

Our old friend Judge Tom Farrar, of Lake Providence, who is well known throughout the State as a lawyer and jurist of eminent abilities, and a gentleman of most lovable character, tells at his own expense, and with the keenest gusto, a story which we think too good to lose.

After a desperate struggle the other side was gained, and the Judge again dismounting, this time with a profound sigh of relief, was about to resume his integuments, when the horse, prompted by some diabolical spirit, started from his side and trotted slowly down the road.

Of course, the Judge had no recourse but to trot after him; and thereupon there ensued one of the most remarkable and picturesque chases ever known in history or tradition. The horse appeared to have no motive save that of keeping a certain distance ahead of the Judge, and of finding some comfortable barnyard where he might refresh himself after such gigantic efforts.

So the two bowed pleasantly along, pressing a steady relative distance, until just as the setting sun was reddening the distant hill and touching the Judge's manly form with gold, the horse whisked suddenly into a gate and bolted with eager haste in the distance.

The farm-house sat in a grove of trees whose shadows made a great darkness round it, and from this grove, as the Judge was scampering furiously after his horse and wardrobe there issued sundry yellow dogs, surly of mien and shaggy of appearance.

When the uproar had subsided, and the Judge, realizing the absurdity of the situation, had regained his customary frame of mind, a female voice was heard calling from the house:

"Who's there?"

"A fellow creature in distress, madam."

"Where are you?"

"On the gate-post," said the Judge, beginning to enjoy the joke.

"What can I do for you?"

"It was too much. The Judge's old humor and a quizzical love of merriment came over him.

"Call off these dogs, and bring me me all the fig leaves on the place.—New Orleans Pionune.

The Danbury man, who is now in Europe, thus describes the effects of an English dinner: The English eat breakfast at eight o'clock, or later, lunch at one o'clock, and have dinner at six or seven o'clock.

We believe it has not yet been remarked that the present year was chosen for the excursion of the comet because it is an off year in politics.

The postal card service is in fine working order. Their use has not affected the sale of regular stamps, and the government has derived more revenue by using them.

Less than a hundred years ago the Pennsylvania Legislature passed a law that "no member thereof should come to the house barefoot, or eat his bread and cheese at the steps."

"Where do wicked little boys go to who fish on Sunday?" asked a teacher in a Nineteenth street Sunday School. "Down to Callom's Rifle," was the prompt reply.

Eighty-two cities of Germany now boast of cremation societies.

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SHIPPING TAGS, &c.

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, listing times for Pittsburgh, W. Penna, Kittanning, R. R. June, Brady Bend, Parker, Emmonston, Scrubgrass, Franklin, Oil City, etc.

Trains run by Philadelphia Time.

J. J. LAWRENCE, Gen'l Supt.

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, 6.30 a. m.; Brinton accommodation No. 1, 7.50 a. m.; Wall's accommodation No. 2, 8.55 a. m.; Cincinnati express, 9.30 a. m.; Johnstown accommodation, 10.50 a. m.; Bradlock'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, 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. 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, 12.20 a. m.; Bradlock'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.; Homewood accommodation No. 1, 8.50 p. m.; Philadelphia express, 3.50 p. m.; Wall's accommodation No. 3, 3.05 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 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 2:34 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 8:35 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. V. 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. Leave Oil City at 3:05 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.

T. M. KING, Gen'l. Supt.

J. J. LAWRENCE, Asst. Supt.

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It is a first-rate family paper, full of entertaining and instructive reading of every kind, but containing nothing that can offend the most delicate and scrupulous taste.

It is a first-rate story paper. The best tales and romances of current literature are carefully selected and legibly printed in its pages.

It is a first-rate agricultural paper. The most fresh and instructive articles on agricultural topics regularly appear in this department.

It is an independent political paper, belonging to no party and wearing no collar. It fights for the election of the best men to office. It especially denounces the enemies of the people, and the great corruptions that now weaken and disgrace our country, and threaten to undermine republican institutions altogether. It has no fear of knaves, and asks no favors from their supporters.

It reports the fashions for the ladies and the markets for the men, especially the cattle-markets, to which it pays particular attention.

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