BICKEL'S AUGUST SALE.

Many Interesting Bargains In Seasonable Footwear.

Men's $4.00 and $5.00 fine shoes reduced to	$3.50
Men's $3.00 and $3.50 fine shoes reduced to	2.25
Men's $2.00 fine vici shoes reduced to - -	1.50
Men's $1.50 fine satin calf shoes reduced to	95
Ladies' $1.50 fine Dongola Oxfords reduced to	90
Boys' $3.00 fine patent leather shoes reduced to	2,00
Boys' $1.50 fine satin calf reduced to - -	95
Youths' $1.25 fine calf shoes reduced to - -	85
Ladies' $3.00 fine hand-turn shoes reduced to	2,00
Ladies' $1.50 patent tip shoes reduced to - -	85
Child's 75c fine Dongola shoes to - - - - -	45
Infants' 35c soft sole shoes reduced to - - - -	19
Ladies' fine serge slippers reduced to - - - -	24

Balance of our stock of Oxfords to be closed out regardless of cost.

JOHN BICKEL,

BUTLER, PA.

Semi-Annual Sale

We only run two sales each year, one during January and February and the other during July and August. The object of these sales is to rid up all odds and ends after the season is over.

We never change the price which is marked on each ticket in plain figures and when we say ⅓ or ¼ off it means something for the customer.

We have too many goods in our store now but the falling prices will soon move it.

250 Men's Suits, all sizes in both Sacks and Cutaways go at one-half former price.

300 Men's Suits. Many of which are the very newest in style and such makes as the famous Hamberger & Sons go at ⅓ off former price.

250 Men's Suits at 20 per cent. discount and all the Bal including black and all makes at 10 per cent. off former prices.

100 Boys' Long Pants Suits running in price from $5.00 to $10.00, all go at $2.50 per suit.

200 Boys' Suits in both Long and Short Pants go at ⅓ former price. All the balance at 10 per cent. discount.

Men's, Boys' and Children's Straw Hats all go at one-half price. Also all Wash Suits one-half price.

Come early and get a real bargain because we never advertise what we do not have in store for you

Douthett & Graham.

INCORPORATED.

PATRICIAN

THE WOMAN'S SHOE THAT'S RIGHT

June outings find added pleasure where your feet enjoy perfect comfort. Whether at sea-shore or mountains—on trap or train—woods, fields, lake side or links, a pair of Patrician Shoes will be found to possess every requirement the fastidious woman demands. An infinite variety of styles—all one quality—the best. Price $3.50. YOURS FOR SHOES.

DAUBENSPECK & TURNER.

People's Phone 633. 108 S. Main St., Butler, Pa.

Fire Insurance.

The Butler County Merchants Mutual Insurance Company.

Was organized by the merchants of Butler county for the purpose of affording a cheaper insurance, and does a general fire-insurance business. Insures town and country property in this and adjourning counties.

For particulars inquire of your nearest director, or any officer of the company.

OFFICERS—J. H. Harper, President; T. P. Mifflin, Vice President; Harvey Colbert, Secretary; Jacob Boos, Treasurer.

DIRECTORS—Edwin Meeder, Henry Ifft, James Barr, Horace Bard, R. A. Marks, A. Krause, J. H. Harper, A. L. Reiber, Jacob Boos, H. C. Litzinger, T. P. Mifflin, Robert Scott, C. A. Eakin.

WALTER EVANS & SON,

Bickel Building. General Agents. Butler, Pa.

Mid-Season Clearance Sale

Great Bargains in Millinery.

Recent immense purchases have been concluded, which have given us exclusive and original millinery at figures which do not represent the cost of materials. This enables us to sell all Trimmed and Untrimmed Hats at one-third to one-half the regular price. This gives you an opportunity to buy Swell Hats at extraordinary prices. Extra Special, Nobby ready-to-wear Hats, in stylish flare, and turban shapes. Large stock of light Tuscans, Cuban flats and Leghorns for Children. Immense stock of Braids. All the latest things in Domestic Braids, both as to colors and patterns. Extra value in Ribbons. Come and see us.

