THE BUTLER CITIZEN.

WILLIAM C. NEGLEY - Publisher

THURSDAY, SEPTEMBER 28, 1905.

$1.00 per year in Advance, Otherwise $1.50

REPUBLICAN TICKET.

STATE.

Judge of Supreme Court.
John Stewart.

Judges of Superior Court:—
Charles E. Rice,
James A. Beaver,
George B. Orlady.

Treasurer—J. Lee Plummer.

COUNTY.

Sheriff—A. McCune Campbell.
Treasurer—Thomas Alexander.
Prothonotary—James M. McCollough.
Register and Recorder—Porter Wilson.
Commissioners:—
N. S. Grossman,
William Siebert.
Auditors:—
David Cupps,
W. B. Scott.
Coroner—Dr. W. S. Patterson.

The Borough Election.

The Town Council publishes its notice of the election to be held by the citizens of Butler on the question of incorporating as a city.

"For" and "Against" tickets will be provided by the Council, the same to be used on Nov. 7th—the day of the general election—and, in Butler, associated with it. The article that appears in our columns, this week, favors the city charter, and as there are two sides to the question, it will, probably, be answered.

The matter is too important to be either affirmed or negatived in ignorance, and all the light obtainable on the question is called for.

The War on Graft.

With the exposure of grossly unfair relations between the managing heads of the great insurance companies and bankers and brokers in New York, and the pleas of guilty by Chicago beef dealers to charges of accepting rebates, the first tangible steps toward putting into effective practice President Roosevelt's demand for a, "square deal for every man" have been taken.

It is most difficult at this time to estimate the eventual public effect of these revelations, but the result will be a new epoch in the history of the great corporations of the country. The fight for absolutely fair conditions in trade, the handling of moneys and the like is not new. The private rebate question has been before the country for years. The immediate effect will, however, be the complete upsetting of the plans of the great financial interests for opposing the President's plan for rate regulation. Elaborate schemes to this end have been under way, but these will doubtless be abandoned in view of the damning nature of the evidence recently produced. The government is bound, after accepting the pleas of the Chicago beef barons, to proceed against the railroads associated with them in rebates. Once proof is produced that these practices are common, public sentiment will enforce the adoption of legislation to prevent them.

President Roosevelt is entitled to congratulation for his determination in this fight against secret dealings, and any effort to abort his plans will fail in view of the enormous sentiment created by the exposure.

The tide of battle against graft, not only in the political but the insurance, railroad and money world, is rising and cannot be stayed by the artifices of legislative campaigners.

At the same time the signal success that has accrued to the President's efforts is only another evidence of the wisdom of nominating this manly man for another term in office. It is slow procedure uprooting corruption, and a man tried at the work is needed and should be retained.—Leader.

POLITICAL.

The first political demonstration in Butler, this year, was that of the Democrats, whose candidate for State Treasurer, Wm. H. Berry of Chester was in town last evening. He made a favorable impression here. His tributes to the founders of the Republican party, to Lincoln and to Roosevelt were beautiful; and his general talk on graft in politics and state affairs could be endorsed by any man of any party. He was elected Mayor of Chester by the Republicans of that city, over the "ring" candidate.

The Republican State campaign of Ohio was opened at Bellefontaine, last Saturday, by Vice-President Fairbanks, Governor Herrick and Senator Foraker and was attended by 15,000 people. Governor Herrick's speech, in which he defended his administration and challenged his opponents to raise any issue, took the audience by storm. Vice-President Fairbanks and Senator Foraker dwelt on national issues, showing the importance of a Republican victory in Ohio this year and its bearing on the national administration.

Secretary McAfee will not make up the form of the official ballot until after October 3, when the time for filing nomination papers expires.

Judicial Contests.

Thirteen judges are to be elected in this state, Nov. 7th, next, and some of the contests are very interesting.

Probably the hottest judicial contest in the state is that in Beaver county, between J. Rankin Martin, Republican, and Richard S. Holt, Fusion. Martin defeated Holt for the regular Republican nomination and Holt was afterwards nominated by the Democrats, Prohibitionists, Citizens and Lincoln party.

Venango county has an exciting contest on hands between Judge Criswell, for re-election, and Robert F. Glenn, who is endorsed by the Democrats and Prohibitionists.

Judge John W. Reed, who was nominated by the Republicans after an exciting contest and Stewart Whitehill, Democrat, are rival candidates in Jefferson county.

