

Pennsylvania RAILROAD.

PHILADELPHIA AND ERIE RAIL ROAD DIVISION.

In effect Nov. 27, 1904. TRAINS LEAVE EMPORIUM EASTWARD 10 A. M.—Week days for Sunbury, Williamsport, ...

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

RIDGWAY AND CLEARFIELD R. R. CONNECTIONS.

Table with columns for Southward and Northward stations and times. Includes stations like Renovo, Driftwood, and Kane.

Table with columns for Buffalo and Allegheny Valley Division stations and times. Includes stations like East Aurora, Buffalo, and Clearmont.

BUFFALO & ALLEGHENY VALLEY DIVISION.

Leave Emporium Junction for Port Allegany, Olean, Arcade, East Aurora and Buffalo. Train No. 307, daily, ...

LOW GRADE DIVISION.

Table with columns for Eastbound and Westbound stations and times. Includes stations like DuBois, Clearmont, and Clearfield.

*Daily. †Daily except Sunday. ‡Sunday only. §Flag Stop.

On Sunday only train leaves Driftwood 8:23 a. m., arrives at DuBois, 10:30 a. m., returning leaves DuBois, 2:50 p. m., arrives at Driftwood, 8:40 p. m., stopping at intermediate stations.

THE PITTSBURGH, SHAWMUT & NORTHERN R. R.

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

Effective Sunday, May 29, 1905. Eastern Standard Time. Time of Trains at St. Marys.

DEPART.

7:55 A. M.—For Kersey (Arr. 8:14 a. m.), Byrnsdale (Arr. 8:56 a. m.), Weedville (Arr. 9:03 a. m.), Elbon (Arr. 8:16 a. m.), Shawmut (Arr. 9:08 a. m.), Brockwayville (Arr. 9:42 a. m.), ...

ARRIVE.

11:05 A. M. From Brockwayville, Shawmut 6:50 P. M. From Elbon, Kersey and Hornelsville. 1:45 P. M.—From Wayland, Hornelsville, Canaseraga, Angelica, Friendship, Bolivar, Buf...

All trains daily except Sunday. A. M. LANE, C. J. RENWICK, Gen'l Supt. GEO. W. PASS, Agent.

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 "unjustly 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 export rate makers have to deal.

This distinction between just and unjust discrimination is clearly recognized in the conclusions of the International Railway Congress, published yesterday: "Tariffs should be based on commercial principles, taking into account the special conditions which obtain 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 be 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 railroads themselves."

The present proposal, as Mr. Walker D. Hines, of Louisville, showed in his 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 some overpowering and urgent commercial condition."—New York Sun.

Unreasonable Child.

He—What's the baby crying so for? She—Why, he's just swallowed a penny. "Good gracious! The child can't expect to eat his pennies and have 'em, too!"—Yonkers Statesman.

Evidence.

Nellie—Do they have airships in Europe? 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 convincingly prove the claim we have so many times made in our columns that Mrs.



Mrs. Mary Dimmick

Pinkham, of Lynn, Mass., is fully qualified to give helpful advice to sick women. Read Mrs. Dimmick's letters.

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 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— "It saved her life." Mrs. Pinkham can save thousands of just such letters as the above, and offers ailing women helpful advice.

ARRIVE. 11:05 A. M. From Brockwayville, Shawmut 6:50 P. M. From Elbon, Kersey and Hornelsville. 1:45 P. M.—From Wayland, Hornelsville, Canaseraga, Angelica, Friendship, Bolivar, Buf...

Celery King advertisement featuring an image of a celery stalk and the text 'The New Form'.

Men-Boys-Girls and Women advertisement for a medicine.



GRAVEL ROADS.

A 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 MINNEAPOLIS.

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 inducement for the road commissioners to purchase it and haul it onto the roads. The said commissioners did not attempt to gravel the road for its whole width, but made the gravel driveway about 12 feet wide. As they had a good foundation naturally, and as the road was flanked by good ditches on each side, the gravel became an almost impervious cap 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 gravelled roadbed as narrow as possible. This can be accomplished by having the gravel roadbed just wide enough for use by the wheels of an ordinary carriage or wagon and have the gravelled strip paralleled 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 gravelled 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 the dirt foundation 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 thoroughly clean before being put on again and a little trouble taken to lift it forward 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 bushes of eyes quite as valuable as yours!"—N. Y. Times.

Observations.

It is hard to say which is the more difficult—living down a past or living up to a future. Experience—the name we give our failures. Impulse—that we regret next day.—Beatrice Sturges, in Smart Set.

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

In Record Time.

Finny Flats, Tenn., May 29th.—(Special)—Cured in two days of Rheumatism that had made his life a torture 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 in the rule; its natural attractions are marvelous in variety, its South or Ocean Shore is most widely known, for here the surf bathing is 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 the Atlantic.

It has besides the open ocean the Great South Bay and other inland seas further to the east, where safe sailing and still salt water bathing is at its best. On the North or Sound Shore, the attractions of salt water are also most excellent; the surf of course is lacking, but instead this shore has bluffs and hills treacherous to the high water mark.

Fishing both in fresh and salt water is a noted attraction of Long Island. Golf and tennis enthusiasts are splendidly cared for, as L. I. links and courts are unsurpassed. The splendid system of highways has always attracted the rider, driver and automobilist. Here, all in all, for rest or sport afoot or ashore no coast resort has more to offer.

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

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 ailments are free, and his main remedy is his Kuro—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, but it brings no joy to the baseball fan.—Chicago Chronicle.

Piso's Care for Consumption is an infallible medicine for coughs and colds.—N. W. Samuel, Ocean Grove, N. J., Feb. 17, 1900.

Trust to luck—if you want to go hungry.—N. Y. Times.

WORK THAT TELLS advertisement for Egg-o-See cereal, featuring an image of the product box and a large '10c' price tag.

Say Plainly to Your Grocer advertisement for Lion Coffee, featuring an image of a lion and the text 'LION COFFEE'.

SICK HEADACHE advertisement for Carter's Little Liver Pills, featuring an image of the product box.

DAXTINE TOILET ANTISEPTIC advertisement for women's hygiene, featuring an image of a woman.

Small pill, small dose, small price advertisement for Carter's Little Liver Pills.

PATENTS advertisement for legal services.

CASTORIA advertisement featuring a large image of the product box and the text 'The Kind You Have Always Bought'.