LAKE SHORE OBSERVER

[illegible] connected by private wire with the telephone exchange [illegible] their names as a guarantee of good faith. We are always glad to receive items of news from all who are trustworthy in their communication to us.

COMMUNICATIONS for publication must in every case be accompanied by the author's full name and address, not necessarily for publication, but as an evidence of good faith. Free discussion on subjects of a public nature are always invited, and will be given proper space, [illegible] however, disclaiming all responsibility [illegible] opinions or facts stated by correspondents.

ADVERTISEMENTS must have copy at the office by [illegible] o'clock in the morning to insure insertion on the same day.

NOTIFICATION of stoppages of advertisements or subscriptions must be made directly to the office.

SUBSCRIPTION arrearages must be paid up before stoppages are made. We are responsible only for Dunkirk subscriptions paid to John [illegible], our circulator, or at the office.

JOB PRINTING. Orders for job printing can be sent by telephone and will be promptly executed.

MONDAY, AUG. 3, 1885.

PROCLAMATION BY THE GOVERNOR.

STATE OF NEW YORK,
EXECUTIVE CHAMBER.

WHEREAS, The funeral of the late Gen. Ulysses S. Grant has been appointed for Saturday, the eighth day of August next; and

WHEREAS, The whole people of the state are desirous of laying aside their usual occupations at that time to do homage to his memory, and it is fitting that such day should be a public and legal holiday.

Therefore, in pursuance of the power in me vested, I hereby appoint and set apart Saturday, the eighth day of August next as a day for such religious observances as may be appropriate to the burial of the distinguished dead, and said day is hereby declared a legal holiday.

Given under my hand and the privy seal of the state of New York at the capitol in the city of Albany this twenty-ninth day of July, in the year of our Lord one thousand eight hundred and eighty-five.

[L. S.] DAVID B. HILL.

By the governor:
WILLIAM G. RICE, Private Secretary.

ARE WE TOO FRUGAL?

Under this title the Albany Press and Knickerbocker makes the following pertinent suggestions:

The continuance of dull times has enforced frugality in all directions except, possibly, in the case of people who have large fixed incomes. The result has been, says the Springfield Union, curtailed demand for all kinds of goods, a great depression in manufacturing and a general living from hand to mouth on the part of a large share of the community. The banks are full of money, the stores are full of goods, men are just as energetic and ambitious as ever, and yet everybody is holding back, waiting for better times, before entering upon enterprises that involve increased expenditures. Everybody [illegible] to work and do well if "everybody else" waits for "everybody else" to start. But "everybody else" will not start. The only way to start business is for each individual to raise his enforced [illegible], make such improvements as are necessary, pay out what money can be afforded and so help to set "everybody else" to doing the same. Depression is a sort of epidemic and it can be overcome only by an epidemic of hopeful activity. [illegible] that can be followed judiciously. There is such a thing as being too economical.

Now is the time when mosquitos stand watch by one's bedside while the flies try to catch a little sleep after the labors of the day.

THE Adjutant General has given permission to military organizations of any state to enter this State to participate in the funeral obsequies of Gen. Grant.

THE time for entries for the coming State Fair, at Albany, will close August 15th. The entries for the fair are now coming in rapidly and the prospects of success are good.

SITTING BULL and the other Uncapapa Indians of the Wild West show, have adopted Nate Salsbury into that tribe. His new name is Wah-see-chá-u-tou-sha, meaning "little white chief."

THE New Orleans States says that Boston is a wonderful place. A plain and respectable family of Smiths were changed into Smythes inside of two weeks by association with the culture of the Hub.

EMMONS CLARK, the well-known rich land owner and aristocrat of Springfield, Otsego Co., N. Y., has got into financial difficulties. Some of his lands in Montgomery county are to be sold at sheriff's sale. His troubles were caused by immense losses in hops.

IN a recent issue the names of five prominent candidates for the County Clerkship were given. There should have been one more name, that of A. H. Stafford, of Ellington, who says he is in this race, to stay. He has had the nomination in sight once, but withdrew to aid a friend running for another office.

THE Salvation army presented a petition to the House of Commons, that was a mile and a half long. It contained 300,000 names, but the signatures must have been even bolder than the famous one of John Hancock, appended to the Declaration of Independence, to have filled such a long roll.