There is a three-cornered fight in Washington county between James F. Taylor who was nominated by the Republicans; Josiah D. Patterson, Democrat, and Boyd Crumrine, Citizens. Patterson has persistently refused to withdraw in Crumrine's interest in order to make fusion complete between Democrats and Citizens of the county.

Neither Russia nor Japan has ratified the Peace of Portsmouth, and yet several Russian generals have already left Manchuria for Russia. Quiet prevails in Baku and the oil district, but the streets were being patrolled. Lumber is scarce there, and is being ordered from the Volga district for the rebuilding of the burned derricks. The government is sending grain into the famine districts but is hindered by a shortage of cars. The Armenians and Tartars are reported to have signed a peace agreement.

End of the Murder Case.

What an interest is taken in a case involving human life! Ten minutes after the Court House bell began ringing last Sunday afternoon the Court-room was crowded; a few minutes more, and the prisoner was in Court, and the jurymen in their places.

As each juror's name was called he answered and arose; the prisoner also stood, and they were again invited to look at each other.

To the "how say you" question the foreman answered "Guilty of murder in the second degree," and each member of the jury repeated it as his name was called.

Their verdict was so recorded, and they were discharged, and John B. McLaughlin was taken back to jail, convicted of being guilty of murder in the second degree, the extreme penalty for which is solitary confinement at hard labor for a period of twenty years, subject to the rebate system of all penitentiaries for good conduct.

The jurymen pledged themselves to each other not to tell how they stood on first ballot, but is known that there were some first degree men on it, and also some manslaughter men. The jury is said to have stood six for first degree, three for second, and three for manslaughter, and the verdict of second degree was agreed upon Sunday morning.

The evidence in the case was all in by Friday afternoon; Saturday was devoted to speech making and the Court's charge, and the case went to the jury at 5:30 that evening, and as they came in Sunday afternoon at 2:30, they were "out" in all twenty-one hours. It was the most exciting case tried in this county since the Mills case in 1892, and will cost the county about a thousand dollars.

Two of the jurymen were indisposed during their five-days confinement, but none seriously ill.

The jury was composed of:

Harry Cooper, contractor, of Evans City.

J. M. Wick, Third ward, Butler.

George B. Slentz, car worker, Butler.

Richard Black, a farmer, of Slippery Rock township.

Daniel L. Dunbar, farmer, of Forward township.

W. P. Martin, farmer, Venango twp.

W. A. Smith, farmer, of Donegal township.

J. B. Black, ex-postmaster, of Butler.

J. S. Jack, newsdealer, of Butler.

John F. Lowry, retired, of Butler.

Barney Kemper, health officer, Butler.

J. M. Porter, carpenter, of Butler.

Since the trial there has been considerable discussion as to whether, had the jury disagreed, McLaughlin could have again been placed on trial, and the answer is, 'Yes, but not for first degree murder', as the state constitution forbids a man's life being placed in jeopardy a second time for the same offense; and if a new trial is asked for and granted the degree, if found guilty, cannot be above second.

In this state a man's life is held to be placed in jeopardy when he is brought to trial, but in some other states it is not so held until the verdict is given. In New York lately, the notorious "Nan" Patterson was tried three times for first degree murder, and as the jury disagreed each time, the District Attorney gave up the job, and the Court let her go.

This trial for murder is the sixth since that of James Mills in 1892, and he also, was found guilty of murder in the second degree, after his sensational escape from jail and recapture.

Tuesday afternoon a written motion for a new trial was presented to Court, asking 30 days for the preparation of reasons.

AT the general election in Cuba, last week, President Palma's party, the Moderates gained a complete victory over the Liberals. The election passed off quietly in Havana, but in Cienfuegos the Congressman and Chief of Police were killed in a riot, and a plot to blow up the government building was discovered.

THE Czar of Russia lately ordered nine officers of a Warsaw regiment to be shot within 24 hours for sending him a petition that he did not like. The officers were bound to stakes, and the men of the regiment—company after company—refused to shoot; but they did shoot and kill a lot of Cossacks brought up to do the job.

AT Chicago, last Thursday, four beef-packers plead guilty to the indictments against them, charging them with conspiracy to accept rebates, and paid fines aggregating $25,000, and there was consternation among the other packers who are under indictment for conspiracy in restraint of trade, and among railroad officials—among the packers because they foresaw the possibility of these men turning state's evidence against them in the conspiracy trial that is to come; and among the railroad men because of the admission of the packers that they had accepted rebates from several companies, opening up possibilities of trouble for them for violating a court injunction which prohibits them from giving rebates.

