatism. I could hardly walk around in the house. It seemed to be in my back and hip and legs. I tried everything but nothing helped me till I got Dodd's Kidney Pills. "Two days after I took the first dose all pain left me and it has never come back since. I can't praise Dodd's Kidney Pills too much."

Rheumatism is caused by uric acid in the blood. Healthy kidneys take all the Uric Acid out of the blood. Dodd's Kidney Pills make healthy kidneys.

An old coat that's paid for feels better on you than a new one that ain't—but, then, it's the looks of the garment nowadays and not the feel of it that counts.—Judge.

Where Old Ocean's Salty Breezes Blow-An Ideal Summer Territory.

Long Island as a summer resort grows in popularity each year, for once a dweller on this exceptionally favored Atlantic Coast Island always a dweller is the rule; its natural attractions are marvelous in variety, its South or Ocean Shore is most didely known, for here the surf bathing s particularly fine and the sweltering heat, so often encountered at other Atlantic points, is a thing unknown, because this beautiful Island alone trends East and West directly across the Summer South winds, blowing fresh and cool over he Atlantic.

It has hesides the open ocean the Great South Bay and other inland seas further of the east, where safe sailing and still alt water bathing is at its best.

On the North or Sound Shore the atractions of salt water are also most excellent; the surf of course is lacking, but instead this shore has bluffs and hills received to the high water mark.

Fishing both in fresh and salt water is noted attraction of Long Island.

Golf and tennis enthusiasts are splendidy cared for, as L. I. links and courts are insurpassed.

The splendid system of highways has alters as the salt and the rider, driver and auto-

nsurpassed. The splendid system of highways has al-ays attracted the rider, driver and auto-

Hence, all in all, for rest or sport afoot r ashore no coast resort has more to

He who rides a hobby thinks he is entitled to the middle of the road.—Chicago Daily News.

Who Is Pusheck?

Who Is Pusheck?

One reads so much about Dr. Pusheck and the wonderful cures achieved by his Kuro, that everybody is interested to know more about him. Dr. Pusheck has practiced medicine for some 25 years in Chicago, and has within the last few years extended his efforts all over the country. All advice is free, and his main remedyhis Kuro—is sent on trial to anyone suffering from Weakness, Pain, Rheumatism or any Blood, Skin, Stomach or Nervous Trouble. Book free. Dr. Pusheck, Chicago.

Rain may be all right for growing crops, out it brings no joy to the baseball fan.— hicago Chroniele.

Piso's Care for Consumption is an infalli-de medicine for coughs and colds.—N. W. amuel, Ocean Grove, N. J., Feb. 17, 1900.

Trust to luck-if you want to go hun-y.-N, Y. Times.

AVegetable Preparation for Assimilating the Food and Regula

ting the Stomachs and Bowels of

INFANTS GHILDREN

Promotes Digestion.Cheerfulness and Rest.Contains neither

Opium, Morphine nor Mineral

Pacipe of Old Dr.SMAUELPITCHER

Aperfect Remedy for Constipa-tion, Sour Stomach, Diarrhoea Worms, Convulsions, Feverish-

ness and Loss of SLEEP. Fac Simile Signature of

Charff Fleteter.

NEW YORK.

Affiguonths old 35 Doses - 35 Cents

EXACT COPY OF WRAPPER

NOT NARCOTIC.

Prompkin Seedt Als. Senna +
Als. Senna +
Rochelle Salts Anne Seed +
Frogermint It (arbanule Soda +
Vorm Seed Clarified Sugar
Watergreen Flavor:



Say Plainly to Your Grocer

That you want LION COFFEE always, and he, being a square man, will not try to sell you anything else. You may not care for our opinion, but

What About the United Judgment of Millions

of housekeepers who have used LION COFFEE for over a quarter of a century? Is there any stronger proof of merit, than the



Confidence of the People and ever increasing popularity? LION COFFEE is carefully selected at the plantation, shipped direct to our various factories, where it is skillfully roasted and carefully packed in sealed packages-unlike loose coffee, which is exposed to germs, dust, insects, etc. LION COFFEE reaches you as pure and clean as when it left the factory. Sold only in 1 lb. packages.

Lion-head on every package. Save these Lion-heads for valuable premiums.

SOLD BY GROCERS EVERYWHERE

WOOLSON SPICE CO., Toledo, Ohio

SIGK HEADACHE



Positively cured by these Little Pills. They also relieve Dis-tress from Dyspepsia, In-digestion and Too Hearty Eating. A perfect rem-edy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They

regulate the Bowels. Purely Vegetable. SMALL PILL. SMALL DOSE. SMALL PRICE.



Success Versus Succession

Shake Into Your Shoes

Allen's Foot-Ease. It cures painful, swollen, smarting, sweating feet. Makes new shoes easy. Sold by all Druggists and Shoe Stores. Don't accept any substitute. Sample FREE. Address A. S. Olmsted, Le Roy, N. Y.

The German emperor is credited with the statement: "The whole world is in trouble when I travel." and if he said it, it isn't all egotism, either.—Boston Globe.



troubled with ills peculiar to their sex, used an a douche is marvelously successful. Thoroughly cleanes, kills disease germs, stops discharges, heals inflammation and local soreness, cures leucorrioz and nasal catarth.

Paxine is in powder form to be dissolved in pure water, and is far more cleaning, healing, germicidal

TOILET AND WOMEN'S SPECIAL USES

MY FREE BOOK W. M. OSTRANDER, 631 North American Bldg.,

PATENTS 48-page book FREE, highest references FITZGERALD & CO., Box K, Washington, D. G.



A. N. K.-C

900 DROPS The Kind You Have Always Bought, and which has been

in use for over 30 years, has borne the signature of and has been made under his per-Chat It flitcher. sonal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children-Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea-The Mother's Friend.

CENUINE CASTORIA ALWAYS



In Use For Over 30 Years.