inoment to the country at large.

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, the lumber of which will add largely to the revenue

of the owners of the soil.

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. He originsted the idea of setting apart one day in each Spring to the special work of tree planting. The first "ar-bor-day" was in 1871, and on that day two million trees was planted. In 1872 and 1873, "arbor-day" was dropped, but it was recommended to the farmers to choose for themselves a day in April, and yet it apart for tree plant-ing. This year, however, the State Board of Agriculture has determined to go back to the original plan. It has been resolved that "arbor-day" shall be the second Wednesday in April; and the State Legislature is to be asked to make the day a legal hol-iday. Each owner of land is recom-mended to plant at least one tree; and the State Board will award a premium to the person who plants the largest number. It is now the custom of the Board to give a premium to the land owner who has planted the most trees on any given day in April; and, at a recent meeting of the Board, the prize was awarded to a farmer who set out 27,800 trees on the 28th of April, 1873.

"If the jury believe from the evidence that the plaintiff and defendent 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 breachy; and the warrant was broken by reason of the breachiness 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 reasen 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 count-ed near enough. For to count a bil-lion 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 and took a seat. The husband wanting to smoke, left his wife and went into the smoking ear. 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 satished, and the wife tried hard to appear unconcerned.

A good story is of a rather verdent 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 A year atterwards the laborer well to another friend to know what would be the interest on it. He was told three dollars. "Weff," 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 "Cottontown," "Irishtown," "Frog Hollow," and "Helltown."

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Allegheny Valley Rail Road. Oil Creek & Allegheny River Rail-way, and Buffalo, Corry & Pitts-burgh R. R.

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

Kittanning R. B'k June Brady Bend Parker Emlenton 42.60 94-81 7-44-3 12:32 52:40 110:30 6120 111:40 6100 10:55 61:00 111:25 61:43 11:43 51:20 10:35 7:55 12:00 47:48 10:10 91:05 11:00 33:05 82:25 91:45 22:35 21:15 77:45 8:00 Serubgrass Franklin Oil City

Oleopolis Eagle Rock Tionesta Tidioute Irvineton 2:40 12:12 3:60 (11:45 3:26 (10:57 4:15 (9:23 5:00 (7:45 2:55 1:52 7:28 3:50 12:53 6:25 10:03 11:10 Corry Mayville Buffalo 5:10 11:15

a. mip, mip, mia, mia, m p, m Trains run by Philadelphia Time.

PENNSYLVANIA CEN-

TRAL RAILROAD
ON AND AFTER II P. P. Sunday May
O I, 1870, Trains arrive at and leave the
Union Depot, corner of Washinton and
Liberty street, as follows:
ARRIVE,
Mail Train, 1,30 a m; Fast Line, 12,12 a
m; Well's accommodation No. 1, 6,20 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; Johnstown accommodation 10,50 a m; Braddock's accinnal express 9,20 a m; Johnstown ac-commodation 10,50 a m; Braddock's ac-commodation 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, 9,55 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. 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 15,20 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 No 2, 11,51 a m; Johnstown accommodation No 1, 8,50 p m; Homewood accommodation No 1, 8,50 p m; Wall's accommodation No 4, 6,65 p m; Fast Line 7,40 p m; Wall's No 5, 11,00 p m.

The Church Trains leave Wall's Station

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 Mon.lay. All other Trains daily, except Sunday.

For further information aply to

W. H. BECKWITH, Agent.

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A. J. CASSAI

General Superintendent, Alteons 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.

at Pfttsburgh 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 8:00 p. m.

Trains leave Oil City for Buffalo at 2:45 p. m. 6:20 p. m. arriving in Buffalo at 2:45 p. m. 6:20 p. m. arriving in Buffalo at 8:55 p. m. 1:10 u. m.

T.ains 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 8:95 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. R. 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 1:50 p. m. Leaves Oil City at 5:95 p. m., arriving at Brady's Bend at 6:15, p. m.

At Red Bank Junction this road conwith the Eastern Extension which runs to Reynoldsville.

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South.

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No. 1.

8,48 " 8,48 "

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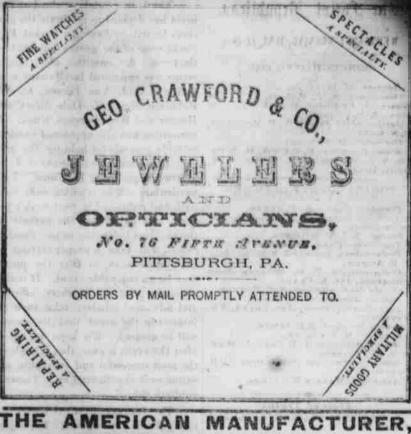
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