CONGRESSMAN John Dalzell discharged a warning gun of the coming battle on the tariff question in a statement issued last Thursday night. He is a "stand patter" without any qualifications and declares himself absolutely opposed to revision of the tariff or reciprocity. With him in the stand-pat attitude is Congressman James Francis Burke, while Congressman W. H. Graham expresses himself equally as frankly as these two, but in favor of revision. Congressman E. F. Acheson believes some changes might be advantageous and Congressman G. F. Huff of Greensburg is non-committal on the question of reciprocity. Mr. Dalzell says revision is not only unnecessary at this time, but immediately preceding a Congressional election it would array every discontented man and interest against the party. The country has adapted itself to the present tariff, he says, even with its objectionable features. After a trip clear to the Pacific Coast Mr. Dalzell says he has found "no substantial demand for revision outside of the Democratic and Mugwump press."

Lutheran Reunion.

On Thursday, Sept. 21, the Lutherans and their friends of North Washington, West Sunbury, Annandale, Zion, Springdale and Rider held their annual picnic and reunion at Stoner's Grove, near North Washington. There were about 500 people present. The day was ideal for an outing. Excellent music was furnished by a union choir and the Sunbury band. Short addresses were delivered by Revs McNees of N. Washing, C. E. Frontz of Chicora and J. C. Nicholas of Butler. The ladies of the congregations prepared an excellent dinner which was enjoyed by the large crowd. The committee in charge of program was Revs. I. Z. Fenstermacher and G. W. Scheese, pastors of the churches.

FOR AND AGAINST.

A City Charter—Some of the Reasons Why We Should Adopt a Better Form of Government.

(Communicated.)

A brief comparison between what our town was thirty or forty years ago and what it is today may help us to consider the duties and responsibilities which have been forced on its citizens under the changed conditions in which we find it, and the propriety of adopting a stronger, more systematic and efficacious form of government.

Less than forty years ago Butler was a town of less than two thousand inhabitants, shut in from the outside world, and accessible only by country roads; today it has a population approximating eighteen thousand inhabitants connected with the outside world by telegraph and telephone lines and railroads leading to almost every point on the compass, affording means of communication and traffic with the commercial world. Less than forty years ago the industries and manufacturing interests of our town were confined to two of the old fashioned burr flouring mills, dependent on the grain drawn by farmers from the surrounding country, a foundry, planing mill and some other small manufacturing industries; today our town boats of a large Plate Glass plant, Steel Car Works, Lead Works, Bottle Works, Silk Mill, extensive machine shops for the manufacture of boilers, engines, and oil-well supplies and machinery, and the modern automobile, two large Roller Process flouring mills engaged in the manufacture of flour from grain shipped in from other states and shipping their product out to the markets of the world; and many other industries in which our citizens are engaged for wages or profit. Less than forty years ago the few merchants of our town were engaged in the various lines of business on a small scale, and their business was for the most part confined to the exchange of goods for farm products, which were disposed of by carting them over the wagon road to the Pittsburg markets; much of the business was done on running account, squared and settled at long periods of time after the manner of business in early days, money was a scarce factor and trade slow; today our town boasts of its number of large store rooms filled with a high class of goods, equal in size and quality of their stocks to those found in some of the much larger towns and cities, with their brisk clerks exchanging goods for money. Less than forty years ago the business interests of our town were financed by one bank, with but few transactions in the commercial world; today our town boasts of four banks and a trust company filled with millions of the accumulated wealth of our citizens, whose business transactions have risen to a magnitude of importance, and whose pulsations are in touch with the financial world. Less than forty years ago our town was confined to but a small square of territory surrounding the Court House; today it is spread over a wide scope of territory with an increasing demand for more room.

Less than twenty years ago our town was without paved streets or sewers, and our taxes were annually cast in the mud holes on the streets as a propitiation to the musical bull frog that claimed its place of quiet resort, today many of our principal streets are paved and sewered, our streets have been extended, many fine homes and commodious business blocks grace our streets, electric lights and street cars have been installed, and we see evidences on every hand of the progressive spirit of our citizens. Our population has increased, our town has changed and new conditions and increased demands have arisen and an onerous burden of public duty has been cast on our borough officials, that will, sooner or later, have to be met by some more systematic and more efficacious machinery of government. Our town has outgrown the loose and weak machinery afforded by borough laws

We impose executive duties on the members of our Council which require them to spend half, if not more, of their time on the public streets in the inauguration and construction of public improvements. They are unskilled in this line of business. They or at least most of them try to do their duty, but for want of knowledge and experience the results of many of their efforts have proved unsatisfactory, and they are publicly condemned for not doing in a proper manner what they did not know how to do.

