

Pennsylvania RAILROAD.

PHILADELPHIA AND ERIE RAILROAD DIVISION.

In effect May 28, 1905.

TRAINS LEAVE EMPORIUM EASTWARD

10 A. M.—Sundays only for Renovo and

Week days for Sunbury, Williamsport, and

Washington, Harrisburg and

intermediate stations, arriving at Philadelphia

6:23 P. M., New York 9:30 P. M., Baltimore

9:59 P. M., Washington 7:15 P. M., Pullman

Parlor car from Williamsport to Philadelphia

and passenger coaches, Buffalo to Philadel-

phia and Washington.

12:45 P. M. (Emporium Junction) daily for Sun-

bury, Harrisburg and principal intermediate

stations, arriving at Philadelphia, 7:32 P. M.,

New York, 10:25 P. M., Baltimore, 7:30 P. M.,

Washington, 8:33 P. M. Vestibule Parlor

cars and passenger coaches, Buffalo to Philadel-

phia and Washington.

8:30 P. M.—Daily for Harrisburg and

intermediate stations, arriving at Philadel-

phia, 4:23 A. M., New York, 7:13 A. M.,

Baltimore, 2:24 A. M., Washington, 3:30 A. M.,

Pullman sleeping cars from Harrisburg to Phil-

adelphia and New York. Philadelphia pas-

senger cars remain sleeper and undisturbed, un-

til 7:30 A. M.

10:30 P. M.—Daily for Sunbury, Harris-

burg and intermediate stations, arriving at

Philadelphia 7:17 A. M., New York, 7:33 A. M.,

weekdays, 10:38 A. M. Sunday, Baltimore, 7:15

A. M., Washington, 8:30 A. M., Pullman sleep-

ing cars from Erie, Buffalo and Williamsport to

Philadelphia and Buffalo, Williamsport to

Washington. Passenger cars from Erie to

Philadelphia and Williamsport to Baltimore.

12:25 A. M. (Emporium Junction) daily for Sun-

bury, Harrisburg and principal intermediate

stations, arriving at Philadelphia, 7:32 A. M.,

New York, 10:25 P. M., Baltimore, 7:30 P. M.,

Washington, 8:36 A. M. Vestibule Buffet Sleeping Cars

and passenger coaches, Buffalo to Philadelphia

and Washington.

WESTWARD.

6:10 A. M.—Emporium Junction—daily for

Erie, Ridgway, and intermediate stations, for Du-

buois, Clearport and intermediate stations.

10:30 A. M.—Daily for Erie and week days

for DuBois and intermediate stations.

4:23 P. M.—Daily for Erie and intermediate

stations.

RIDGWAY AND CLEARFIELD R. R. CON-

NECTIONS.

(Week days.)

SOUTHWARD. Stations. NORTHWARD.

P. M. A. M. P. M. A. M. P. M. P. M.

9:00 4:02 Renovo 11:38 11:45

9:50 4:41 Driftwood 12:50 11:05

10:25 5:19 Emporium Junction 12:15 10:29

11:15 5:53 St. Marys 11:20 9:54

4:59 10:10 5:55 Renovo 12:25 3:40

5:06 11:21 6:19 Driftwood 12:42 2:40

5:29 11:38 6:25 Johnsonburg 11:47 2:28

5:40 11:55 6:50 Ridgway 9:20 2:10 8:28

6:00 12:15 7:10 Mill Haven 9:00 1:49 8:06

6:12 12:27 7:19 Croyleland 9:00 1:49 8:06

6:24 12:39 7:19 Blue Rock 8:51 1:40 7:58

6:36 12:51 7:23 Carrier 8:47 1:37 7:59

6:48 13:03 7:32 Brockwayville 8:37 1:27 7:48

6:59 13:15 7:41 Lanesville 8:29 1:20 7:34

7:11 13:27 7:41 McMinns Sta. 8:29 1:20 7:34

7:23 13:39 7:45 Harveys Run 8:25 1:15 7:30

7:35 13:51 7:45 Lanesville 8:29 1:20 7:34

7:47 14:03 7:55 DuBois 8:18 1:05 7:19

7:59 14:15 7:55 Falls Creek 8:13 1:05 7:30

8:11 14:27 8:08 Reynoldsville 8:03 1:02 7:30

8:23 14:39 8:35 Brookville 8:03 1:02 7:30

8:35 14:51 8:40 Williamsport 8:03 1:02 7:30

8:47 15:03 8:45 Red Bank 8:03 1:05 7:30

8:59 15:15 8:55 Pittsburg 9:00 1:30

9:11 15:27 9:00 Pittsburg 9:00 1:30

P. M. P. M. P. M. P. M. P. M. P. M.

BUFFALO & ALLEGHENY VALLEY

DIVISION.

