ARRIVAL AND DEPARTURE OF TRAINS ON O. C. & A. R. R.

On and after Monday, Nov 25th, 1872, trains will run as follows:

NORTH	No. 5.	No. 3.	No. 1.
Leave Irvine.		11.58 A M.	5.20 P M
Leave Oil City	6.00 A M.	2.30 P M.	7.50 P M
" Pet.Cen	6.30 "	3.37 "	8.33 "
" Titusv.	7.10 "	4.25 "	9.15 "
Arrive Corry.	8.50 "	6.00 "	10.40 "

No 2—Accommodation Freight.

Leaves Oil City 9.30 A M; Pet Centre, 10.13; Titusville, 11.05; Ar. Corry, 12.40pm

SOUTH.	No. 2.	No. 4.	No. 6.
Leave Corry,	10.55 A M.	6.10 A M.	6.20 P M
" Titusv.	12.20 P M.	7.30 "	7.30 "
" P. Cen.	1.20 "	8.17 "	8.15 "
Arrive O. City	2.00 "	9.00 "	9.00 "
" Irvine.	5.00 "	11.38 "	

No. 10—Accommodation Freight.

Leaves Corry 1.40 p m; Titusv. 2.55; Pet Centre, 3.55; Ar at Oil City, 4.30 p m.

☞ No. 5 and 6 run on Sunday.

☞ Commencing Nov. 3d trains will run by Philadelphia time, which is TEN MINUTES FASTER than our time.

J. J. LAWRENCE, Gen. Supt.

C. J. HEBURN, Ass't Supt.

Philadelphia & Erie Railroad

WINTER TIME TABLE.

On and after Monday, Oct. 27th, 1872, the Trains on the Philadelphia & Erie Railroad will run as follows:

WESTWARD.

MAIL TRAIN leaves Philadelphia		11.40 p m
" " " Warren		4.55 p m
" " " Corry		6.20 p m
" " arr at Erie		7.55 p m
ERIE EXPRESS leaves Philadelphia		12.40 p m
" " " Warren		4.55 a m
" " " Corry		6.15 a m
" " arr at Erie		7.45 a m
WARREN ACCOMM'N leaves Warren		7.50 a m
" " " Corry		8.18 a m
" " arr. at Erie		10.38 a m
ERIE ACCOM'N leaves Warren		1.10 p m
" " " Corry		2.35 p m
" " arr. at Erie		4.10 p m

EASTWARD.

MAIL TRAIN leaves Erie	11.35 a m
" " " Corry	1.20 p m
" " " Warren	2.20 p m
" " arr at Philadelphia	6.55 a m
ERIE EXPRESS leaves Erie	9.35 p m
" " " Corry	10.45 p m
" " " Warren	11.52 p m
" " arr at Philadelphia	3.30 p m
WARREN ACCOM'N leaves Erie	4.20 a m
" " " Corry	6.10 p m
" " arr at Warren	7.30 p m
ERIE ACCOM'N leaves Erie	8.35 p m
" " Corry	10.50 a m
" " arr at Warren	12.30 p m

Mail East connects east and west at Erie with L. S. & M. S. R. W., and at Corry and Irvineton with O. C. & A. R. R. W.

Mail West with west bound trains on L. S. & M. S. R. W., and at Irvineton with Oil Creek & Allegheny R. R. W.

Warren Accommodation east and west with trains on L. S. & M. S. R. W., east and west at Corry with Oil Creek & Allegheny River Railway.

Erie Accommodation east at Corry and west at Corry and Irvineton with O. C. & A. R. R. W.

The Mountain Lucifer Freight East and West carry passengers between Irvineton and Erie.

Elmira Mail and Niagara Express make close connections at Williamsport with N. C. R. W. trains, north and south.

NOTICE—The leaving time at Erie is Philadelphia time, which is twenty minutes faster than Erie time.

WM. A. BALDWIN, Gen'l Supt.