They experiment, temporize and do the work over again. They fail in many cases to secure permanent and lasting results in the expenditure of the public funds. They have no system, no head; the council is replenished every year with new recruits to try their hand in the expenditure of the public funds according to their notions. Many men of limited means think it no sacrifice to to go on the council and spend much of their time in looking after public interests, without compensation. How they can afford to do it if they have wives and children to provide for. God only knows. Business men say they can't afford to leave their business to serve the public. Then a cloud of public suspicion gathers around the men who think they can afford to do it, and the cry of corruption and graft, and complaints of high taxes and the waste and injudicious expenditure of the public moneys, is heard on the streets of Butler and wise men shake their heads: members of the town council are criticized, abused and even roundly excoriated, whatever that means, by an indignant public; language of bitter denunciation and vituperation is indiscriminately hurled at these pitiable objects of public hatred, in volume and character sufficiently peremptory and mandatory to send them all to perdition, until the range of all the bad language in Webster's Unabridged Dictionary, is exhausted. Yet, whilst we have progressed in all other respects we go on year after year and place men in these positions year after year under our loose and creaky old borough government, and require and expect them to spend much of their time looking after our public interests; to live on nothing and be honest and faithful and withal to accomplish much good work, and if the results fail to meet our expectations we again resort to the bad words in Webster's Dictionary. This sort of public worship is opposed to good morals and extremely wicked.

Our expectations of good results from these requirements and conditions are more unreasonable on our part than were the requirements of the Egyptians when they commanded the poor Israelitish people to make bricks without straw. If the pubic funds have not been properly expended or have, in any manner, been wasted in the construction of experimental and temporary improvements; if our taxes are high, and higher than they ought to be; if our municipal affairs are run too loosely and satisfactory results are not secured, to what are these things chargeable, but the loose and weak system of borough government under which our affairs are managed and controlled? It may be conceded that taxes are higher in the borough of Butler than they are in the East End of the City of Pittsburg, but no amount of bad words, kicking and complaining will help it. The population, the business interests of our town, have outgrown control and management under the machinery provided by borough laws designed for small towns. These things need a remedy; a stronger form of government; and a more systematic expenditure of public funds. These ends can be accomplished by a city charter.

The act of 1889 for the government and regulation of cities of the Third Class, was designed to meet the condition of things found to exist in our borough today. This act enables boroughs that have outgrown borough machinery to take on a stronger form of government.

The change is easily made and the expense is nominal. Under its provisions the councils will be relieved of their duties as executive officers, and the duties now so unreasonably imposed on them will be performed by an executive head, a competent person at such fair compensation as they may determine, to superintend and construct public improvements, and the expenditure of the public funds reduced to a system. It is believed by those conversant with the subject that there is more money wasted for the lack of system than would pay a competent man to look after our public improvements.

System can never be attained under our borough laws, and system is the mother of economy.

If a majority of our citizens vote in favor of a city government the election officers are required to make a return of the fact to the Clerk of the Courts of Quarter Sessions and to forward a duplicate thereof to the Secretary of the Commonwealth, when it is made the duty of the Governor to issue a charter incorporating the borough under the name and style, "City of Butler." The borough will then put on its new clothes and elect a mayor; city treasurer, who will have charge of the collection of taxes; a comptroller to look after the financial interests of the city and be the financial watch dog of the treasury and a check upon the improper expenditure of public funds; three common councilmen and one select councilman from each ward. All officials are required to take and subscribe to the oath of office prescribed by the constitution; and the executive officers are each required to give bond in such sum as the councils may determine for the faithful discharge of their duties. The act does not prescribe the amount of salary to be received by any official. That is left to the councils to determine.

The mayor is the chief magistrate of the city and it is made his duty to see that the laws and ordinances are enforced. It may be safely said that the ordinary revenues of a city government will equal, if not more than suffice to pay any reasonable salaries the councils may allow executive officers for their services. Thus we will have more strength, stability, system and efficiency, and by a wise and conservative management, a more economic and businesslike administration of public affairs than we now have.

A CITIZEN.

Bombs in China.

By the explosion of a bomb in a car at the railroad station in Pekin, last Sunday, four prominent Chinamen were killed, and Wu Ting Fang and twenty others injured. The man who exploded the bomb was blown to pieces.

Last July the government of China appointed four missions to study foreign political methods, and the first mission was on this car and was about leaving the capital when the explosion occured.