Rockenstein's

328 South Main Street, - - - - - - - Butler, Pa.

A Trip Through Yellowstone Park

is what everyone hopes to have—some day. It is the most wonderful trip in the world. There are more than 3,000 square miles of weird, marvelous, unimaginable things that can be seen nowhere else, therefore if one ever sees them one must go to the Park, in the heart of the magnificent Rockies with snow tipped peaks all around. If Old Faithful geyser, a Paint Pot, Mud Volcano, or Emerald Pool were to be found in Lincoln Park, Chicago; Central Park, New York; or Fairmount Park, Philadelphia; the people would flock to see it or them by tens of thousands. For a very small sum, comparatively, all these and hundreds more of nature's unduplicated marvels can be seen between June 1 and September 30 of each year, and one will enjoy, to boot, the best coaching trip in the country.

The Northern Pacific folder on Yellowstone Park, just issued, is a new, right up to date, finely illustrated dessertation on this Yellowstone Park. It is not descriptive, but deals with the detailed, technical matters everyone needs to know about such a trip. It tells all about the hotels, the stage coaches, the roads, the cost of the tour; where the geysers, the waterfalls, the bears, the canyons are, and where the trout fishing is found. We have printed thousands of this beautiful leaflet and want everybody interested to have a copy, and it can be obtained by sending A. M. Cleland, General Passenger Agent, St. Paul, Minn, two cents with proper address.

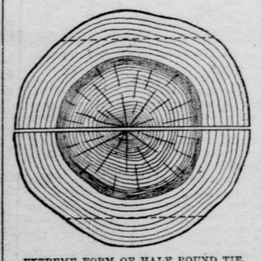
"Wonderland 1904" which is a very fine pamphlet of 116 pages, descriptive of the Northwest, including the Park, will be sent for six cents.

FARM AND GARDEN

RAILROAD TIE TIMBER.

A New Form of Tie—Overcoming the Disadvantages of Soft Woods.

Washington.—The manner in which railroad ties have hitherto been made has been determined largely by the ease and rapidity with which they could be cut. They have been obtained from trees of all diameters from nine inches upward, the most serviceable portions of live straight trees being selected. The bureau of forestry has for some time been making studies and experiments designed to prevent the exhaustion of the timbers from which ties are made.

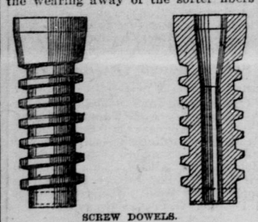


EXTREME FORM OF HALF ROUND TIE.
[Cut from a log of inferior lumber value.]

The latest results of these investigations, as stated by Dr. Hermann von Schrenk, make it appear that a trapezoidal or modified half round tie, with a base of ten to twelve inches and a top bearing surface of six inches, distributes the weight of moving train loads upon the roadbed as effectively as a rectangular tie ten to twelve inches broad. The half round tie is good for the lumberman because in numerous instances two ties of this form can be made from a log which would furnish but one rectangular tie. In other cases material for several boards is saved where a rectangular tie would have taken the entire log. This form is beneficial to the forest, since it encourages the cutting of large trees and the saving of small ones until they reach more valuable size and permits the utilization of much timber from the tops, hitherto left in the woods. The half round tie is advantageous from a mechanical standpoint also because it gives greater bearing surface per mile and a correspondingly more stable track than rectangular ties. This tie form is therefore advocated by the bureau of forestry as economical of timber, conservative of the lumber supply and at the same time equally efficient with the forms in common use.

The commonest as well as the best tie material of the past and present in this country is white oak, which resists both wear and decay excellently and is consequently cheaper in the long run than less expensive woods like beech, red oak or loblolly and lodge pole pine. But white oak, besides being one of our finest timber trees, is becoming high priced and, further, as railroad men know well, is becoming scarce even faster than the advancing price would indicate.

With proper methods preservative treatment of the softer woods can be made entirely successful, and impregnation with creosote, zinc chloride or other antiseptic substances allows the use of many woods hitherto passed over as well as of sawed ties, sapwood and dead timber. Preservative treatment can make a beech or red oak or pine tie outlast a white oak tie. But the wearing away of the softer fibers of these woods under the rail and around the spike raises a new set of problems.



SCREW DOWELS.
[Face view and longitudinal section.]

In driving a spike into a white oak tie the strong and elastic fiber of the wood is bent downward, maintaining a close contact, so that powerful resistance is offered to its withdrawal. When driven into such woods as hemlock and western yellow, lodge pole, loblolly or short leaf pine, the fibers of the wood are crushed and broken. As a result the spikes do not hold with sufficient firmness. The spike must soon be driven in a new place, and this constant respiking rapidly ruins the tie.

The solution of this difficulty is achieved by the use of a screw spike. In the soft woods screw spikes will resist nearly three times as great a strain as nail spikes. If inserted in a screw dowel of hard wood the power of the screw spike is still greater.

