

The average working life of the horse will not exceed fifteen years. If the average price of the farm or road horse at five years—the period at which he will generally reach his full value—be \$100, then he will depreciate \$10 per annum after that age. At ten years he should be worth but \$50, and at twelve years but \$35, seeing as at the latter age the probabilities are that he has used seven-tenths of the period of his usefulness to man. We are speaking now of the average horse, and of his real value at that age as compared with younger horses of the same grade. It is true that a horse, if comparatively sound at twelve years of age, will generally bring in the market a price considerably in advance of this; but considering fifteen years to be the average limit to usefulness, and considering the increased cost of keeping, as the horse gets older, and also the extreme liability to die by bots, and other diseases to which old horses are peculiarly liable, and the chances are greatly against any ordinary horse at that age being worth a sum of money much in excess of that we have named. It is also true that a farm or work-horse at even fifteen years of age, if still vigorous, is often worth a considerable sum, but as a rule, with but few exceptions, a sound horse five years of age, is worth \$100 as is a horse from twelve to fifteen worth \$30 or less.

A man out in Montana, a short time ago, squatted on another person's land and built a small frame shanty. When requested to move he positively refused to do so; so, one night, a squad of men came around after the squatter and his wife were asleep, and lifting the whole concern, shanty and all, with deliberate care carried it to the river and set it on a small raft. Then they pushed the raft out into the stream and let her go. When the squatter got up in the morning to go out, he was surprised to find himself about sixty miles down stream, and making good time in a nine-knot current. This is all we shall say about that man. It would be extremely improper to report his remarks in full in this paper.

A Pennsylvania editor, who has been on a dead-head excursion out on the Plains, lost his pass and had to walk seventy miles before he could find a man who had sufficient confidence in him to lend him money enough to telegraph home to his wife to sell the cook stove and remit the proceeds to him at once.

Grace Greenwood relates as an instance of extravagance of New England humor that when a young farmer's wife made her first boy's pants precisely as ample before as behind, the father exclaimed, "Goodness! he won't know whether he's going to school or coming home."

The "cholera" men of the Chicago newspapers publish cheerful bulletins producing a most salutary effect in the agricultural districts of Illinois. They have already been the means of saving thousands of water-melon patches from destruction.

The President of the Vicksburg Common Council declared a motion carried, and four aldermen declared to the contrary, and such was his obstinacy that they had to throw him out of the window.

A Boston paper asserts that an Illinois windmill was lately run one hundred and eighty-one days without a stop by a Chicago editor's breath. What is that Boston editor's idea of lately?

An Iowa justice of the peace refused to fine a man for kissing a girl against her will, because when the lass came into court he was obliged to hold on to the arms of his chair to keep from kissing her himself.

An Indiana editor is said to have played a few tunes upon an old banjo under his own window, and then in next issue of his paper thanked the serenader for the delightful music.

There is a good deal of sound wisdom in the suggestion of the farmer; If you want your boy to stay at home, don't bear too hard on the grindstone when he turns the crank.

A Washington Territory man offers to contribute \$25 toward a fund to buy off the men who have made it their business for twelve years past to hold all the offices.

A Western editor insists that he wrote the word "trousers" plain as a pikestaff in connection with certain bridal presents. The printer however vulgarly put it "trousers."

It is stated that the "late John Carpenter, of Marquette, Mich., knocked the ashes out of his pipe on the head of a keg of blasting powder."

If a Persian turn Christian his head is chopped off if they catch him. All sorts of wickedness are cured in Persia by the Shah's little hatchet.

A Connecticut paper speaks of a reign of terror in that State because a man has been arrested for stealing an umbrella.

Ottawa, Canada, thinks the skin ought to be changed once in seven years, and is building a public bath-house.

A four-foot snake was recently killed in a saloon at Kilbourn, Wisconsin. He was hunting for an eligible boot.

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PENNSYLVANIA CENTRAL RAILROAD

ON AND AFTER 11 P. P. Sunday May 1, 1870, Trains arrive at and leave the Union Depot, corner of Washington and Liberty street, as follows:

ARRIVE.
Mail Train, 1.50 a. m.; Fast Line, 12.12 a. m.; Wall's accommodation No. 1, 7.50 a. m.; Brinton accommodation No. 1, 7.50 a. m.; Wall's accommodation No. 2, 8.55 a. m.; Cincinnati express 9.20 a. m.; Johnston accommodation 10.50 a. m.; Braddock's accommodation No. 1, 7.00 p. m.; Pittsburgh express 1.30 p. m.; Pacific express 1.50 p. m.; Wall's accommodation No. 3, 2.35 p. m.; Homewood accommodation No. 1, 2.55 p. m.; Wall's accommodation No. 4, 5.50 p. m.; Brinton accommodation No. 2, 1.10 p. m.; Way Passenger 10.20 p. m.