The Chinese minister at Washington explains it by saying that "There are two parties in China, the new reform party, which is desirous of having the people and government profit by the adoption of whatever is for the good in Occidental civilization, and the party that you call anarchists in this county. The late action in regard to the sending abroad of missions has especially angered them."

Cowbuncles.

(One of our subscribers, now enjoying a "buncle" for the first time in his life, asks us to print this.)

A cowbunkle is a terrible reality, and is mostly built on the caboose of your neck. They are like dog tax—borne by a few. The general contour of a cowbuncle looks like Ida M. Tarbucket's idea of John D. Rockefeller. A cowbuncle in its youth is mild and pensive and childlike in its way; an adult buncle generally weighes two pounds this time of the year on any grocer's scales. Sugar is always shot in canning time. They came forth between the solar plexus and big meetings in the fall, have a hand-painted forebay and look like the early tomatoes we see in the market. No one ever eloped with a cowbuncle and lived to come back and lie about it, they always leave their signature on your neck or in the cemetery. A rich marooned liver shaped curicle once took up his or her abode over my Lilly Langtree vertebra and stuck closer than a farmer does to the price on this fall's peach crop. Some people make pets of rattle snakes and hay widows and affectionately fondle a buz saw, even while it arighest itseself without its winter pants on. But the same people ignore and repudiate the warm open countenanced American lump that fills us with cholera Columbus pain and flaxseed poultices and cause the wicked to flee when no man pursueth, yea, and to shout alowd. The chances are that this great pertuberence would become more popular as a fall stile of fashion if a man could take his old cowbuncle off and hang it on the-harness peg in the old log stable as he could, his ancient helidome. Then there would be less trembling among the saloon-voting church members, and the amens less hysterical. Ah, once while holding close communion behind closed doors with a favorite buncle I called a gar or hot air doctor to diagnosis the case, he said it looked like the San Jose Scale and that I had better keep different company; I told him he was a fool, and he replied I was probably a mind reader. Why, oh why, Mr. Editor, have scientific great men treated with contempt and contumely, with most ingracious ingratitude the placid and congenial buncle? It is indeed singular that such men as Carrie Nation, Bill Nye and Mark Twain should overlook this greatest of huge proponderocity of immense magnitude and everlasting shoals. Selah.

W.

DEATHS

MAXWELL—At her home in Butler, September 21, 1905, Mrs. David Maxwell, aged 58 years.

McCASLIN—At her home in Butler township, September 21, 1905, daughter of C. A. McCaslin, in her 2nd year.

The child's death is said to have been caused by typhoid.

EKAS—At her home in Buffalo township, September 21, 1905, Mrs. Mary, wife of Thomas Ekas, and nee Byerley, aged 84 years.

She is survived by her husband, and the following children: Mrs. Margaret Fleming, Mrs. Ella Cruikshank, Mrs. Thomas Thrower, Andrew B. Ekas and David Ekas, of Buffalo twp.; Samuel and Michael Ekas, of Middlesex twp; W. T. Ekas, of Clinton twp., and Mrs. Susan Westerman, of Natrona.

WURSTER—At his home in Lancaster township, September 15, 1905, Joseph Albert, son of John Wurster, aged 17 years.

Joseph's death was caused by typhoid.

HARVEY—Sept. 23, 1905, Edna Lucile, infant daughter of Jos. Harvey of the Hotel Monroe.

HOGG—At her home in Cherry twp., Sept. 15, 1905, Mrs. Hogg, Widow of Robert Hogg, in her 84th year

PETERS—At her home in Slipperyrock, September 11, 1905, Mrs. Thomas S. Peters, aged — years.

Mrs. Peters' death was caused by typhoid pneumonia, and besides her husband she leaves seven children, five sons, Oscar M. Peters, Baltimore; John J. Peters, Pittsburg; Arthur H., Lisle T. and Ford W. Peters, at home, and two daughters, Mrs. Alma G. Delsbor, of Pittsburg, and Isabelle Virginia Peters, of Tidioute.

BERKLEY—At his home in Muddycreek twp., Sept 27, 1905, Albert H. Berkley, aged 47 years.

Mr. Berkley had been ill for a year with a complication of diseases. He was a member of the Prospect United Presbyterian church and leaves a wife and five children.

HANLEN—At his home in Butler, Sept. 27, 1905, Joseph Hanlen, aged 82 years.

SNYDER—Sept. 28, 1905, infant daughter of Roy Snyder of Butler.

BLACK—At his home in Donegal twp., Sept. 26, 1905, Daniel Black, aged 45 years.