Bobwhite a Good Bird.

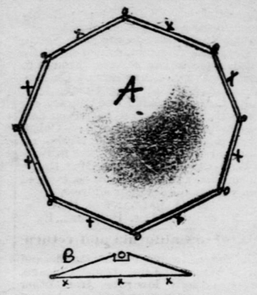
Scientists of the department of agriculture vouch for the good character of bobwhite, declaring that it is "probably the most useful abundant species on farms." It consumes large quantities of weed seeds and destroys many of the worst insect pests which farmers have to contend with, and it does no injury to grain, fruit or other crops, according to these authorities. Among its food are numbered the dreaded cotton boll weevil and the cotton worm, the destructive chinch bug and the Rocky mountain locust.

A SATISFACTORY SILO.

Cheap to Build, a Permanent Structure and Gives Perfect Silage.

We have at one end of our barn an octagonal silo built in 1893 that gives us perfect silage. It is cheap to build, a permanent structure and has not cost one cent for repairs, writes a correspondent to Rural New Yorker. Fig. A in the cut illustrates the way the framework is set, made of 2 by 6 inch sticks cut whatever length is wished, depending on the size of the silo you wish to build. Our sticks are eight feet long, lap across ends and are spiked. These frames are set at different widths, being nearest together near the bottom of the silo, where the greatest strain comes. The first two are fifteen and eighteen inches apart, the next two feet, and from this up to three and one-half feet near the top. The whole framework for this silo can be carried in a one horse wagon, while our rectangular silo, having the same capacity, requires several two horse loads of heavy timber and yet it bulges at the sides. This one stays tight, as the pressure is practically equal all around the silo. There are no corners to speak of in this one and no spoiled silage.

We dug a ditch about eighteen inches wide and two feet deep around where the framework was to set; this we filled with small stones and cemented. The center was on hard pan leveled up with small stones and cemented, and after silo was made run up a little on the side of the silo so rats could not get under the bottom. Rats and mice, if possible, will burrow under a silo and let air in and spoil considerable silage. On this foundation we set our first framework and succeeding ones at various widths, as before stated, each section held up by a piece of 2 by 6 under the end of each piece, so that for each section eight shore pieces are required besides the 2 by 6 pieces. On the inside of this frame is one thickness of matched lumber running up and down, and the only care is to get each board tight at the ends of the framework section. One thickness is better than two, or two with paper between, as it will dry out quicker and last longer.



AN OCTAGONAL SILO.

The outside may be covered or not, as desired. We covered ours with matched lumber for looks largely, although it makes a dead air space, so that, though ours faces northwest and the mercury goes almost out of sight sometimes, we are not bothered with frozen silage. We have two doors on one side for filling, and four doors open into the barn for feeding. These are simply traps between sections of the framework and are held in place by the silage.

A roof can be built or not, as desired. We like one to keep out snow, etc., but it is not necessary. An eight point roof can be made or a single pitch roof. We have two rods running around the silo, and these by use of the truss shown cover the lower six sections and are ample for the purpose. The truss is of two inch plank cut out as in the cut and placed in center of section at points marked on the framework, so that the rod strikes the eight outside corners and the width cut in the truss.

Worth Thinking About.

R. S. Seeds of Pennsylvania has some remarks in American Agriculturist on "Necessities" In Alfalfa Growing." According to Mr. Seeds, bacteria are all right, but there are statements made concerning these organisms which are likely to mislead the farmer. He says: The impression is conveyed in some cases that it is only necessary to inoculate the soil. The soil must be in such a condition that the bacteria can perform their proper functions. We must not get it into our heads that bacteria is the panacea for all the crop failures and shortcomings of the farmer. I like to get my land full of decayed vegetable matter and humus. I have then a perfect balanced ration for the plant. We have been raising red clover in this part of Pennsylvania since my grandfather's days. The soil ought to be inoculated with red clover bacteria, yet in the face of these facts red clover is getting scarcer every year. It will pay the farmer to find out why this is so.

News and Notes.

Imports of cheese into the United States now exceed the exports.

Dried blood has been found very satisfactory by C. W. Burkett of North Carolina in feeding horses when the animals are run down and thin in flesh.

Macaroni, vermicelli and all similar preparations constitute, as a whole, the most important item of breadstuffs imported for consumption into the United States.

Successful results with ginseng in Iowa are claimed from planting among evergreens and in walnut groves.