LOUISE KOSSUTH is at present sojourning in the Lanzo valley, at the foot of the Savoy Alps. In the autumn he will take up his residence at Naples, so as to be near his son Louis, who holds an appointment on the Italian State railways [illegible] at Cotton, in Italy.

THERE is to be a Butcher's Monthly [illegible]

THE police force of the British Empire, metropolitan, municipal, and rural, includes 210,000 men. Of these 37,000 are in the United Kingdom and 147,000 in India. If the village police in India be included, the number rises to 500,000, which makes for the whole an average of one policeman to every 571 people and to every sixteen square miles.

A MASSACHUSETTS court has just decided in a case where several people were killed on a railway crossing, that the driver was responsible for his own death, because he disregarded the flag-man's warning; but as the other occupants of the wagon were helpless the railway is to be taxed with their death, through its neglect to provide gates at the crossing.

"IN the hour of victory," says an officer who served four years on Grant's staff, "the General was always calm, and never showed the least sign of exultation, except by a half smile in response to the congratulations of those around. How it would have been in case of defeat I can't say, for we never had a chance to study him under those circumstances."

THE Red Prince of Prussia, it now appears, was killed by his wife. He was a brute toward women, and in a quarrel with the princess he struck her. She seized a pistol and fired, and the conqueror of Metz and Gravelotte fell mortally wounded. The news has been kept from the public until very recently, when it appeared in a well known German newspaper.

THAT most vexatious of domestic problems, the servant-girl question, has been partially solved by the Empress Augusta. This shrewd ruler bestows upon every woman servant in Prussia and Alsace Lorraine, who completes her fortieth year of unbroken service in one family, a cross and an imperial diploma. More than 1,000 women have received the cross and diploma during the last eight years.

A PIECE of evidence in a Quebec breach of promise case was a cuff with an offer of marriage written on it. One night, while the defendant was holding the plaintiff's hand and whispering fervid words, he popped the question in manuscript on the smooth linen at her wrist. She was sentimental or shrewd enough to keep the article out of the wash, and now it is of practical value.

THE anti-monopolists have issued a call for a conference at Saratoga August 18. The Rev. Thomas K. Beecher, John F. Henry, ex-Senator John G. Boyd, David Mosley, Railroad Commissioner John O'Donnell, Patrick H. Cowan, Henry L. Fish, Thomas B. Carroll and others sign the call. This organization has survived its usefulness as a party. Its denunciations of the last legislature are particularly unwarranted by the facts.

ARTHUR PACKER, at one time a member of the New York Times editorial staff, is now a stock farmer near La Moure, D.T. Packer was told by his doctor one day that if he did not cease pumping his brain into a daily paper his heart would soon stop pumping blood into his brain. In other words, death stood looking over his shoulder while he was writing editorials. So he solved the problem by going West, where he is now living in perfect health.

LORD SALISBURY made a significant speech at the lord mayor's banquet Wednesday night. He eulogized the policy of the late Lord Beaconsfield in dealing with the Afghan question. That policy was to establish a scientific frontier for Indian, and after that to claim nothing more, but to accept nothing less. He hoped that when the next lord mayor's banquet was held the conservative leaders would be able to show peace with Russia and the prosperity of Egypt secured.

IT is stated on excellent authority that after the control of the West Shore shall have fully passed to the Central, immediate steps will be taken to have its tracks through Rochester, not at all present running those several miles to the south and transferring Rochester passengers to another railway line at Genesee Junction. Possibly the old tracks will be left for freight trains and switching purposes, but it is certain that all passenger trains on the West Shore will run through Rochester direct when the Central takes possession of the road.

THE Philadelphia Record says that the danger ahead from the continued coinage of silver and gradual substitution of silver dollars for gold dollars in the federal treasury, is that some fine morning the United States government will be obliged to pay its debts with silver. That day a new price will be put upon everything. Whatever is worth $100 in gold will advance to $117, because it will be paid for thereafter in dollars worth 85 cents. But every creditor will lose $17 on the $100 of what is owing to him, because his gold debt will be paid in 85-cent dollars. It is the expectation of this change that destroys the confidence of men and checks business.