DUNKIRK, WARREN AND PITTSBURG RAILWAY.

Time Table takes effect Nov. 3, 1872.

SOUTHWARD.

	No 1.	No 3.	No 5.
BUFFALO	6 05 a m	12 50 p m	3 45 p m
Dunkirk	8 45 a m	2 15 p m	6 25 p m
Falconers*	10 21 a m	3 54 p m	8 01 p m
Warren	1 20 p m	4 43 p m	10 06 p m
Irvineton	1 50 a m	5 10 p m	10 40 p m
Oil City	2 30 p m	7 50 p m	
Pittsburgh	830 p m	6 20 a m	

NORTHWARD

	No 2.	No 4.	No 6.
OIL CITY	9 05 a m	2 30 p m	
Irvineton	12 35 p m	5 52 p m	4 20 a m
Warren	12 55 p m	6 12 p m	4 44 p m
Falconers*	2 15 p m	7 31 p m	6 14 a m
Dunkirk	4 04 p m	9 15 p m	8 20 a m
Buffalo	5 50 p m	10 35 p m	10 15 a m

*Station for Jamestown, N. Y., and connection with A. & G. W. trains east and west.—Connects at Warren with trains east and west on the P. & E. R. R.

D. THAYER Gen'l Supt., Dunkirk, New York.

A. & G. W. RAILWAY.

FRANKLIN BRANCH.

Time Table adopted November 4, 1872.

NORTHWARD:	Oil City.	Franklin.	Meadv'le
Express	8.50 a m	9.18 a m	10.40 a m
Mail	2.45 p m	3.11 p m	4.35 p m
Accommodation	1.40 a m	1.39 p m	4.05 p m
Accommodation	8.20 p m	9.10 p m	11.15 p m

SOUTHWARD:	Meadv'le.	Franklin.	Oil City
Express	6.40 a m	8.01 a m	8.20 a m
mail	12.30 p m	1.57 p m	2.25 p m
Accom odation	7.00 a m	10.30 a m	11.15 a m
express	4.10 p m	6.21 p m	7.10 p m

o. L. D. BARTON, Gen'l Supt.

N. B.—Time 25 minutes slower than Oil Creek Railway time.

L. S. & M. S. RAILWAY.

FRANKLIN DIVISION.

SUNDAY, October 27, 1872.

WESTWARD TRAINS.

Oil City.	Franklin	Jamestown	Cleveland
7 00 a m	7 31 a m	9 31 a m	2 30 p m
9 17 a m	10 00 a m	.....	..... p m
2 35 p m	3 22 p m	5 30 p m	..... p m

EASTWARD TRAINS

Cleveland.	Jamestown.	Franklin	Oil City.
7 45 a m	12 25 p m	2 16 p m	2 50 p m
..... a m	.....	11 30 a m	12 5 p m
.....	6 30 a m	8 25 a m	9 07 a m

PITHOLE VALLEY R. W.

On and after Monday, Nov. 4, 1872, trains will run as follows.

NORTHWARD			SOUTHWARD	
2	NAME OF STATIONS		1	3
p m			a m	p m
10 05	Ar	Pithole City	8 30	1 15
10 05		Prather's Mill	8 14	1 01
9 56		Woods	8 02	1 00
9 51		Bennets	8 26	1 29
9 45	De	Oleopolis	9 12	1 53

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ALLEGHENY VALLEY R.R.

Winter Arrangement.

On and after Sunday, Nov. 24, 1872.