Cement is coming into greater use each year, and many new purposes for which it is excellent are being found.

It is claimed that flies may abstract as much as a pint of blood from an animal in a day.

AN ABRIDGED BIBLE.

Why Only the Two Covers and a Few Tatters Were Left.

At a gathering of several ministers one of them, who is opposed to the so called "higher criticism," told the following story:

"One day a member of a certain church, who had listened attentively for five years to the preaching of his pastor, took to the divine his Bible, which was truly a sight to behold, with whole books clipped out here or a passage gone there. Indeed, between the covers there was little else left but a few shreds of paper. The pastor was horrified and rebuked his parishioner for using the Bible so shockingly. The parishioner meekly replied:

"'It is all the result of your preaching. When I went home from church each Sunday I cut out of the book that which you had criticised in your sermon of that day. That verse on the Trinity was an interpolation, so out went the strong verse. Then the canonicity of this book and that was doubtful, so out went this book and that. John did not write the gospel of John so out went what was called the gospel of John. This bit of history was not history, only allegory, so out went that false and deceiving thing. Positively, sir, I have been faithful with my shears, and this is all the Bible I have left—the two covers and a few tatters.'"—Baltimore Sun.

The Submarine Boat.

One of the earliest suggestions of the submarine was that of a British smuggler, Johnson, who invented a boat that was to travel under or above water. With this vessel he proposed to carry Napoleon from St. Helena, but the emperor died while the boat was under construction. The adherents of the emperor promised Johnson $200,000 on the day the boat was ready to start and an immense sum if it proved successful. Some years later Johnson built a boat with which he experimented in the Thames for the British admiralty. In this connection it may be mentioned that one of Napoleon's marshals, Massena, began life as a smuggler on a large scale, and Commodore Thurot of the French navy of that time obtained his knowledge of the British coasts while in the employ of a smuggler.

Glass Eyes.

The earliest notice of artificial eyes I am acquainted with occurs in a very rare work by the French surgeon Ambrose Pare, entitled "La Methode Curative des Playes et Fractures de la Teste Humaine," Paris, 1561. Pare gives a description and figures of artificial eyes to be worn in cases where the eyeball has given way and all the humors have escaped. They are to be segments of a hollow sphere, made of gold, coated with enamel painted in natural colors. With the exception of the gold, they are exactly like the eyes in use at the present time, which are made wholly of glass.—Notes and Queries.

Drawing Two Things at Once.

At an evening party it was remarked that nobody could draw two things at once. Sir Edward Landseer, who was present, replied that he thought he could, and, taking a pencil in each hand, he drew simultaneously and without hesitation with the right hand the profile of a stag's head and all its antlers complete and with the left hand a lovely horse's head. The acts of draftsmanship were strictly simultaneous and not alternate, and the drawing by the left hand was as good as that by the right.

Are Your Lungs Weak?

Dr. Pierce's Golden Medical Discovery CURES Weak Lungs.

$3,000 FORFEIT

Will be paid by the World's Dispensary Medical Association, Proprietors, Buffalo, N. Y., if they cannot show the original signature of the individual volunteering the testimonial below, and also of the writers of every testimonial among the thousands which they are constantly publishing, thus proving their genuineness.

"When I commenced taking your medicines, eighteen months ago, my health was completely broken down," writes Mrs. Cora L. Sunderland, of Chaneyville, Calvert Co., Md. "At times I could not even walk across the room without pains in my chest. *The doctor who attended me said I had lung trouble, and that I would never be well again.* At last I concluded to try Dr. Pierce's medicines. I bought a bottle of 'Golden Medical Discovery,' took it, and soon commenced to feel a little better, then you directed me to take both the 'Golden Medical Discovery' and the 'Favorite Prescription,' which I did. Altogether I have taken eighteen bottles of 'Golden Medical Discovery,' twelve of the 'Favorite Prescription,' and five vials of 'Pellets.' I am now almost entirely well, and do all my work without any pain whatever, and can *run* with more ease than I could formerly *walk*."

Dr. Pierce's Pleasant Pellets cleanse and regulate the bowels.

Nasal CATARRH

In all its stages.

Ely's Cream Balm

cleanses, soothes and heals the diseased membrane. It cures catarrh and drives away a cold in the head quickly.

Cream Balm is placed into the nostrils, spreads over the membrane and is absorbed. Relief is immediate and a cure follows. It is not drying—does not produce sneezing. Large Size, 50 cents at Druggists or by mail; Trial Size, 10 cents.