Leave Emporium Junction for Port Allegany,

Olean, Arara, East Aurora and Buffalo.

Train No. 107, daily, 4:35 A. M.

Train No. 115, daily, 9:20 A. M.

Trains leave Emporium for Keating, Port

Allegany, Co. 10, Port, Smithport, Eldred,

Bradford, Olean and Clearport, connecting at Buf-

alo for points East and West.

Train No. 101, week days, 8:25 A. M.

Train No. 103, week days, 1:35 P. M.

Train No. 105, week days, 4:45 P. M.

Chautauqua Division for Allegany, Bradford,

Salmanna, Warren, Oil City and Pittsburg.

LOW GRADE DIVISION.

EASTBOUND.

STATIONS. 109 113 101 105 107 951

Pittsburg, Lv. 8:15 8:22 9:00 9:05 9:10

Red Bank, 8:30 8:37 9:15 9:20 9:25

Lewistown, 8:45 8:52 9:30 9:35 9:40

New Bethlehem, 9:00 9:07 9:45 9:50 9:55

Brookville, 9:15 9:22 10:10 10:15 10:20

Reynoldsville, 9:30 9:37 10:25 10:30 10:35

Falls Creek, 9:45 9:52 10:40 10:45 10:50

DuBois, 10:00 10:07 11:00 11:05 11:10

Sabula, 10:15 10:22 11:15 11:20 11:25

Penick, 10:30 10:37 11:30 11:35 11:40

Seneca, 10:45 10:52 11:45 11:50 11:55

Driftwood, 11:00 11:07 12:00 12:05 12:10

Emporium, Arr. 11:30 11:40

A. M. A. M. P. M. P. M. P. M. P. M.

WESTBOUND.

STATIONS. 105 101 103 111 110 952

Via P. & E. Div. A. M. A. M. P. M. P. M. P. M.

Emporium, Lv. 8:15 8:22 9:00 9:05 9:10

Driftwood, Arr. 9:04 9:14 10:00

Via L. & G. Div. A. M. A. M. P. M. P. M. P. M.

Driftwood, Lv. 8:15 8:22 9:00 9:05 9:10

Beaneville, 8:25 8:35 9:20 9:25 9:30

Penick, 8:40 8:50 9:35 9:40 9:45

Sabula, 8:55 9:05 10:00 10:05 10:10

DuBois, 9:10 9:20 10:15 10:20 10:25

Falls Creek, 9:25 9:35 10:30 10:35 10:40

Reynoldsville, 9:40 9:50 10:45 10:50 10:55

Brookville, 9:55 10:05 11:00 11:05 11:10

New Bethlehem, 10:10 10:20 11:15 11:20 11:25

Lewistown, 10:25 10:35 11:30 11:35 11:40

Red Bank, Arr. 10:35 10:45 11:40 11:45 11:50

Pittsburg, Arr. 11:15 11:25 12:30 12:35 12:40

A. M. P. M. P. M. P. M. P. M. P. M.

DEPART.

7:55 A. M.—For Keresy (Arr. 8:14 A. M.), Berne

dale (Arr. 8:24 A. M.), Westfield (Arr. 8:34 A. M.),

Eibon (Arr. 8:44 A. M.), Shawmut (Arr. 8:54 A. M.),

Brookwayville (Arr. 9:04 A. M.),

12:25 P. M.—For Clearport (Arr. 1:37 P. M.),

Bradford (Arr. 2:29 P. M.), connecting for

Smithport (Arr. 3:30 P. M.), Eldred (Arr. 2:49

P. M.), Olean (Arr. 3:40 P. M.), connecting

for Buffalo (Arr. 4:19 P. M.), Bojler (Arr. 4:29

3:33 P. M.), Friendship (Arr. 4:03 P. M.),

Angela (Arr. 4:34 P. M.), Hornellville (Arr. 4:40

4:10 P. M.), Wayland (Arr. 4:23 P. M.), connect-

ing at Wayland with Erie R. R., and at Hornellville with Erie R. R. for all

points East and West.