OUR genial young friend, Mr. Geo. W. Albright, of Albany, has been given an appointment in the Treasury department at Washington. He is worthy of any appointment which might be given him, being bright, active, and a general favorite. The Albany Journal thus notices his appointment:

"From Higgins to Albright. The administration is making rapid progress. While young Mr. Albright has been a most active Democrat during the short time in which he has taken part in politics we never heard him spoken of as other than most inoffensive and harmless of partisans. It will be a great relief to the employes of the treasury department to be rid of Higgins, with his generous [illegible] decapitation and his [illegible] against the clerks, and to have as a substitute the courteous and genial Albright."

A MINNEAPOLIS paper says: The flour production is well sustained for the number of mills in operation. Last week it was 47,440 barrels, against 46,360 for the preceding week, and 93,960 for the corresponding time in 1885. Three water mills with a daily capacity of 6,000 barrels were running Wednesday, as were two steam mills with about 4,000 barrels more. The chances for one of 1,000 barrels capacity shutting down before the close of the week is almost sure, while the proprietors of another 5,000 barrel capacity mill could not say that they would run longer than Saturday. The two steam mills give promise of running quite steadily.

OUR old acquaintance, Mr. Harold Frederic, who, though an American, is well posted on English political movements, and a close observer of events, in writing to the New York Times, gives it as his opinion that the Tories will go into the next Parliament with a safe and sure majority. He cites as proof of this prediction that in the elections recently held three districts heretofore strongly Liberal were carried by the Tory candidates, and that in a Tory district the Tory candidate was returned by a largely increased majority. The conclusion to be drawn from these elections, Mr. Frederic believes to be an irresistible one, and that is the Liberal party as a party has lost its grip upon the voters.

JULY 30th was the hottest day ever known in many parts of the West. The thermometer registered from 100° to 107° in the shade in Chicago. A number of sunstrokes are reported, but only a few were fatal. Business was suspended at many points. All over Illinois, Iowa and Nebraska, the mercury ranged from 100° to 107° in the shade. At 1 P. M., Ottumwa, Iowa, reported 106°; Marshalltown 101° with several cases of sunstroke; Muscatine 107°; one fatal case of sunstroke; Burlington 104° with outdoor business entirely suspended; Rock Island, Ill., 104°; Quincy 107°; Rockford 101° and so on. At St. Louis the thermometer marked 106° at the street level. Over twenty five cases of prostration by heat were reported, and many of the victims will die.

THE reports from the Isthmus of Panama show that there is unusual fatality from epidemic diseases, particularly from Chagres and malignant yellow fever. Yellow fever is the great enemy of the European in tropical America. It is not indigenous to any part of the American isthmus, but when carried there is none the less fatal. Panama being on a line of transit, and having thousands of European engaged there, with their liability to this disease, has made it epidemic. There it is, and there it will probably remain, so long as it has an abundance of food to prey upon. Hundreds of the officials and thousands of the working-men on the Panama Canal have died there from both the Chagres and yellow fever. What is known as Chagres fever is insidious, and is often fatal years after the victim has left that region.

IN addition to prominent newspaper men, such as Mr. T. C. Crawford of the New York World, Mr. F. G. Carpenter of the Cleveland Leader, and others of equal note who have been at work on the mountain of late, there have been several enterprising reporters who had watched the case of Gen. Grant in New York city, who came with him to McGregor and will see him placed beneath the sod. These include Messrs. T. W. Mack of the New York associated press, John Wilson of the New York Herald, H. C. Terry and R. L. Bacell of the Tribune, C. W. Taylor of the Sun, F. W. Eddy of the Times and W. O. Inglis of the World. These faithful purveyors of news have had days and nights of constant watching and the hardest kind of work that their profession calls for. They have kept three or four telegraphers busy nearly all the time, and have not permitted the simplest scene or incident of interest to pass unobserved or unnoticed. Better work than these men have done in connection with the last illness of Gen. Grant has never been done in this country.

THE flock of South Down sheep which was secured by Dr. W. A. Conklin, superintendent of the menagerie at Central Park, for President Crimmins of the Park Board, arrived in New York July 30th. There are twenty of them, five rams and fifteen ewes. One of the rams is a grandson of Royal Birmingham, one of the most famous Walsingham rams. The ewes are all of the best pedigree. At the sale, which was held on July 9, at Merton Hall, Norfolk, England, there were representatives of the Prince of Wales, the Duke of Hamilton, the Duke of Portland, the Marquis of Bristol, Lord Onslow, the Marquis Delorme, of France, and other large sheep raisers.