BEPLER—At her home in Allegheny, Sept. 26, 1905, Mrs. Mary Jane Bepler, nee Irvine, formerly of Evans City, aged 76 years.

SIMPSON—At her home in Buffalo, N Y., Sept. 26, 1905, Mrs. Julia A. Simpson, nee Murrin, aged 82 years.

EXPOSITION

Sacrifice Sale of Vehicles

5—No. 165 Whip cord, carmine gear, rubber tire runabout's, were $85.00 now $60.00.

1—No. 160 Tan leather canary gear, rubber tire runabout was $160.00, now $75.00.

5—No. 88 Whip cord, carmine gear, rubber tire runabout's were $85.00, now $70.00.

3—No. 96 Whip, cord, carmine gear, high wheel runabout's, were $80.00, now $65.00

We also have a number of fine vehicles Brockway and Youngstown make that we will sell as low proportionately.

We respectfully invite you to drop in and see our stock when you visit the city

You pass our door on way to Exposition.

DUQUESNE VEHICLE CO.,
Duquesne Way and Fourth Street,
PITTSBURG, PA.

R-R-TIME-TABLES

B R & P R R

Time table in effect Nov. 27, 1904. Passenger trains leave and arrive at Butler as follows:

LEAVE FOR NORTH.

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

10:31 a. m. daily, vestibuled day express for Buffalo, connects at Ashford, week days, for Rochester.

5:37 p. m. local for Punx'y, Du Bois and intermediate stations.

11:31 p. m. night express for Buffalo and Rochester.

ARRIVE FROM NORTH.

6:10 a. m. daily, night express from Buffalo and Rochester.

9:50 a.m. week days, accomodation from DuBois.

5:34 p.m. daily, vestibuled day express from Buffalo. Has connection at Ashford week days from Rochester.

8:07 p.m. week days, mixed train from Du Bois and Punxsutawney.

Trains leave the B. & O. Station, Pittsburg, for Buffalo and Rochester at 9:00 a.m. and 10:00 p.m., and for local points as far as DuBois at 4:05 p.m. On Sunday the 9:00 a.m. train runs to Buffalo alone.

B & O R R

Time table in effect, May, 1905.

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,
1:25 p m, Ellwood Ac
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.
11:10 a.m, Pittsburg Ex.
3:35 p.m, Allegheny Ac
5:50 p.m, Allegheny Ac.—New Castle.

GOING NORTH—WEEK DAYS.

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

SUNDAY.

9:42 a.m, Foxburg Accom.
8:00 p.m, Foxburg Accom.

Trains leave the Allegheny station for Butler 7:00, 8:15, and 11:11 A. M., and 1:15, 3:00, 5:30 6:20 and 11:00 P. M. On Sunday at 7:30 A. M. and 6:15 and 11:30 P. M.

For through tickets, Pullman reservations and information apply to W. R. TURNER, Agt, Butler, Pa.

JOS. P. TAGGERT, A. G. P. A., Pittsburg, Pa

Winfield R R Co Time Table

In effect May 29th, 1903.

WESTWARD.

STATIONS.	AM	PM
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 33	5 05
Arrive Allegheny		5 00
Arrive Pittsburg	10 25 pm	
Arrive Blairsville	1 05	5 42

EASTWARD.

STATIONS.	A M	P M
Leave Pittsburg		3 05
Leave B'airsville	7 50	2 15
" Allegheny	8 25	2 20
" Butler	8 40	2 30
" Butler Junction	10 00	4 40
" Lane	10 03	4 43
" Winfield Junction	10 15	4 55
" Iron Bridge	10 25	5 05
" Boggsville	10 35	5 15
Arrive West Winfield	10 50	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 Allegheny and Pittsburg.

Trains Northward for Saxonburg, Marwood and Butler.

S. G. BEALOR,
General Manager.

PENNSYLVANIA RAILROAD.

WESTERN PENNSYLVANIA DIVISION.

SCHEDULE IN EFFECT Sept 12 1905.

SOUTH.

		WEEK DAYS A.M	A.M.	A.M.	P.M.	P.M.	P.M
BUTLER	Leave	6 15	8 40	10 35	2 30	4 20
Saxonburg	Arrive	6 45	9 05	11 00	2 54	4 45
Butler Junction	"	7 14	9 30	11 25	3 18	5 13
Butler Junction	Leave	7 37	9 32	11 30	3 22	5 15
Natrona	Arrive	7 46	9 40	11 39	3 30	5 23
Tarentum		7 52	9 45	11 46	3 36	5 30
Springdale		8 02	9 55	11 58	3 45	5 40
Claremont			....	12 16	4 01	5 58
Sharpsburg		8 24	....	12 24	....	6 03
Allegheny		8 38	....	12 40	....	6 18
East Liberty			10 20	....	4 15	....
Pittsburg			10 30	....	4 25	....