ELY BROTHERS, 56 Warren Street, New York.

For Piles.

Sample mailed free.

One application gives relief.

The continued use of Humphreys' Witch Hazel Oil permanently cures Piles or Hemorrhoids—External or Internal, Blind or Bleeding, Itching or Burning, Fissures and Fistulas. Relief immediate—cure certain.

Three Sizes, 25c., 50c. and $1.00. Sold by Druggists, or sent prepaid on receipt of price. Humphreys' Medicine Co., Cor. William and John Sts., New York.

NERVOUS DEBILITY,

Vital Weakness and Prostration from overwork and other causes. Humphreys' Homeopathic Specific No. 28, in use over 40 years, the only successful remedy. $1 per vial, or special package for serious cases, $5. Sold by Druggists, or sent prepaid on receipt of price. Humphreys' Med. Co., William & John Sts., N. Y.

PAROID READY ROOFING.

PAROID. The Roofing with NO TAR. Won't dry out. Won't grow brittle.

ANYONE can apply it. Tins, Nails and Cement in core of each roll.

REPRESENTS the results o years of Experience and Experimenting.

ONLY requires painting every fewyears. Not when first laid.

IS Cheaper than Gravel, Slate or Shingles.

DEMAND for PAROID is world wide

MADE IN 1, 2 AND 3 PLY

Other Facts, Samples and Prices are yours if you will ask us.

L. C. WICK,
BUTLER, PA.

L. C. WICK,

DEALER IN

LUMBER.

REMOVAL.

We have removed our Marble and Granite shops from corner of Main and Clay streets to No. 200 N. Main street, (opposite W. D. Brandon's residence), where we will be pleased to meet our customers with figures that are right on

Monuments & Headstones

of all kinds and are also prepared to give best figures on

Iron Fence. Flower Vases

etc., as we have secured the sole agency from the Stewart Iron Works of Cincinnati, Ohio, for this town and vicinity.

P. H. Sechler

L. S. McJUNKIN. IRA McJUNKIN
GEO. A. MITCHELL.

L. S. McJUNKIN & CO.,

Insurance & Real Estate

117 E. Jefferson St.

BUTLER, - - - - PA.

Monumental Work.

Deal with the

Actual Manufacturer.

This is to your advantage. We quarry the stock from

OUR OWN QUARRIES.

and all cutting is done at our SHARPSBURG PLANT.

Before ordering work send for our prices

W. A LINDSAY CO.,

House Building. PITTSBURG, PA.
Corner Smithfield and Water Streets.
Phones: Bell 2246 Court; P. & A. 3061 M.

R-R-TIME-TABLES

B R & P R R

Time table in effect Nov. 22, 1903. Passenger trains leave and arrive at Butler as follows:

LEAVE FOR NORTH.

7:30 a. m., mixed for Punxsutawney, Du Bois and intermediate stations.

10:17 a. m. daily, vestibuled day express for Buffalo, connects at Ashford, week days, for Rochester.

6:30 p. m. local for Punx'y, Du Bois and intermediate stations.

11:25 p. m. night express for Buffalo and Rochester.

ARRIVE FROM NORTH.

6:08 a. m. daily, night express from Buffalo and Rochester.

9:45 a.m. week days, accomodation from DuBois.

5:31 p.m. daily, vestibuled day express from Buffalo. Has connection at Ashford week days from Rochester.

8:45 p.m. week days, mixed train from Du Bois and Punxsutawney.

Trains leave the B. & O. Station, Allegheny, for Buffalo and Rochester at 9:00 a.m. and 10:00 p.m., and for local points as far as DuBois at 5:10 p.m.

B & O R R

Time table in effect, May 15, 1904. Trains for South and West, leave Butler—town time: WEEK DAYS.

6:20 a m, Allegheny Accommodation.
8:00 a m, Allegheny & Cleveland Ex.
9:10 a m, Allegheny Express.
11:40 a.m, " "
1:40 p m, Ellwood Accomo.
3:35 p.m, Allegheny Ex.
5:00 p.m, Chicago, Ellwood, N. Castle.
5:20 p.m, Allegheny Ex.
5:50 p.m, Allegheny Ac.—New Castle.

SUNDAYS.

8:00 a.m, Allegheny & Cleveland Ex.
10:25 a.m, Pittsburg Ex.
3:35 p.m, Allegheny Ex.
5:50 p.m, Allegheny Ac.—New Castle.

