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All communications intended for publication in this paper must be accompanied by the real name of the writer, not for publication, but as a guarantee of good faith. All communications must be accompanied by a responsible name. Address THE BUTLER CITIZEN, BUTLER, PA.

TRAVELERS' GUIDE.

BUTLER, KARS CITY AND PARKER RAILROAD (Butler Times)

Train leaves Butler at 8 A. M., Millerton, Kars City, Petersburg, etc., at 7:25 a. m., and 2:05 and 7:30 p. m. [See below for connections with A. V. R. R.]

Train arrives Butler from the above named points at 1:15 a. m. and 1:55, and 6:55 p. m. The 1:55 train connects with train at the West Penn road through to Pittsburgh.

SHIPS AND AIR MAIL TRAINS.

Train leaves Hilliard's Mill, Butler City, for Harrisonville, Greeneville, etc., at 7:40 a. m. and 12:20 and 2:30 p. m.

Stages leave Petersburg at 5:30 a. m. for 7:40 train, and 12:30 p. m. for 12:45 train.

Return stages leave Hilliard on arrival of trains at 1:27 a. m. and 1:50 p. m.

Stage leaves Martinsburg at 8:00 for 12:30 train.

P. & W. R. R. (Narrow Gauge.)

The morning train leaves Zelienople at 6:11 A. M. and Evansburg at 6:30 A. M.

The afternoon train leaves Zelienople at 1:26, Harmony 1:31, Evansburg 1:35, arriving at Extra Station at 4:15, and 5:45 p. m.

By 5:45 p. m. at Sharpsburg station and crossing the bridge to the A. V. R. R., passengers on the morning train can reach the Union depot at 9 o'clock.

Train connecting at Extra Station with this road east to Allegheny at 7:11 and 9:31 a. m. and 3:41 p. m.

SHIPS AND AIR MAIL TRAINS.

Trains leave Butler (Butler or Pittsburgh Times).

Market at 5:11 a. m. goes through to Allegheny, arriving at 9:01 a. m. This train connects at Extra with Freight Accommodation train which arrives at 8:39 a. m. on railroad time.

Express at 7:31 a. m. connects with Butler Junction without change of cars, at 8:26 with Express west arriving in Allegheny at 9:26 a. m., and Express east arriving at Blawieville at 11:00 a. m. and Express east at 1:45 p. m.

Mail and express connect with Butler Junction without change of cars, with Express west, arriving in Allegheny at 5:29 p. m., and Express east arriving at Blawieville at 7:30 p. m., and Express east arriving at Butler at 11:11 a. m., connecting with train for Parker.

Main Line.

Through trains leave Pittsburgh for the East at 2:56 and 3:26 a. m., and 5:1, 4:25, 5:45, 6:30 a. m., and 12:30 p. m. and 1:45, 2:45, 3:45 p. m., and 7:30 and 7:40 a. m. at Baltimore about the same time, at New York three hours later, and at Washington about one and a half hours later.

LAND FOR SALE.

Valuable Farm for Sale.

The undersigned offers at private sale the farm entirely owned by Robert Gilfillan, deceased, of Middlesex county, New Jersey, for \$10,000.

162 Acres.

more or less, with a two-story brick house and barn, hay house, wagon shed and other outbuildings. Two good orchards thereon, 130 acres cleared, balance in good timber, 130 acres of swampy land, 100 acres of land on the Pittsburg plank road and 1½ miles from new narrow-gauge railroad, is well improved and in good condition, and is well adapted for dairy purposes. For terms by agreement.

JAMES WILSON, Agent, Balaclava, Allegheny Co., Pa.

For Sale.

The well-improved farm of Rev. W. R. Hutchinson, in the northeast corner of Middlesex county, Butler county, Pa., is now offered for sale.

Inquire of W. K. PRISBEE, on the premises.

sp167

2,500.000 ACRES LAND

Situated in and near the

UPPER ARKANSAS VALLEY, IN SOUTH-

WESTERN KANSAS,

—ON THE—

Atchison, Topeka & Santa Fe R. R.

Year Credit—7% per cent interest.

The first payment at date of purchase is one-tenth of the principal and seven per cent interest on the remainder. At the end of the first and second year, only the interest at seven per cent, is paid; at the third year, and each year thereafter, the tenth of the principal, with seven per cent interest on the balance, is paid annually until the whole is paid discount.

Two per cent per annum discount.

Cash purchase, 23 1/3 per cent discount.

The value of the Upper Arkansas is justly deserved for its adaptability to RAIL-

RISING, and the stability of its growth.

A STOCK RAISING AND WOOL GROWING

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