	Buff Exp.	Day Exp.	Night Exp.	O. C. Acc	Parke Acc
GOING SOUTH	p m	a m	p m	p m	a m
Titusville,	12 40	7 37	7 01	8 05	.....
Petroleum Cen,	1 50	8 20	7 52	3 05	.....
Oil City,	2 15	9 15	8 45	4 2[illegible]	.....
South Oil City,	2 30	9 30	9 00	4 40	5 15
Franklin,	2 50	9 55	9 30	5 05	7 [illegible]
Foxburgh,	4 28	11 47	12 m	7 26	8 [illegible]
Parker's,	4 4[illegible]	12 m	12 12 am	7 37	10 05
Brady's Bend,	5 55	1 15pm	1 15	8 50	10 15
Kittanning,	6 27	2 35	3 10	.....	a m
West Penn J'n	7 10	3 40	4 15	.....	.....
Pittsburgh,	7 30	5 20	5 30	.....	.....
	p m	p m	a m		
GOING NORTH	a m	p m	p m	a m	p m
Pittsburgh,	8 00	1 10	9 50	.....	.....
West Penn J'n	9 28	2 38	11 34	.....	.....
Kittanning,	10 20	3 25	12 [illegible] am	.....	.....
Brady's Bend,	11 21	4 56.	2 00	6 50am	.....
Parker's,	12 m	5 10	2 55	7 42	6 20
Foxburgh,	12 19pm	5 30	3 59	7 55	6 32
Franklin,	2 08	7 16	5 07	10 28	8 56
South Oil City,	2 30	7 36	5 35	10 50	9 20
Oil City,	2 45	7 45	5 45	11 00	.....
Pet. Centre,	3 57	8 35	6 30	12 0 pm	.....
Titusville,	4 25	9 15	7 10	2 00	.....
	p m	p m	a m	p m	

J. J. LAWRENCE, Gen. Supt.

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Rules and Prescriptions that will cure any case of Seminal Weakness, Emissions, &c., and restore lost manhood to perfect health. SENT FREE to any one who has suffered and is now cured. Address, with stamp, EDGAR TIERMAINE, Station D., New York.

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With a full line of Table and Pocket Cutlery, and Silver Plated Spoons and Forks,

STOVES, STOVES !

STOVES!

My stock of COOK AND HEATING STOVES cannot be excelled in the oil region. As I bought before the late advance of Stoves by manufacturers, I am enabled to still sell at old prices. Those desiring anything in the way of a Cook or Heating Stove will do well to call and examine my stock, of which the following is a partial list;

America Cook Stove!

With reservoir and warming closet, a first class Stove for hard coal or wood.

AMERICAN—Cook, with low water reservoir and warming closet, for hard coal.
THE HELPER and GREAT HELPER—Cook, a cheap first class Stove with or without reservoir and warming closet, for hard or soft Coal.
Fire Queen—Cook, a cheap first class Stove, for hard or soft coal.
Iron Gate—Cook, a large heavy and durable Stove for soft coal.
Wheat Sheaf—Cook, for hard or soft coal, is celebrated for its qualities as a good Stove and cheapness in price.
Clipper—Cook, for hard or soft coal, a small but excellent Stove and very cheap.
Minnesota—Cook, a wood Stove with elevated oven.

MY LINE OF PARLOR HEATERS cannot be excelled:

The Diving Fine Light House of 1872—This is a beautiful self feeder Parlor Stove, with self regulating draft and patent clinker grate.
The Radiant House—A new self feeder Parlor Heater with mill grate and illuminated base.
Keep Side's Burner—Self feeder Parlor Heater with shaking fire patent and dumping clinker grate.
Stuart's Parlor Heater—Something new, a very beautiful and powerful heater.
Cosey Light—A neat and cheap Base Burner
House Light—A cheap cylinder Stove with mill grate.
House—A sheet iron cylinder stove, very cheap.
Joy—A small self feeder and quite cheap.
Black Swan—A parlor cook stove with oven, for coal.
Prime—A cheap dining room Stove.
Gem—A cheap bed room Stove.
Pearl—A cheap cylinder Stove, for hard or soft coal.
Volcano—A large heating Stove. **Giant**—Adapted for derricks and hotels.
SALAMANDER—A derrick stove. GLOBE HEATER—For stores and offices.

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