GOING NORTH—WEEK DAYS.

9:42 a.m, Kane & Bradford Mail.
4:55 Clarion Accomo.

SUNDAYS.

9:42 a.m, and 8:00 p.m. to Foxburg.

For through tickets, Pullman reservations and information apply to W. R. TURNER, Agt, Butler, Pa. E. D. SMITH, A. G. P. A., Pittsburg, Pa

PENNSYLVANIA RAILROAD.

WESTERN PENNSYLVANIA DIVISION.
SCHEDULE IN EFFECT MAY 29, 1903.

SOUTH.	WEEK DAYS						
	A. M	A. M.	A. M.	P. M.	P. M.	P. M
BUTLER.....Leave	6 15	8 40	10 35	2 35	4 30	
Saxonburg.....Arrive	6 45	9 03	10 58	3 00	4 56	
Butler Junction.. "	7 20	9 30	11 25	3 25	5 20	
Butler Junction...Leave	7 30	9 35	11 30	3 23	6 14	
Natrona .....Arrive	7 38	9 43	11 39	3 33	6 24	
Tarentum..... "	7 44	9 47	11 46	3 40	6 30	
Springdale, ...	7 55	9 57	11 58	3 51	6 42	
Claremont.....			12 16	4 01	7 01	
Sharpsburg.....	8 16	10 18	12 26	4 12	7 11	
Allegheny.....	8 30	10 30	12 40	4 25	7 25	
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

SUNDAY TRAINS.—Leave Butler for Allegheny City and principal intermediate stations at 7:20 a. m., and 5:05 p. m.

NORTH.	WEEK DAYS						
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M
Allegheny City lv	6 20	8 20	10 25	2 20	6 10	
Sharpsburg.....	6 34	8 45	10 37	2 35	6 22	
Claremont.....	6 43	8 55	10 43	2 47	....	
Springdale.....	7 02	9 22	10 58	3 04	6 42	
Tarentum.....	7 14	9 31	11 09	3 20	6 52	
Natrona.....	7 20	9 31	11 16	3 30	6 57	
Butler Junc.....ar	7 30	9 40	11 25	3 45	7 05	
Butler Junc.....lv	7 45	9 45	12 30	4 05	7 05	
Saxonburg.....	8 09	10 09	12 54	4 35	7 30	
BUTLER.....	8 35	10 35	1 20	5 05	7 55	
	A. M.	A. M.	P. M.	P. M.	P. M.	

SUNDAY TRAINS.—Leave Allegheny City for Butler and principal intermediate stations at 7:00 a. m. and 9:00 p. m.

FOR THE EAST.

	Week Days.			Sundays.	
	A. M.	A. M.	P. M.	A. M.	P M
Butler.....Lv	6 15	....	2 35	7 20	....
Butler Jct.....ar	7 20	....	3 25	8 10	....
Butler Jct.....lv	7 40	....	4 00	8 14	....
Foxburg.....Ar	7 43	....	4 02	8 17	....
Kiskiminetas Jk.... "	7 48	....	4 08	8 23	....
Leechburg..... "	7 58	....	4 20	8 36	....
West Apollo..... "	8 14	....	4 39	8 57	....
Salisburg..... "	8 41	....	5 08	9 27	....
Blairsville..... "	9 20	....	5 42	9 52	....
Blairsville Int.. "	9 27	....	5 50	10 00	....
Altoona..... "	11 35	....	8 50	1 40	....
Harrisburg..... "	3 10	....	1 00	6 35	....
Philadelphia..... "	6 23	....	4 23	10 20	....
	P. M.	A. M.	A. M.	P. M	P. M

Through trains for the east leave Pittsburg (Union Station), as follows:—

Keystone Express	daily	2.05 A.M.
Manhattan Limited	" (No coaches)	3.35 "
Pennsylvania Limited	" (No coaches)	7.15 "
New York "	" "	7.15 "
Atlantic Express,	"	7.33 "
Mail Line Express,	"	8.00 "
Day Express,	"	12.01 Noon
Mail Express	"	12.45 P.M
Chicago Mail (note)	daily	4.50 "
Eastern Express,	"	4.55 "
New York Express,	"	7.10 "
Philadelphia Express	"	9.00 "
New York Special, daily for New York, only. 10.00 "		
Philadelphia Special daily. Sleeping cars to Philadelphia, Baltimore and Washington. No coaches		10.00 "
Philad'a Mail, Sundays only		8.20 A.M

Note—Carries coach passengers between Pittsburg and Harrisburg.