DEPART.
Southern express 5.20 a. m.; Pacific express 2.40 a. m.; Wall's accommodation No. 1, 6.30 a. m.; Mail Train 8.10 a. m.; Brinton's accommodation 11.20 a. m.; Braddock's accommodation No. 1, 5.10 p. m.; Cincinnati express 12.35 p. m.; Wall's accommodation No. 2, 11.31 a. m.; Johnston accommodation 4.05 p. m.; Homewood accommodation 4.05 p. m.; Philadelphia express 3.50 p. m.; Wall's accommodation No. 3, 5.05 p. m.; Wall's accommodation No. 4, 6.05 p. m.; Fast Line 7.40 p. m.; Wall's No. 5, 11.00 p. m.

The Church Trains leave Wall's Station every Sunday at 9.05 a. m., reaching Pittsburgh at 10.05 a. m. Returning leave Pittsburgh at 12.50 p. m., and arrive at Wall's Station at 2.10 p. m.

Cincinnati express leaves daily. Southern express daily except Sunday.

For further information apply to W. H. BECKER, Ticket Agent, The Pennsylvania Railroad Company will not assume any risk for baggage except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSA, General Superintendent, Altoona, Pa.

PITHOLE VALLEY R.Y.

ON AND AFTER Monday, June 5, 1871, Trains will run as follows:

TRAINS NORTHWARD.
STATIONS. No. 2. No. 4.
Oleopolis, 10.25 a. m. 3.20 p. m.
Bennett, 10.38 " 3.28 "
Woods, 10.50 " 3.18 "
Prathers Mill, 10.24 " 3.10 "
Pithole City, 11.00 " 3.50 "

TRAINS SOUTHWARD.
STATIONS. No. 1. No. 3.
Pithole City, 8.40 a. m. 1.20 p. m.
Prathers Mill, 8.45 " 1.48 "
Woods, 8.56 " 1.56 "
Bennett, 9.02 " 2.02 "
Oleopolis, 9.16 " 2.14 "

AT Trains make close connections at Oleopolis with trains on the Oil Creek & Allegheny River Railway, North and South.

Two Lines of Stages run daily between Pithole City, Miller Farm and Pleasantville, making connection with arriving and departing Trains.

J. T. BLAIR, Ticket Agent, Pithole City, Pa.



J. O. HULL,
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D. W. CLARK, Agent, Tionesta, Pa.

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THE COMPOUND
TAR AND MANDRAKE PILL,
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Oil Creek & Allegheny River Ry

ON AND AFTER Monday June 5, 1871, Trains will run as follows:

SOUTHWARD TRAINS.

STATIONS: 1st Class. 2d Class.

4 2 6 10 14
a. m. a. m. p. m. a. m. a. m.

Corry 6 15 11 00 5 50 8 00
Spartansburg 6 42 11 35 6 24 9 10
Glyndon 6 54 11 47 6 37 9 50
Centerville 7 04 12 53 6 46 9 54
Troyville 7 18 12 03 6 56 10 20
Hydsville 7 25 12 15 7 10 11 00
Titonesta AR 7 35 12 25 7 25 11 20

DR 7 42 12 45 7 40 6 14 11 35
Miller Farm 8 02 1 03 7 59 6 56 12 15
Shaffer 8 07 1 08 8 08 7 20 12 45
Pioneer 8 10 1 13 8 10 7 40 12 45
Pet Centre AR 8 25 1 25 8 20 7 55 1 06
DE 8 28 1 28 8 20 8 10 1 55
Columbia 8 35 1 35 8 38 8 20 2 10
Tarr Farm 8 40 1 38 8 42 8 30 2 26
Rynd Farm 8 46 1 44 8 50 8 46 2 34
Rouseville AR 8 53 1 49 8 56 9 00 2 53
McClintock 8 58 1 53 9 00 9 05 3 04
AR 9 10 2 05 9 15 9 20 3 30

