The Calaveras Chronicle relates this account of an accident in the Gwin mine, which, although resulting harmlessly, was such a narrow escape from terrible death that its contemplation chills the blood with horror:

A young man named Nuner, a bucket-lander, was knocked head-fore-most into the shaft and escaped without any injury whatever. When it is understood that the shaft is over eight hundred feet deep, the miraculousness of the escape from instant death will be apparent. The bucket had just come up, and Nuner had "landed" it. Subsequently, while passing between the bucket and the shaft, Nuner was struck by the tub and knocked headlong into the yawning abyss—a swinging motion having been suddenly given to the bucket by the effort of the engineer to get the machinery "past center." Fortunately, after descenda few feet, Nuner struck a timber in the shaft, which partially broke his ly, and in style equal to that of any fall, and at the same time was lucky enough to be within reach of the bellwire, which he grasped. His momen-tum was so great, however, that al-though he elung to his frail support with an energy nerved by desperation, his hold was broken, and he continued his frightful passage down the shaft.

Another set of timbers impeded his fall, and again clutching the bell-wire,

Nuner succeeded in stopping his descent. He reascended and resumed his work as though being pitched into an 800-foot shaft was an every-day oc-eurrence. We doubt whether the history of mining accidents furnishes a parallel to the one which we have narrated for presence of mind and mirac-ulous escape from what seemed inevit-able death.

"Mother, mother," cried a young rook, returning burriedly from its first flight, "I'm so frightened. I've seen such a sight!" "What sight, my son?" asked the rook. "Oh, whita creatures screeching and running, and straining their necks, and holding their heads ever so high! See, mother, there they go," "Geese, my son, merely geese," calmly replied the parent bird, looking over the common. "Through life, child, observe that when you meet any one who makes a great fuss about himself, and tries to lift his head higher than the rest of the world you may than the rest of the world you may set him down at once for a goose!"

Commodere Vanderbilt wears a white tie, and looks like a minister. The correspondent of the Chicago Inter-Ocean says he was coming down in a street-car, when two young men entered, both being intoxicated. Perceiving the venerable gentleman, one of the young men addressed him with, "I s'pose yer think I'm going straight down to h(hic) ell, don't yer?" "Why—no," said the Commodore; "I hope not." The young man nudged his companion, and nodding towards Vanderbilt, said, "He's a (hic) Univers'tist!"

Speaking of the Tilton-Beecher affair, Major Bullfinch perpetrated a ADMISSION TICKETS, solemn joke. He was out beating with a party if ladies who, for fun, began rocking the craft. Suddenly old Bullfinch run the boat ashore.

"What did you do that for?" demanded the company.

manded the company.

"Why" he responded solemnly, "when she gets to tiltin' better beach

The ladies screamed, jumped out and waded ashore.

A Paris cercespondent says: "There is a new fashion in jewelry which I must mention, and that is, that ladies wear pending to a velvet strip around the neck, or to their brooch, the medals or crosses won by their husbands for the service they have rendered their country. The gentlemen wear the ribbons only; the ladies wear the medals."

A Maine man, who was dying, arranged his worldly affairs very coolly. "As to the funeral," he said, after everything else had been settled, "I guess Sam Hubbard had better lead the services. He's an easy, fluent talker, and I allers liked to hear him. I've had dealins' with him, and allers found he set out things just about as they was."

A convivial club called "The Winning Cards," has been established at Dubuque. It is limited to fifty-two members, known as "the pack," each bearing the name of a card. The preeach siding officer is the "Jack of Clubs, and the tray, of course, carries around the liquid refreshments.

Ralph Waldo Emerson never had toothache, boils, or a son belonging to a base-ball club. He said recently: "I never had a trouble or a sorrow which I could not forget in fifteen minutes in the perusal of some favorite author."

The editor of the Worcester Gaz-ette says that dancing is apt to pro-duce apoplexy. When he put his arm around a pretty partner for the first time, it affected him worse than

the delirium tremens. It is said that Miss Kellogg, the singer, receives on an average twenty letters a day requesting her auto-

graph. First irate female-"I'd hate to be in your shoes!" Second ditto-"You couldn't get in them!"