For Atlantic City (via Delaware River Bridge R R rail route) 8.00 a.m, and 9.00 p. m. daily, "Pennsylvania Limited," and New York limited, 7.15 a. m., week days.

Buffalo and Allegheny Valley Division.

Trains leave Kiskiminetas Junction as follows—

For Buffalo, 9.46 a. m. and 11.48 p. m. daily, with through parlor and sleeping cars.

For Oil City, 7.42 9.46 a. m., 2.40, 6.07 and 11.48 p. m. week-days. Sundays, 9.46 a. m., 6.07 and 11.48p.m.

For Red Bank, 7.42, 9.46, a. m., 2.30, 6.07, 10.15, and 11.48 p. m. week-days. Sundays, 9.46, 10.40 a. m., 6.07 and 11.48 p. m.

For Kittanning 7.42, 9.28, 9.46, 11.14 a. m., 2.30,5.33, 6.07, 7.30, 10.15, and 11.48 p. m. week-days. Sundays, 9.46, 10.40 a. m., 6.07, 10.44, and 11.48 p. m.

"f" Stops only on signal or notice to agent or conductor to receive or discharge passengers.

For detailed information, apply to ticket agent or address Thos. E. Watt, Pass. Agt. Western District, Corner Fifth Avenue and Smithfield Street, Pittsburg, Pa.

W. W. ATTERBURY, Gen'l Manager. J. R WOOD Pass'r Traffic Manager.
GEO. W. BOYD, General Passenger Ag ent.

BESSEMER & LAKE ERIE RAILROAD COMPANY.

TIME TABLE in effect June 19th, 1904.
EASTERN STANDARD TIME.

NORTHWARD (Read up)			Daily Except Sunday	SOUTHWARD (Read down)		
10	14	12	STATIONS.	9	11	13
p. m.	p. m.	a. m.		a. m.	p. m.	p. m.
7 30	1 44	10 50	.....Erie.....	7 00	1 00	4 20
7 03		10 24	....Fairview.....	7 26		4 56
6 53	1 09	10 12	.....Girard.....	7 37	1 37	5 08
7 00	1 40	10 25	Ar..Conneaut..Lv	7 20	12 01	4 50
4 50	12 04	7 20	Lv..Conneaut..Ar	10 25	.....	7 05
6 36	.....	9 55	....Crawsville....	7 55	.....	5 23
6 30	12 51	9 50	.....Altdon.....	8 00	2 00	5 30
6 16	12 35	9 37	....Shadeland....	8 13	12 45	5 42
6 13	12 33	9 33	....Springboro....	8 16	2 13	5 44
6 07	12 28	9 26	..Conneautville...	8 22	2 18	5 50
5 40	12 07	9 05	Exposition Park	8 50	2 45	6 18
6 55	12 45	9 43	Ar..Meadville..Lv	8 00	1 55	4 37
4 37	11 15	8 00	Lv..Meadville..Ar	9 45	3 25	6 55
6 28	12 18	9 15	A..Con't Lake..Lv	8 30	2 23	5 05
5 05	11 43	8 30	Lv..Con't Lake..Ar	9 15	2 58	6 28
5 40	.....	11 00	Ar..Linesville..Lv	8 25	12 45	5 50
.....	.....	8 23	Lv..Linesville..Ar	.....	.....	8 45
.....	.....	.....	....Meadville Jct....	.....	.....	.....
5 17	.....	8 42	.....Harlstown.....	9 08	.....	6 28
5 12	.....	8 37	....Adamsville....	9 14	.....	6 43
5 02	.....	8 27	.....Osgood.....	9 24	.....	6 53
4 55	11 27	8 20	....Greenville....	9 30	3 20	7 01
4 50	11 23	8 15	Lv ..... Ar	.....	.....	7 05
4 45	11 18	8 10	Ar Shenango Lv	9 35	3 27	7 10
4 31	11 04	7 55	.....Fredonia.....	9 52	3 43	7 27
4 19	10 52	7 39	.....Mercer.....	10 08	3 54	7 43
4 14	10 46	7 33	....Houston Jct....	10 12	.....	7 47
3 55	10 28	7 13	....Grove City....	10 31	4 15	8 08
3 43	.....	7 02	.....Harrisville....	10 42	.....	8 20
3 25	10 13	6 54	.....Branchton....	10 48	4 30	8 28
4 08	11 28	.....	Ar....Hillsard....Lv	7 10	2 55	4 20
2 55	7 10	.....	Lv...Hillsard....Ar	11 20	6 20	.....
3 31	10 08	6 50	.....Keister.....	10 52	4 33	8 32
3 16	9 57	6 29	.....Euclid.....	11 06	4 46	8 48
2 50	9 35	6 05	.....Butler.....	11 30	5 10	9 15
.....	7 30	.....	....North Bessemer....	.....	6 50	.....
1 15	8 15	.....	.....Allegheny.....	1 00	6 38	.....
p. m.	a. m.	a. m.		p. m.	p. m.	p. m.