8:40 P. M.—For Keresy (Arr. 9:26 P. M.), Eibon

(Arr. 9:37 P. M.), Shawmut (Arr. 9:47 P. M.),

Brookwayville (Arr. 9:57 P. M.), connecting

with P. & E. R. for Falls Creek (Arr. 10:37 P. M.),

DuBois (Arr. 10:53 P. M.), Brookville

(Arr. 11:09 P. M.) and Pittsburg (Arr. 9:10

P. M.).

ARRIVE.

11:05 A. M.—From Brookwayville, Shawmut

8:50 P. M., Berne, Keresy and Westfield.

1:45 P. M.—From Westfield, Hornellville, Can-

anawaga, Angela, Friendship, Bojler, Buf-

falo, Bradford, Olean, Eldred, Smithport

and Clearport.

All trains daily except Sunday.

A. M. LANE, C. J. RENWICK,

Gen'l Supt. Gen'l Pass. Agent,

St. Marys, Penna.

Kodol Dyspepsia Cure

Digests what you eat.

LOSS OF APPETITE

Cold Sweats, Twitching Nerves and Weakness Cured by Dr. Williams' Pink Pills.

Nature punishes every infraction of her laws, and careless habits easily lead to the condition described by Mr. William Browne, of No. 1019 Lincoln street, St. Joseph, Mo. Mr. Browne is an expert tinner in the employ of the National Biscuit Co. He gives the following account of a trying experience:

"In the spring of 1902," he says, "while I was regularly working at my trade, I grew somewhat careless in my habits of eating and drinking, and finally found that my appetite was fickle, a bad taste lingered in my mouth, my nerves twitched and were beyond my control, my kidneys were out of order and cold sweats would break out over my body at odd times. Perhaps, while I stood talking with some one, this trembling of the limbs, and profuse sweating, and a severe chill would seize me. I became alarmed at my condition and, having read an endorsement of Dr. Williams' Pink Pills, I got a box and began to use them. They helped me at once. After I had used one box the twitching of the nerves, the trouble with the stomach and the cold sweats stopped and have not reappeared, and my appetite is good. I have told all my friends that Dr. Williams' Pink Pills cured me and I recommend them to everybody."

Dr. Williams' Pink Pills cured Mr. Browne because nothing can strengthen the nerves except good rich, red blood—and Dr. Williams' Pink Pills actually make new blood. They don't act on the bowels. They don't bother with mere symptoms. They drive from the blood the cause of anaemia, indigestion, nervous disorders, general weakness and the troubles of growing girls and women. The pills are guaranteed to be free from opiates or harmful drugs. Sold by all druggists, or by The Dr. Williams' Medicine Company, Schenectady, N. Y.

MOLECULES OF MIRTH.

"Waitah, what kind of shell-fish have you?" "Only eggs, sir!"

"Would I like to live my life over?" said the sober-faced man. "No, sir; it's bad enough to think it over."

"Who is it that robs us while we are asleep?" asked the teacher, trying to get the class to spell the word "burglar." "De gas meter," shouted the boys in unison.

"Think of leaving something behind," urged the insurance agent, "to provide comforts and even luxuries for the little ones." "Uh, huh," responded the sarcastic citizen. "Whose little ones?"

"What is butter-to-day?" asked the possible customer. "Butter is butter to-day," answered the waggy grocer, with a shriek of laughter. "Glad to hear it," said the other, cheerfully; "the last I got here was axle-grease."

The young mother gazed upon her first born and wept convulsively. They appealed to her to know why her great grief. "Alas!" she wailed, as with intensest agony, "I'm afraid he will wear side whiskers when he grows up!"

SOME WHY DON'T YOU'S.

Why don't you take more pains to be self-sacrificing? Time is rapidly passing.

Why don't you send away that little gift you have been planning to send? Mere kind intentions never accomplish any good.

Why don't you speak out the encouraging words that you have in your thoughts? Unless you express them they are of no use to others.

Why don't you make the promised visit to that invalid? She is looking for you day after day, and "hope deferred maketh the heart sick."

Why don't you answer your friend's letter at once? It will have a double value if written promptly, and will take no more time than by and by.