It is said that Brigham Young has made his will and given his friends ten children each.

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SHIPPING TAGS, &c.

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

ON AND AFTER Monday, February 2,

J	STATIONS.	Northward.			Southward		
ĺ		No. 53	No.2	No.1	20.2	No. 4	Na
		RIII	pm	n.m	pm	pm	P
ı	Pittaburgh		2:20	7:20	10:05	3:00	
	W PenJune		4:02	8:55	8:30	1:20	
I	Kittanning		4:50	9:48	7:43	12:33	
	R. B'k June		5:46	10:36	6:20	11:40	
	Brady Bend			10:55		11:25	
1	Parker		6:48	11:35	5:20	10:35	
	Emlenton	- 1	7:05	12:00	4:48	10:10	
	Serubgrass	- 1	8:12	1:10	3:52	9:19	
J	Franklin			1:56		8:25	
1	Oil City	7:00		2:33	2:15		88
	Oleopolis	8:00		2:49	12:12		Tal
	Engle Rock	8:17		3:00	11:45		71

Tidioute Irvineton 10:65 2:55 1:52 7:28 11:10 3:50 12:53 6:26 Rouseville Titusville 5:10 11:15 7:00 9:47 8:55 6:05

a. mp. mp. ma. ma. mp. m Trains run by Philadelphia Time. J. J. LAWRENCE, Gen'i Sup't.

PENNSYLVANIA CENTRAL RAILROAD
ON AND AFTER 11 P. P. Sunday May
Union Depot, corner of Washinton and
Liberty street, as follows;

Union Depot, corner of Washinton and Liberty street, as follows;

ARRIVE.

Msil Train, 1.30 a m; Fast Line, 12.12 a m; Well's accommodation No. 1, 6.20 a m; Brinton 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 1, 2.35 p m; Homewood accommodation No 1, 9.55 p m; Homewood accommodation No 1, 9.55 p m; Brinton accommodation No 2, 1.10 p m; Way Passenger 10.20 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 10.20 a m; Braddeck'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. 1, 8.50 p m; Homewood accommodation No. 1, 8.50 p m; Philadelphia express 3.50 p m; Wall 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 lease 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.

Station at 2.10 p. m.

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

For further information aply to

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A. J. CASSAI

General Superintendent, Altoons Pa.

### Allegheny Valley Rail Road.

ON AND after Monday June 1, Trains will run as follows—(Philadelphia 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 8:05 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 w. m.

Trains leave Buffalo for Oil City at 6:05 a. m. and 12:25 p. m. arriving at Oil City at 2:200 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. 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 11:50 p. m. Leaves Oil City at 5:05 p. m., arriving at Brady's Band at 6:15. p. m.

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

with the Eastern Extension which runs to Reynoldsville. J. J. LAWRENCE.

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cultural copies regularly appear in this department.

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Oleopolis, Bennett, Woods Prathers Mill Pithole City

Pithole City, Pinthers Mill Woods

No. 2. No. 4. 10,25 a m 3,30 p m 10,38 " 3,28 " 10,30 " 3,18 " 10,24 " 3,10 " 11,06 " 2,50 "

No. L. No. 8, 8.40 a m 1,29 p m 8.48 " 1,48 " 8.56 " 1,56 " 9.02 " 2,02 " 9.16 " 2,14 "

10,24 11

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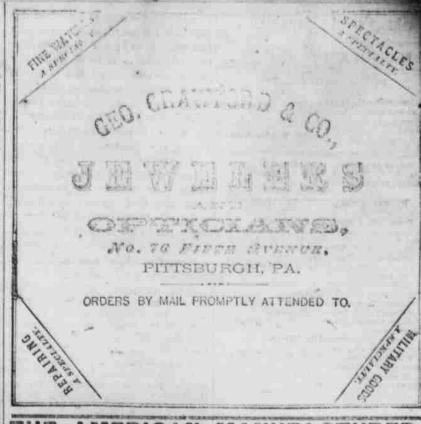
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