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
Pittsburg				3 05	6 10
East Liberty				3 14	6 20
Allegheny City lv	6 15	8 25	10 25	....	....
Sharpsburg	6 30	8 39	10 39	....	....
Claremont	6 38	8 48	10 46	....	....
Springdale	7 00	9 07	11 00	....	6 45
Tarentum	7 13	9 19	11 11	3 47	6 55
Natrona	7 20	9 26	11 18	3 53	6 59
Butler Junc ar	7 30	9 36	11 27	4 00	7 07
Butler Junc lv	7 42	9 40	12 30	4 02	7 10
Saxonburg	8 09	10 06	12 54	4 33	7 34
BUTLER	8 35	10 33	1 20	5 05	8 00

SUNDAY TRAINS.—Leave Allegheny City for Butler and principal intermediate stations at 7:00 a.m. and 9:30 p m.

FOR THE EAST.

	Week Days. A.M.	A.M.	P.M.	A.M.	P.M.	P.M	Sundays
BUTLER lv	6 15	....	2 35	7 20	....
Butler Jct ar	7 14	....	3 18	8 10	....
Butler Jct lv	7 40	....	4 00	8 14	....
Freeport ar	7 43	....	4 02	8 17	....
Kskiminetas Jct	7 48	....	4 05	8 21	....
Leechburg "	8 01	....	4 20	8 37	....
West Apollo "	8 24	....	4 39	8 54	....
Saltsburg "	8 51	....	5 08	9 20	....
Blairsville "	9 23	....	5 42	9 52	....
Blairsville Int. "	9 30	....	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	P.M

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

The Pennsylvania Special, daily, for North Philadelphia and New York ..... 12:54 a.m

Manhattan Limited, daily, for North Philadelphia and New York ..... 1:10 "

Keystone Express daily ..... 3:00 "

Pennsylvania Limited daily ..... 6:45 "

New York " " ..... 7:10 "

Atlantic Express, " " ..... 7:30 "

Main Line Express, " " ..... 8:00 "

Buffalo Day Express " " ..... 9:50 "

Day Express, " " ..... 12:01 Noon

Mail Express, daily, for Baltimore and Washington ..... 12:45 p.m

Chicago Mail daily, for Baltimore and Washington ..... 4:50 "

Eastern Express, daily, for Phil'a and N Y ..... 4:55 "

New York Express, " " " ..... 7:10 "

Philadelphia & Washington Express, daily ..... 9:00 "

New York Special, daily for New York, Baltimore and Washington ..... 10:00 "

Philadelphia Special daily, for Philadelphia only. Sleeping cars only ..... 10:00 "

Buffalo Night Express, daily ..... 11:00 "

For Atlantic City, through sleeping car 10:00 p.m. daily.

For Cape May, 10.00 p.m, daily, "The Pennsylvania Limited" and "New York Limited" 6.45 a.m. week days.

For Asbury Park, Ocean Grove and Long Branch, "The Pennsylvania Limited" 6.45 a.m and "New York Limited" 7.10 a.m. week days; 10.00 p.m. daily.

Buffalo and Allegheny Valley Division.

Trains leave Kiskiminetas Junction as follows:—

For Buffalo, 9.51 a. m. and 11.50 p. m. daily, with through parlor and sleeping cars.

For Oil City, 7.48 9.51 a. m., 2.34, 6.07 and 11.50 p. m. week-days. Sundays, 9.51 a. m., 6.07 and 11.50 p.m.

For Red Bank, 7.48, 9.51, a. m., 2 34, 6.07 10.15 and 11.50 p. m. week-days. Sundays, 9.51, 10.40 a. m., 6.07 and 11.50 p. m.

For Kittanning 7.48, 9.28, 9.51, 11.37 a. m., 2.34, 5.33, 6.07, 7.30, 10.15, and 11.50 p. m. week-days. Sundays, 9.51, 10.40 a. m., 6.07, 10.44, and 11.50 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, 360 Fifth Avenue, Pittsburg, Pa.

W. W. ATTERBURY, Gen'l Manager. J. R. WOOD Pass'r Traffic Manager.

GEO. W. BOYD, General Passenger Agent.