Train No. 1 leaving Greenville at 6:50 a. m.; Shenango 6:57; Fredonia 7:15; Mercer 7:28; Grove City 7:55; Keister 8:18; Butler 9:00, arrives in Allegheny at 10:25 a. m.; connects at Queen Junction with trains to and from Kaylor, and at Butler to North Bessemer.

Train No. 2 leaving Allegheny at 3:00 p. m.; Butler 4:45; Keister 5:30; Grove City 5:53; Mercer 6:18; Fredonia 6:34; Shenango 6:52, arrives in Greenville at 6:55; connects at Queen Junction with trains to and from Kaylor, and at Butler from North Bessemer.

E. H. UTLEY, General Manager. E. D. COMSTOCK, Gen'l Pass. Agent.

Passenger service has been established on the Western Allegheny branch of the Bessemer & Lake Erie R. R., also on the main line between Butler and North Bessemer, daily except Sunday.

Train No. 6 leaving N. Bessemer at 7:30 am arrives in Butler at 8:44, connecting with No. 14 for Erie and intermediate points.

No. 7 leaves Butler at 5:30 pm after arrival of train No. 11 from Erie and intermediate points, is due at N. Bessemer at 6:50 pm.

No. 21 leaving Butler at 9:15 am, and No. 22 leaving N. Bessemer at 1:00 pm, connect at Butler with trains from and to Greenville.

CHICHESTER'S ENGLISH PENNYROYAL PILLS

Beware of Counterfeits. Refuse all Substitutes.

Safe. Always reliable. Ladies, ask Druggist for CHICHESTER'S ENGLISH in Red and Gold metallic boxes, sealed with blue ribbon. Take no other. Refuse dangerous substitutions and imitations. Buy of your Druggist, or send 4c. in stamps for Particulars, Testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Sold by all Druggists.

CHICHESTER CHEMICAL CO.
2109 Madison Square, PHILA., PA
Mention this paper.

Winfield R R Co Time Table

In effect Nov. 30th, 1903.

WESTWARD.

STATIONS.	A M	P M
Leaves West Winfield.....	7 30	2 45
" Boggsville.....	7 45	3 00
" Iron Bridge.....	7 55	3 10
" Winfield Junction.....	8 10	3 25
" Lane.....	8 20	3 35
" Butler Junction.....	8 25	3 40
Arrive Butler.....	10 55	5 58
Arrive Allegheny.....	10 05	5 05
	pm	
Arrive Blairsville.....	12 45	8 20

EASTWARD.

STATIONS.	A M	P M
Leave Blairsville.....	7 50	2 25
" Allegheny.....	9 00	3 00
" Butler "	7 35	2 35
" Butler Junction.....	10 15	4 40
" Lane.....	10 18	4 43
" Winfield Junction	10 30	4 55
" Iron Bridge.....	10 40	5 05
" Boggsville	10 50	5 15
Arrive West Winfield.....	10 05	5 30

Trains stop at Lane and Iron Bridge only on Flag to take on or leave off passengers.

Trains Connect at Butler Junction with:

Trains Eastward for Freeport, Vandergrift and Blairsville Intersection.

Trains Westward for Natrona, Tarentum and Allegheny.

Trains Northward for Saxonburg, Marwood and Butler.

B. G. BEALOR, General Manager.

Strictly First Class. Cleanliness and Prompt Service.

K. J. IHRIG,

Ladies' and Gentlemen's **Dining and Lunch Rooms,**

19 & 21 Park Way, Opp. Boggs & Buhl's (Near Ft. Wayne Station) Allegheny, Pa

HUGH L CONNELLY,

Wholesale Dealer in

Fine Whiskies

For Medicinal Purposes,

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BUTLER, PA

A SUMMER WHISKEY

must not fever the blood, nor fire the brain. Mint Juleps are most cooling and palatable when made with Lewin's whiskey.

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