A spirited contest took place for the first ram, which was one of the finest of the flock. It was desired by Lord Onslow, but was finally knocked down for about $600 to Hobart Warren, of Hoosick Falls, N. Y. When the other bidders learned that it was to go out of England they were greatly chagrined and one of them exclaimed that he would have bid $1,000 for it rather than have it go. "There are Yankees bidding here, gentlemen," observed the auctioneer, "and you will have to keep your eyes open." The sale of sheep brought about $16,000. Whenever one was knocked down to an American bidder the spectators appeared to take in the situation and applauded loudly.

100 Doses One Dollar

Is inseparably connected with Hood's Sarsaparilla, and is true of no other medicine. It is an unanswerable argument as to strength and economy, while thousands testify to its superior blood-purifying and strengthening qualities. A bottle of Hood's Sarsaparilla contains 100 doses and will last a month, while others will average to last not over a week. Hence, for economy, buy Hood's Sarsaparilla.

CONSIDERING THE CHANCES

The Man Who [illegible] Not Have Implicit Confidence in [illegible].

"Well, what is it?" said the money clerk at the United States Express office the other day, as a man with a protruding under lip and defiant contempt for grammar halted before him and put his dinner-bucket on the counter.

"Hain't this the place where you take money that's to be sent some'rs?" said the man, standing on tiptoe and speaking in a low tone, as he leaned forward over the counter.

"Yes; did you want to make a shipment?"

"Huh?"

"Did you want to send some money away?"

"Well, no; not this mornin'; but I reckon I will shortly, an' so I dropped in as I was goin' along to git a few items about it. It was all right for me to drop in, wasn't it?"

"Oh, yes; certainly. What did you want to know?"

"Well, now, s'posen I send forty dollars or sich matter to my sister in Waukegan, an' she never gits it?"

"But she will get it if you send it."

"Yes; but how do I know that, though? S'posen the train runs again sumpin, stands on its head, ketches fire an' burns up, where's my forty dollars then?"

"In that case the company would make it good."

"Huh?"

"I say the company would pay it back."

"But I wouldn't want it back. I'd want my sister to have it. That'd be my main reason for sendin' it."

"She would get it. The company would pay it to her."

"That's all right, then. But s'posen somebody bulldoze your man on the cars with a club, as I heard was done some'rs not long back, an' slides out with the money, who stands the racket then—me or the company?"

"The company, of course!"

"Whether they ketch the man or not?"

"Yes."

"Hain't there no giggin' back on that?"

"No; not a bit of it."

"No comin' back at me with drawbacks, or per cents for this'n that?"

"Not at all."

"It's every dollar of it forked over to my sister is it, no matter what happens?"

"Yes; every cent."

"Is it jist the same in case of bein' struck by lightnin'?"

"Certainly."

"My wife's half brother—the one in Michigan—had a barn struck by lightnin' once, set on fire an' burnt down, an' I'm switched if the company he was insured in didn't crawl out of it somehow or other, an' he's had his nose to the grindstone ever sence on account of it. You say your company never takes a man by the nape of the neck even if it gits a chance to?"

"No. The company guarantees to put your money through, and it will do it, or make it good."

"That's all right, then, an' my ole woman hain't so torjunded smart as she thinks she is."

"Why so?"

"She said there wasn't no safe way of gittin' the money to 'Liza Ann but to have her go an' take it to her. But I thought I could see through her little game, an' so I concluded I'd git a few items and find out for myself how the thing operated. Between you an' me, I've got a bulky sort of a notion the ole woman wants to have out a little with some new clothes an' if she was to git her claws on to that money I don't b'lieve 'Liza Ann would ever see a red of it, notwithstandin' she was good enough to lend it to me quite a spell ago, when I was considerable hard up. My ole woman is well-meanin' an' a middlin' good housekeeper, but she's rather too deep set on tomfoolery to be trusted much in money matters, an' I'd about as soon put money into a bank an' give up hopes of it as send it, to have her git her hands on it. She don't mean nothin' wrong about it I reckon, but I s'pose she just can't help it, an' she wouldn't have that money about her ten minutes before she'd go to foolin' it away on bustles an' hats an' sich other tomfoolery as she'd happen to get her mind set on. I'm a good deal much obleeged to you, sir, an' I'll give you the handlin' of that money as I come along to-morrow. Even if you ruined out lightnin' I'd risk it a blamed sight quicker'n I would the ole woman."—Chicago Ledger.