WM. WALKER. CHAS. A. McELVAIN

WALKER & McELVAIN,

307 Butler County National Bank Bld'g

REAL ESTATE.
INSURANCE.
OIL PROPERTIES.
LOANS.
BOTH PHONES

GEO. S. LANGDON & CO.

New York and Pittsburg Stocks

Orders Solicited. Purchase or Sale.

Cash or Margin. Correspondence Invited.

Bell Phone, 1665 Court.

Keystone Building, Pittsburg, Pa.

The Utility Seat and Cane.

A NECESSITY
A NOVELTY

Cane weighs 1 pound, gentleman on it weighs 180 pounds. Made of steel. You can use it at the fair, parade, games, in fact, everywhere. A useful present for Ladies or gentlemen. Sample 40cts. 3 for $1.00, express paid. Send at once for sample and Agents terms. UTILITY CO.,
Marshall and Irwin Avenues, ALLEGHENY, PA.

Auditor's Notice.

In re final account of Robert Garrard, adm'r of H. N. Hoon, dec'd.

Having been appointed auditor by the Court to make distribution of the funds in the hands of the adm'r. above I hereby give notice that I will attend to the duties of above appointment at my office, South Diamond, Butler, Pa., on the 14th day of October, (Saturday,) at 10 o'clock a. m., where all interested parties may attend.

WM. C. FINDLEY,
Sept. 21st, 1905. Auditor.

EXECUTOR'S NOTICE.

Estate of John Rodgers, late of Donegal township, Butler Co., dec'd.

Letters testamentary having been granted to the undersigned on the above estate, notice is hereby given to all persons knowing themselves indebted to said estate to make immediate payment and those having claims against the same to present them duly authenticated for settlement.

BERNARD J. RODGERS, JOHN F. RODGERS, } Ex'rs.
Chicora, R. F. D. 80.
JAMES B. McJUNKIN,
Attorney. 9-28-05

EXECUTOR'S NOTICE.

Letters testamentary on the estate of Mary Jane T. Turk, deceased, late of Brady township, Butler county, Penn'a., having been granted to the undersigned, all persons knowing themselves to be indebted to said estate are hereby requested to make prompt payment and those having claims against the estate will present the same duly authenticated for settlement to

HARVEY C. TURK, Ex'r.,
Elwood City, Pa., R. F. D. 2, or
W. J. KILDOO,
9-21-05 Sherwin, Pa.

ADMINISTRATORS' NOTICE.

Letters of administration on the estate of Richard Fisher, dec'd., late of Connoquenessing boro, Butler Co., Pa., having been granted to the undersigned, all persons knowing themselves indebted to said estate will please make immediate payment, and any having claims against said estate will present them duly authenticated for settlement to

J. C. FISHER,
806 Centre Ave., Butler, Pa.,
S. HENSHAW, } Adm'rs.
Connoquenessing, Pa.
GREERS, Att'ys.

Gibson's Livery

(old May & Kennedy stand)

First-class horses and rigs.

Excellent boarding accommodations.

Good and clean waiting room.

Open day and night.

BERT McCANDLESS, Manager.

Immense Clothing Purchase and Sale

By one of the most remarkable and largest deals ever known to the trade we can offer extraordinary Men's suit values.

A prominent Eastern manufacturer, who had been favorably known as the producer of dependable and stylish Clothing, found that owing to the backward season, he had entirely two large a stock of Suitings on hand.

$18.00 New Fall Suits will be sold during this sale at $14.
$15.00 New Fall Suits will be sold during this sale at $11.
$12.00 New Fall Suits will be sold during this sale at $8.

This purchase is phenomenal indeed. These suits are in the latest color effects and are absolutely the thing. We are offering these ultra modish suits far below what you would expect to pay. The coats are the very newest sack effects, cut to conform to fashion's ideas and in a way which insures a correct fit.

If the positive saving of $4 to $8 in getting a Fall Suit is any object to you—do not miss this sale.

SCHAUL & LEVY

SUCCESSOR TO SCHAUL & NAST,

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

BESSEMER & LAKE ERIE RAILROAD COMPANY.

TIME TABLE in effect September 17th, 1905.

EASTERN STANDARD TIME.

NORTHWARD (Read up) Daily Except Sunday			STATIONS.	SOUTHWARD (Read down)		
10 p.m.	14 p.m.	12 p.m.		9 a.m.	11 a.m.	13 p.m.
10 05	4 00	3 00	Buffalo (via L.S.M.S.)	3 45	10 00	2 00
p.m.	p.m.	a.m.		a.m.	p.m.	p.m.
7 18