Why don't you create around you an atmosphere of happiness and helpfulness, so that all who come in touch with you may be made better? Is not this possible?

Slave of Custom.

On one day in the year the free and independent French citizen is a slave, the slave of custom. It is the day the shooting season opens. He may not care for sport; no matter, he must sally forth or lose caste irretrievably.

DAIRY WISDOM.

When calves are kept in the stable, they should be given, now and then, a piece of sod with the earth attached.

Why calves should crave this sort of thing is hard to explain, but they do and it should be supplied.

If it is a heifer, it will never make a perfectly docile cow. If a bull, it will be wild and vicious.

What is the use of weighing the milk of each cow? Simply to find out which cow is the thief, carrying the bag, with nothing in it—for you.

A dairyman with a small herd of cows can well afford to build a silo—and increase his herd and his profits.—Farm Journal.

If any cows are about to calve during the hot days of July, they should be kept in the stable during the heat of the day, at least, and some dry food given to them.

Fertilizer from Animals. A prominent agriculturist estimates the fertilizing element contributed by each horse annually at \$27; cattle, \$19 each; hogs, \$12 each, and sheep at two dollars each. Hogs give the greatest returns for the amount invested.

Never allow a cow to calve in the pasture. The young thing in such cases partakes of the wild, and it is never overcome.

Now begin paying attention to Miss Pullet.

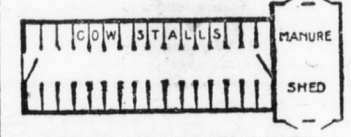


WAYS OF HANDLING MANURE

One Farmer Who Has Proved to His Own Satisfaction That the Spreader Pays.

I am able to give correct figures in regard to manure spreaders, as I hire all my work done on my farms and keep very close account of labor-saving devices. I have investigated this manure business for the past two years carefully, and have corresponded with nearly all the experiment stations on this one subject of keeping manure and applying it. I believe my way of handling manure is about right.

I wheel to the shed during the five months I cannot use the spreader to spread it on the fields direct from stable. I can load, draw to field half a mile distant, unload and return to barn at manure shed in 30 minutes, one man doing all the work. It would take 30 minutes longer to do the same work



without the spreader. For this reason a man will and can work harder in putting on the load if he knows he can sit down on a good seat and ride for ten minutes, and rest while unloading.

I had rather have one load of manure (so far as results are concerned) unloaded with the spreader than three loads unloaded by hand, on grass stubble or meadows. It is more evenly distributed to the grass roots and covers as much ground, if not more. My spreader carries about 50 bushels of a load, drawn by three horses. Thirty acres of meadows are covered each year with my dairy and horses' output of manure. I use the fine manure from the horses for an absorbent back of the cows, wheel it into the shed and let it lie there and decay until October. It is then spread just before the fall rains come, so that the manure will not dry up on the ground by the hot sun. Being put under a good shed with tight sides, without a cement cellar, the manure does not leach any to speak of. I cannot speak or write enough about the manure spreader, this farmer concludes in his letter to the Orange Judd Farmer. Every farmer that has ten cows should have one.

DAIRYING WITH SILAGE. It Is the Only Successful Method—Getting the Best Results from the Silo.

The dairy farmer who undertakes to carry his operations through the winter without silage has uphill work all the time. The prosperous dairy farmer seeds down 20 or 25 acres every year, keeps his straw under cover and grows a good field of corn for silage every year. The solution of the question of making cheap milk lies in the silo, for, in the opinion of the Farmers' Review, good corn silage is undoubtedly the best and cheapest milk-producing food that has yet been grown. To get best results it must be made from well-matured corn, and intelligently fed. The cutting is very important, more so than most people imagine. In the first place good, well-built cutters must be employed, for after the corn is cut in the field, it should be put through the cutter and into the silo as rapidly as possible. The shorter the lengths are cut the closer they pack in the silo; hence use a machine which has ample capacity to do the cutting in short lengths and do it fast. Just keep in mind that you are handling green stuff, with the object of putting it up green. It is no trick to make good silage—here is the recipe: Cut the corn when the kernels are well glazed; fill the silo as rapidly as possible; cut the stalks into pieces, say an inch long—shorter would be better; tramp down the corners well; see that the silo is perfectly air-tight—then you have it.