AN INDIGNANT WITNESS.

A paper in Pittsfield, Mass., relates this:

They were trying a "horse case" in court the other day and the lawyer was questioning a witness in relation to the animal's habits and disposition.

"Have you ever driven her?" was asked:

"I have," was the reply.

"Was there any one with you at the time?" was the next question.

"There was a lady with me," the witness answered, and he blushed a little

"Was she a good driver?" was the next question, the lawyer referring to the animal, but the witness understood that he meant the lady.

"She was," he replied.

"Was she gentle and kind?" asked the legal limb, and the reply was in the affirmative, though the witness, still thinking of the lady, looked a little surprised.

"She didn't kick?" was the next interrogation, and a decisive "No," was the answer.

"She didn't rear or kick over the traces, or put her hind feet through the dashboard, or try to run away, or act ugly, or'—the witness was boiling over with indignation by this time, and interrupted the lawyer with, "Do you mean the horse or the lady?"

"I mean the mare we're talking about," thundered the counsel.

"Oh!" was the response, "I thought you meant the gal."

"And with this explanation the pursuit of justice was resumed."

It was at Williamsburg, Iowa, that six young men recently went out to serenade the belle of the town. They had practiced for weeks on the violin, the flute the majestic guitar, the accordeon and the plaintive banjo. They waited until late at night, so that the fair one might be wrapped in dreams when the sound of their music should break upon her ear. When they reached the house, the hour being late, they were tired, and they discoursed their concord of sweet sounds while sitting on the sidewalk with their feet in the gutter. They played until flowers were thrown to them from the windows, and they then undertook to rise and go home. Curiously enough, no man rose up; but each looked at his neighbor with a countenance of silent horror. Then one by one they broke into subdued badness, and presently a sound as of rending garments was heard, and the young men fled madly away. Next morning those, who passed that way beheld the wrecks of six pairs of trousers adhering to the sidewalk, and felt a new respect for the inventor of tar pavements.

A young married woman in Worcester dreamed twice last week that she would die at midnight on the first anniversary of her wedding day, and so strongly was she impressed with the visions that she actually made preparations for the funeral, and even gave a sum of money to a friend to purchase mourning. Her husband becoming alarmed at her condition, consulted a medical friend, stating the facts of the case. The astute doctor, after a minutes's cogitation, discovered a way out of the difficulty. Telling the husband to keep her amused until late in the day, he went down to the house in the afternoon and administered a harmless narcotic which kept the lady asleep until the dreaded moment had passed. She is now in good health, and joins with her friends in laughing at her superstitious fears.

Integrity is a virtue which costs much. In the period of passion, it takes self-denial to keep down the appetites of the flesh, in the time of ambition, with us far from dangerous; it requires very much earnestness of character to keep covetousness within its proper bounds, not to be swerved by love of the praise of men, or official power over them. But what a magnificent recompense does it bring to any and every man! Any pleasure which costs a conscience a single pang is really a pain, and not a pleasure. All gain which robs you of your integrity is a gain which profits not; it is a loss. Honor is infamy if won by the sale of your soul. But what womanly and manly delight does this costly virtue bring into our consciousness, here and elsewhere!

The janitor of an Indianapolis medical college was deeply affected on recognizing his brother-in-law on the dissecting table. His grief was the more poignant from the fact that he had himself carried the stolen corpse up three flights of stairs.

One reason why female telegraph operators are not more numerous is because if one of them wished to go to a ball she'd get up and go, even if the President's Message was coming over the wires.

A Rhode Island man carries $200,000 life insurance, and if he even takes cold in the head, the companies rush down three or four doctors to feel his pulse.

Colorado started a college a few days ago, and up to date its inmates consist of one woman, three indians, a buffalo calf and a Professor of Botany.

A father at Dubuque makes his children address him as follows, for instance—"Most respected and revered father, I'll take another tater.

What class of women are apt to give tone to society? The belles.