Oil City DE 9 15 2 10 10 15 3 40
Oleopolis 9 45 2 30 11 10 4 26
Eagle Rock 9 55 2 40 11 22 4 50
President 9 58 2 45 11 38 4 55
Tionesta 10 23 3 12 12 30 5 17
Hickory 10 44 3 32 1 20 5 15
Trunkerville 10 54 3 41 1 45 6 45
Tidoute 11 11 3 58 2 24 7 10
Irvinton 12 01 4 40 4 05 8 40

ADDITIONAL SECOND-CLASS TRAINS—SOUTH.
No. 16, Titonesta, 2 10 p. m.; Miller, 2 50; Pioneer, 3 20; Pet Centre, 3 33; Columbia, 4 15; Tarr Farm, 4 23; Rynd Farm, 4 37; Rouseville, 4 56; Oil City, 5 30.
No. 8, Corry, 6 15 a. m.; Titonesta, 8 25; Miller Farm, 8 35; Pet Centre, 8 48; Columbia, 10 18; Tarr Farm, 10 18; Rynd Farm, 10 27; Rouseville, 10 35; Oil City, 11 00.
No. 18, Pet Centre, 1 28 p. m.; Columbia, 1 50; Tarr Farm, 2 03; Rynd Farm, 2 16; Rouseville, 2 30; Oil City, 3 00.
No. 22, Oil City, 6 30 a. m.; Oleopolis, 7 25; Tionesta, 8 54; Trunkerville, 10 15; Tidoute, 11 11.

NORTHWARD TRAINS.

STATIONS: 1st Class. 2d Class.

a. m. p. m. p. m. a. m. a. m.

Irvinton 12 45 5 08 9 00 7 45
Tidoute 1 28 5 47 9 20 8 05
Trunkerville 1 44 6 15 9 30 8 15
Hickory 1 54 6 25 9 40 8 44
Tionesta 2 14 6 38 9 45 9 10
President 2 28 6 55 9 52 9 14
Spartansburg 2 38 7 05 10 05 9 24
Oleopolis AR 2 47 7 08 10 15 9 32
DE 8 15 7 35 10 55 1 00

Oil City DE 6 00 9 20 7 40 11 30 2 10
McClintock AR 6 13 10 32 7 55 11 50 2 35
Rouseville 6 16 10 35 7 59 12 00 2 50
Rynd Farm 6 20 10 38 8 04 12 25 2 50
Tarr Farm 6 25 10 45 8 10 12 38 3 00
Columbia 6 29 10 49 8 14 12 48 3 10
AR 6 34 10 57 8 21 1 05 3 20

Pet Centre DE 6 38 10 53 8 27 1 25 3 38
Pioneer 6 42 11 00 8 30 1 45 3 45
Shaffer 6 52 11 15 8 40 2 00 4 15
Miller Farm 6 56 11 28 8 44 2 15 4 40
AR 7 15 11 40 8 55 2 30 5 30

Titonesta DE 7 25 11 45 9 10 3 05
Hydsville 7 37 11 58 9 20 3 20
Troyville 7 57 12 08 9 35 3 40
Centerville 8 05 12 17 9 43 4 10
Glyndon 8 14 12 27 9 46 4 35
Spartansburg 8 24 12 38 10 02 4 50
Corry 8 25 12 40 10 32 5 00

ADDITIONAL SECOND-CLASS TRAINS—NORTH.
No. 15, Oil City, 6 55 a. m.; Rouseville, 7 20; Tarr Farm, 7 46; Columbia, 7 55; Pet Centre, 8 10; Pioneer, 8 40; Miller, 9 20; Titonesta, 9 55.
No. 7, Titonesta, 9 00 a. m.; Corry, 11 25.
No. 11, Oil City, 11 20 a. m.; Rouseville, 11 45; Rynd Farm, 11 53; Tarr Farm, 12 03; Columbia, 12 10; Pet Centre, 12 20; Miller, 1 25; Titonesta, 2 00; Corry, 4 42 p. m.
No. 4, Tidoute, 12 45 p. m.; Trunkerville, 1 45; Tionesta, 2 45; Oleopolis, 4 45; Oil City, 5 20.
(1) Stop at signal.
(2) Stop for meals.
Trains 5, 6, 21 and 22 run daily; all other trains daily except Sundays.
No. 4—Train No. 19 is an Express from Titonesta to Corry.
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No. 4 Direct from Philadelphia without change.
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No. 6 Direct to Pittsburgh without change.
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