An Interesting Discovery.

An interesting discovery has recently been made in connection with the Forum at Rome. On cutting into the accumulation of the unexcavated portion of the northeast side, on which stands—between the Temple of Antoninus and Faustina and the Church of St. Adriano—the row of modern buildings which is ultimately to be removed for the completion of the excavations, a part of the pavement of the ancient street connecting the Forum with the Suburra has been uncovered. It lies at a level of some eighteen inches below the flagged area of the Forum, which dates from the seventh century. The street extends along the southeast side of that part of the Curia which is now the Church of St. Adriano. The pavement is in a fine state of preservation; and on one side of it stands a pedestal, probably of a statue dedicated, as shown by the inscription, to the Emperor Constantius the Second, by Memmius Vitrasius Orfitus, who was prefect of Rome from 356 to 359. Large masses of marble, such as pedestals of columns, pieces of cornice, and other fragments, were found one upon another under the accumulation but lately removed.—N. Y. Post.

—Three thousand people assembled at Waterville, Me., the other night, to see "Professor Sheppard" sail over the village on a meteor. It was the most successful [illegible] will he [illegible] of the season and the [illegible] farmers who drove in with their families from the surrounding towns swore until the air was blue. Truly, this life is fairly studded with vexations and disappointments.—Boston Post.

The largest country newspaper for only one dollar a year is the DUNKIRK JOURNAL.

Every one able to pay for and eat his supper needs the OBSERVER with his dinner.

BEYOND THE VEIL.

A [illegible] Which [illegible] Be Translated [illegible]

The sun, as it lingered on the edge of the horizon—sinking so slowly that one might say that it regretted to leave the world in darkness—lighted up his face until the grandchild asleep on his knee would hardly have recognized him had she opened her eyes.

Old and feeble and gray—ready to bid farewell to earth—he was a child again, and his mind had the thoughts of a child. The sun had gone down and the dusk had come on for him tens of thousands of times without question, but this time he felt afraid and whispered:

"Oh! sun, do not leave me just yet. Wait until I am a man, and I shall care not whether it is day or night."

And the sun whispered back to him:

"I have seen you pass from childhood to manhood and back. You can not travel the path again."

"But wait a little longer. When I have grown to be a youth the coming of night will have no terrors for me."

"Alas! old man," answered the declining sun, "a grand old tree can not become a shrub again. It may be splintered or uprooted by the hurricane, but it must die as a tree."

"Then remain with me!" pleaded the old man. "My limbs are feeble, and your light will safely guide my footsteps."

"That I can not do, but I will send the moon to cast her rays upon the earth and soften the darkness of night."

And when the moon came the old man's locks were changed from the gold of sunset to the silver of evening, and the furrows of age were melted and softened until they could no longer be seen. And he whispered to the moon:

"Do not leave me to-night, for I am old and afraid of the darkness of night."

"I can not stay beyond my fixed time," answered the moon, "but when I go I will send the stars to keep you company."

"I had a wife—children—friends. Bring them back to me from the mysterious unknown."

"Alas! but the dead are dead!" And the moon went away and the stars came, and the old man pleaded:

"I am old and lonely. Hear me company during my brief stay on earth."

And one bright star answered for all the rest:

"A hand greater than man's controls our movements. Look beyond us."

And the stars drew aside the mystic veil, and the old man's eyes looked behind it. They lighted up with the fires of youth—of hope—of anticipation—of deep satisfaction. His aged face grew young—his limbs regained their strength—his blood coursed as in the veins of a man in his prime. The stars held the veil aside but a moment, and yet he had seen enough.

The child slept on, but the arms around it gave up their strength.

The night-winds toyed with the old man's gray locks, but he gave no heed. A hand was laid on his shoulder and a voice whispered in his ear, but he gave no sign. The grand old tree had given up its life on earth to begin anew behind the veil.—Detroit Free Press.

GENERAL.

