

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. 11.55 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. 9—Accommodation Freight.
Leaves Oil City 9.30 A.M.; Pet. Centre, 10.13; Titusville, 11.05; An. Corry, 12.40 P.M.

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. HEBBURN, Ass't Supt.

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

WESTWARD
MAIL TRAINS leaves Philadelphia.....11.47 p.m.
" " " Warren..... 4.15 p.m.
" " " Corry..... 6.20 p.m.
" " " arr. at Erie..... 7.50 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 ACCOMMUN leaves Warren..... 7.30 a.m.
" " " Corry..... 8.58 a.m.
" " " arr. at Erie..... 10.18 a.m.
ERIE ACCOMMUN 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..... 2.30 p.m.
" " " arr. at Philadelphia..... 6.55 p.m.
ERIE EXPRESS leaves Erie..... 9.05 p.m.
" " " Corry..... 10.45 p.m.
" " " Warren..... 11.52 p.m.
" " " arr. at Philadelphia..... 12.50 a.m.
WARREN ACCOMMUN leaves Erie..... 4.20 a.m.
" " " Corry..... 6.10 p.m.
" " " arr. at Warren..... 7.30 p.m.
ERIE ACCOMMUN leaves Erie..... 8.25 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 Irwin with O. C. & A. R. R. W.
Mail West with west bound trains on L. S. & M. S. R. W., and at Irwin 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 Irwin with O. C. & A. R. R. W.
The Mountain Local Freight East and West carry passengers between Irwin and Erie.
Minira Mail and Niagara Express make close connections at Williamsport, with N. C. R. W. trains.
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 taken 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.	3 15 p.m.	6 25 p.m.
Falconsers.....	10 31 a.m.	4 35 p.m.	8 46 p.m.
Warren.....	11 29 a.m.	5 49 p.m.	10 6 p.m.
Irwin.....	11 50 a.m.	6 10 p.m.	10 40 p.m.
Oil City.....	2 30 p.m.	7 50 p.m.	
Pittsburgh.....	8 30 p.m.	6 30 a.m.	

NORTHWARD

	No 2.	No 4.	No 6.
OIL CITY.....	6 05 a.m.	2 30 p.m.	4 30 a.m.
Irwin.....	12 25 p.m.	5 52 p.m.	4 44 p.m.
Warren.....	1 25 p.m.	6 23 p.m.	4 14 p.m.
Falco-ners.....	2 15 p.m.	7 31 p.m.	6 14 a.m.
Dunkirk.....	4 04 p.m.	9 15 p.m.	8 2 a.m.
Buffalo.....	5 30 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. Meadville.
Express..... 8 50 a.m. 9 18 a.m. 10 40 a.m.
Mail..... 2 45 p.m. 3 14 p.m. 4 35 p.m.
Accommodation..... 11 20 a.m. 1 20 p.m. 4 00 p.m.
Accommodation..... 8 20 p.m. 9 10 p.m. 11 15 p.m.

SOUTHWARD: Meadville. Franklin. Oil City.
Express..... 6 40 a.m. 8 04 a.m. 8 30 a.m.
Mail..... 1 57 p.m. 2 25 p.m. 2 25 p.m.
Accommodation..... 7 30 a.m. 10 20 a.m. 11 15 a.m.
Express..... 4 10 p.m. 6 37 p.m. 7 10 p.m.

L. D. BARTON, Gen'l Supt.
N. B.—Time 35 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 34 a.m. 9 21 a.m. 2 20 p.m.
9 17 a.m. 10 00 a.m. 10 20 a.m. 4 30 p.m.
9 36 p.m. 2 25 p.m. 5 30 p.m. 8 30 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.
8 20 a.m. 11 30 a.m. 11 30 a.m. 12 5 p.m.
6 30 a.m. 8 25 a.m. 9 07 a.m.

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ALLEGHENY VALLEY R.R.
Winter Arrangement.
On and after Sunday, Nov. 3d, 1872.

	Buf.	Day	Night	O. C.	Park
Titusville,	12 40	7 37	7 05	2 05	.....
Petroleum Cen.,	1 20	8 20	7 52	2 05	.....
Oil City,	2 15	9 15	8 45	4 2	.....
South Oil City,	2 30	9 50	9 00	4 40	7 15
Franklin,	3 30	9 55	9 30	5 05	7 40
Foxburgh,	4 25	11 47	12 10	7 20	8 40
Warren's Bend,	4 4	12 10	12 15	7 47	10 05
Beddy's Bend,	5 25	1 15pm	1 15	8 50	10 15
Kittanning,	6 27	2 35	2 40	.....	.....
West Point J'n.,	7 10	3 40	4 15	.....	.....
Pittsburgh,	8 30	5 20	6 30	.....	.....

GOING NORTH

	Pittsburgh,	West Point J'n.,	Kittanning,	Beddy's Bend,	Warren's Bend,	Foxburgh,	South Oil City,	Oil City,	Pet. Centre,	Titusville,
a.m.	8 00	1 10	1 31	.....	.....	.....	.....	.....	.....	.....
p.m.	9 25	2 34	3 31	.....	.....	.....	.....	.....	.....	.....
a.m.	10 50	8 25	12 57	.....	.....	.....	.....	.....	.....	.....
p.m.	11 21	4 25	2 00	6 20am	.....	.....	.....	.....	.....	.....
a.m.	12 10	5 10	2 55	7 32	6 20	.....	.....	.....	.....	.....
p.m.	12 12pm	5 50	3 50	7 55	6 32	.....	.....	.....	.....	.....
a.m.	2 08	7 16	5 07	10 28	8 30	.....	.....	.....	.....	.....
p.m.	2 30	7 35	6 26	10 50	9 00	.....	.....	.....	.....	.....
a.m.	2 45	7 45	6 45	11 00
p.m.	3 37	8 35	6 50	12 0
a.m.	4 25	9 15	7 10	2 00

J. J. LAWRENCE, Gen. Supt.

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Keeps on hand a full line of

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Boston Pat. Coupling Tubing, Casing, Gas Pipe and Fittings,
New Bedford Bolt Rope Cables and Sand Pump Lines,
RUBBER BELTING, WORKING BARRELS, TUBING AND PACKING, VALVES, VALVE CUPS, AND ROSE, VALVE CLAMPS, CASING CLAMPS

Lanterns, Lantern Globes, Carpenter's Tools,
ALL KINDS OF BRASS GOODS,
Extra Winter Strained Lard Oil,
Johnson & Barrett's Lubricating Oil,
No. 1 Refined Oil,
The Novelty and Eureka Clothes Wringers, the best in use,
With a full line of Table and Pocket Cutlery, and Silver Plated Spoons and Forks.

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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 Flue 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 tray.
Stuart's Parlor Heater—Something new, a very beautiful and powerful heater.
Cosby 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.
Fame—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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