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:

STATIONS.	Northward. No. 3. Mail.	No. 1. Fast Line.	No. 5. Accom.	Southward. No. 2. Fast Line.	No. 4. Accom.	No. 6. Accom.
	a m	p m	a m	p m	p m	p m
Pittsburgh		2:20	7:30	12:07	3:00	
W Pen June		4:02	8:53	9:30	1:20	
Kittanning		4:30	9:43	7:45	12:02	
R. R's June		5:16	10:36	6:20	11:49	
Brady Bend		6:00	10:55	6:00	11:25	
Parker		6:43	11:35	5:20	10:45	
Emlenton		7:05	12:00	4:48	10:10	
Scrubgrass		8:12	1:10	3:52	9:19	
Franklin		9:05	1:56	3:05	8:25	
Oil City	7:00	9:45	2:35	2:15	7:45	8:00
Oleopolis	8:00		2:49	12:12		7:32
Eagle Rock	8:17		3:00	11:48		7:22
Tionesta	9:05		3:28	10:57		6:40
Tidioute	10:28		4:15	9:23		5:20
Irvineton	11:45		5:00	7:45		5:20
Rouseville		10:05	2:50	1:52	7:25	
Titusville		12:10	3:50	12:53	6:25	
Corry			5:10	11:15		
Mayville			7:00	9:47		
Buffalo			8:55	6:05		

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

Trains run by Philadelphia Time.

J. J. LAWRENCE, Gen'l Sup't.

PENNSYLVANIA CENTRAL RAILROAD

ON AND AFTER 11 P. P. Sunday May 1, 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 2.20 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; Homewood accommodation No 1, 9.35 p m; Wall's accommodation No 4, 5.50 p m; Brinton accommodation No 2, 1.40 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, 11.51 a m; Johnstown accommodation 4.05 p m; Homewood accommodation No 1, 8.50 p m; Philadelphia express 3.50 p m; Wall 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 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. CASSATT

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 6:30 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 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 9:15. p. m.

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

J. J. LAWRENCE,
Gen'l. Sup't.

T. M. KING,
Ass't. Sup't.

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CUSTOM GRINDING.

FLOUR,

FEED, AND OATS,

Constantly on hand, and sold at the very lowest figures.

43-6m H. W. LEDEBUR.

NOTICE.

DR. J. N. BOLARD, of Tidioute, has returned to his practice after an absence of four months, spent in the Hospitals of New York, where he will attend calls in his profession.

Office in Eureka Drug Store, 3d door above the bank, Tidioute, Pa. 49tf

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BALL TICKETS,

ADMISSION TICKETS,

MONTHLY STATEMENTS,

ENVELOPES

BILL EADS,

LETTER HEADS,

NOTE HEADS,

CIRCULARS,

BLANKS,

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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 devotes its energies to the exposure of 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.

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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	3.30 p m
Bennett,	10.38 "	3.28 "
Woods	10.50 "	3.15 "
Prathers Mill	10.54 "	3.10 "
Pithole City	11.05 "	2.50 "

TRAINS SOUTHWARD.

STATIONS.	No. 1.	No. 3.
Pithole City,	8.45 a m	1.30 p m
Prathers Mill	8.56 "	1.43 "
Woods	9.00 "	1.50 "
Bennett	9.02 "	2.02 "
Oleopolis	9.16 "	2.14 "

All 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, Sup't.

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There is "shoddy" in glass, as well as in woolen fabrics. Consumers of kerosene are sometimes almost discouraged, so frequently do chimneys break, without any apparent cause, rendering the cost of chimneys about equal to that of oil. Cheapness being the order of the day, a great many manufactories make chimneys from effects of lime, instead of from lead. The initiated may tell the different qualities of glass by ringing them; the vibrations of the lead glass have a clear, ringing, bell-like sound, possessing the requisite strength to withstand expansion and contraction, as well as the general pressure of use, and will outlast half a dozen of the lime glass chimneys. Fifteen cents invested in one of the lead chimneys is money well spent, even though it requires the "trade" in the cheaper kind, which it most assuredly ought to, and doubtless will. Stick a pin there, and remember it.

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