

ARBOR DAY IN NEBRASKA.

It is a fact that tree planting on a large scale is needed on the Nebraska prairie, and the people of the State are fully aware of the importance of the subject.

In Nebraska timber grows with astonishing rapidity; and if the farmers of the country are equal to their opportunities, not many years will elapse before the treeless prairie is adorned with waving woods.

Trees are now being planted in Nebraska by the millions. The Hon. J. Sterling Morton, of Nebraska City, Otoe County, has been one of the pioneers in the tree planting movement.

"If the jury believe from the evidence that the plaintiff and defendant were partners in the grocery, and that the plaintiff bought out the defendant, and that the defendant paid the note by delivering to the plaintiff a cow, which he warranted not to be a cow, and the warrant was broken by reason of the breach of the cow, and he drove the cow back and tendered her to the defendant, but he refused to receive her, and the plaintiff took her home again, and put a heavy yoke on her to prevent her jumping fences, and by reason of the yoke she broke her neck and died; and if the jury believe that the defendant's interest in the grocery was worth anything, the plaintiff's note was worthless and the cow good for nothing, either for beef or milk, then the jury must find out for themselves how they will decide the case; for the court, if she understands herself, and she thinks she does, don't know how such a d-d case should be decided."

What is a billion? The reply is very simple—a million times a million. This is quickly written, and quicker still pronounced. But no man is able to count it. You can count 100 or 170 a minute, but let us suppose that you go as far as 200, then an hour would produce 12,000; a day, 288,000; and a year or 365 days 105,120,000. Let us suppose now that Adam, at the beginning of his existence, had begun to count, had continued to do so, and was continuing to do, he would not even now, according to the usually supposed age of our globe, have counted near enough. For to count a billion he would require 9,512 years, 342 days, 5 hours and 20 minutes, according to the above rule. Supposing we were to allow a poor counter 12 hours daily for rest, eating and sleeping, he would need 19,025 years, 319 days, 10 hours, and 45 minutes.

An amusing incident occurred on a train in New York State, recently. A newly-married couple entered the car and took a seat. The husband wanting to smoke, left his wife and went into the smoking car. The bride began to doze, and while she slept a stranger entered the car, and as it was crowded, quietly took a seat beside the young wife. Shortly she began to nod, and doubtless imagining that her husband was still in the seat, gently inclined toward the stranger, and soon her head fondly nestled on his breast. At this juncture the husband returned. He stood in mute astonishment in the aisle until the lady awoke, and realizing the situation, drew back in mute astonishment, suffused with blushes. Stranger explained, husband was satisfied, and the wife tried hard to appear unconcerned.

A good story is of a rather verdant agricultural laborer, who having by hook and crook, scraped together fifty dollars took it to his employer with a request to take charge of it for him. A year afterwards the laborer went to another friend to know what would be the interest on it. He was told three dollars. "Well," said he, "I wish you would lend me three dollars for a day or two; my boss has been keeping fifty dollars for me a year, and I want to pay him the interest for it."

Reading, is divided into "Cotton-town," "Irish-town," "Frog Hollow," and "Helltown."

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Allegheny Valley Rail Road.

Oil Creek & Allegheny River Railway, and Buffalo, Corry & Pittsburgh R. R.

ON AND AFTER Monday, February 2, 1874, trains will run as follows:

Table with columns for Stations, Northward, and Southward. Includes Pittsburgh, W. Penn June, Kittanning, R. P. K. June, Brady Bend, Parker, Franklin, Franklin, Franklin, Oil City, etc.

PENNSYLVANIA CENTRAL RAILROAD

ON AND AFTER 11 P. P. Sunday May 1, 1874, Trains arrive at and leave the Union Depot, corner of Washington and Liberty street, as follows:

ARRIVE: Mail Train, 1:30 a. m.; Fast Line, 12:12 a. m.; Wall's accommodation No. 1, 6:20 a. m.; Brinton accommodation No. 1, 7:30 a. m.; Wall's accommodation No. 2, 8:55 a. m.; Cincinnati express, 9:20 a. m.; Johnstown 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.; Homestead accommodation No. 1, 3:55 p. m.; Wall's accommodation No. 4, 4:50 p. m.; Brinton accommodation No. 2, 4:10 p. m.; Way Passenger, 10:20 p. m.

DEPART: Southern express, 4:20 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, 11:51 a. m.; Johnstown accommodation, 4:05 p. m.; Homestead accommodation, 1:10 p. m.; Philadelphia express, 3:50 p. m.; Wall's accommodation No. 3, 3:05 p. m.; Brinton 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 12:30 p. m., returning leave Pittsburgh at 12:30 p. m., and arrive at Wall's Station at 2:10 p. m.

Cincinnati express leaves daily. Southern express daily except Monday. All other Trains daily, except Sunday.

For further information apply to W. H. BECKWITH, Agent. The Pennsylvania Railroad Company will not assume any Risk for Baggage except for Wearing Apparel, and limit their responsibility to One Hundred Dollars 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.

Allegheny Valley Rail Road.

ON AND AFTER Monday June 1, Trains will run as follows—(Philadelphia Time):

Trains leave Oil City for Pittsburgh at 2:15 p. m., 8:20 p. m., and 8:35 a. m., arriving at Pittsburgh at 10:00, 3:40 p. m., and 6:10 a. m. Trains leave Pittsburgh for Oil City at 7:20 a. m., 1:00 and 8:30 p. m., arriving in Oil City at 2:33 a. m., 8:15 and 8:05 p. m. Trains leave Oil City for Buffalo at 2:45 p. m., 6:20 p. m., arriving in Buffalo at 8:55 p. m., 1:10 a. m. Trains leave Buffalo for Oil City at 6:05 a. m. and 12:25 p. m., arriving at Oil City at 2:00 p. m. and 8:05 p. m. All trains given above run through from Pittsburgh to Buffalo and return, without change of cars. Trains run on Philadelphia time, which is 20 minutes faster than Pittsburgh time. The time at Buffalo is L. S. & M. S. P. Y. time which is 28 minutes slower than Philadelphia time. Oil City accommodation leaves Brady's Bend at 6:40 a. m., arriving in Oil City at 11:50 p. m. Leaves Oil City at 6:00 p. m., arriving at Brady's Bend at 9:15 p. m. At Red Bank Junction this road connects with the Eastern Extension which runs to Reynoldsville.

J. J. LAWRENCE, Gen'l. Supt. T. M. KING, Ass't. Supt.

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PITHOLE VALLEY RY.

ON AND AFTER Monday, June 3, 1874, Trains will run as follows:

TRAINS NORTHWARD. STATIONS. No. 2. No. 4. Oilopolis, 10:25 a. m. 5:30 p. m. Bennett, 10:38 " 5:28 " Woods, 10:49 " 5:18 " Prathers Mill, 10:54 " 5:10 " Pithole City, 11:06 " 5:00 "

TRAINS SOUTHWARD. STATIONS. No. 1. No. 3. Pithole City, 8:40 a. m. 4:20 p. m. Prathers Mill, 8:48 " 4:12 " Woods, 8:56 " 4:04 " Bennett, 9:02 " 4:00 " Oilopolis, 9:16 " 3:44 "

All Trains make close connections at Oilopolis 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 the above and departing Trains. J. T. BLAIR, H. WICKHAM, Supt. Ticket Agent, Pithole City, Pa.

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