—During the cholera visitation in 1854 there were 23,247 deaths from it in New York city.—N. Y. Mail.

—What in the old version was called "leasing" in the new version is termed "lying or falsehood," and the Pittsburgh Chronicle says the real estate agents have brought this on themselves.

—It is a peculiarity of the Red River Valley that often pure water is found at a depth of a few feet, and a few rods away at the same depth the water will contain so much alkali that it can not be used.

—An applicant for appointment on the Kansas City (Mo.) police force, received a blank to fill out, one of the questions being: "What is the general state of your health?" To this he responded "Missouri."—N. Y. Sun.

—It is eighteen years since Mme. Nilsson has been heard on the boards of a French opera-house. Managers there will not pay the prices which the stars of opera can get in New York and London. They set their faces against the system, and strive more for good average execution than for the glitter and glamor of one-part opera. Patti, too, goes elsewhere, and gets in one week half as much as she could earn in the Paris opera in a whole twelvemonth.

—The most interesting relic in the possession of the town of Poland, Me., is its town scales. Fancy a straight beam with a rusty knife edge on, which it swings. Four chains lead from each extremity of the beam to the square wooden scale pans. They are said to be the oldest scales in Androscoggin County. They hang on a hook having an upright support. A lump of lead fastened with shingle nails to the scale pan serves as a medium for correction of the weight.—Boston Transcript.

—A lady writes from Kansas concerning the grasshopper: "If you are quite sure that they are not intending to light, a flight of grasshoppers is a beautiful thing to see. All day they floated over us; millions upon millions of airy little creatures, with their white, gauzy wings spread to the light, hovering steadily toward the sun, as it [illegible]. It was like a snow storm in [illegible], if you can picture such a thing, with the flakes rising instead of falling."—Chicago Herald.

—From experiments carried on by the French commission for the scientific study of fire-damp, it is found that the most violent explosion takes place when there are thirteen parts of air to one hundred of fire-damp, and that above or below this the explosion diminishes in violence. When the mixture is below seven parts in one hundred, or above eighteen in one hundred, the gas simply burns with its characteristic blue flame. The singing noise often heard in mines is ascribed to the escape of gas from many minute crevices, while it must exist in some places in vast quantities, as is witnessed by its use for illuminating purposes.

THE best offer ever made to the Reading Public is the two papers issued from this office, the CHAUTAUQUA FARMER and the DUNKIRK JOURNAL, at the unparalleled low price of $1.75 in advance.

"Breathes there a man with soul so dead who never to himself has said, Take the Journal."

Traveler's Guide

Dunkirk & Fredonia R. R.

On and after Monday, May 25th, 1885, cars on this road will run by N. Y. time as follows:

Leave Fredonia—6:15, 7:35, 9:15, 10:20 A. M. 1:15, 2:15, 4:00, 5:30 and 6:20 P. M.

Leave Dunkirk—6:45, 8:30, 9:30, 11:30 A. M., 2:00, 3:30, 5:00 and 7:30 P. M.

Sunday—Leave Fredonia 9:30 and 11:30 A. M. 1:15, 4:30 and 6:30 P. M.

Leave Dunkirk—10:00 A. M., 12:30, 2:30, 5:00 and 6:30 P. M. L. ELMER WHEELOCK, Supt.

Dunkirk, Allegheny Valley & Pittsburgh R. R.

Takes effect Saturday, July

SOUTHWARD 5	3	1	STATIONS.	NORTHWARD 2	4	6
[illegible]	[illegible]	[illegible]	Dunkirk	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Fredonia	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Laona	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Norton's	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Lily Dale	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Moon's	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Sinclairville	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Vermont	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Falconer	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Frewsburg	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Russell	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	N. Warren	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Warren	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Irvineton	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Tionesta	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Oleopolis	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Franklin	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Titusville	[illegible]	[illegible]	[illegible]

Trains run by New York time [illegible]
Trains 1 and 6 will run Sunday only.
F—Flag stations. X Trains do not stop.
DAMWIN [illegible] A. [illegible]

"THE NICKEL PLATE."

New York, Chicago & St. Louis Railway.

The passenger equipment of this New Trunk Line is all new, and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from Union Depot, Van Buren street and N. Y. L. E. & W. Ry depot at Buffalo. Following is time in effect [illegible] and until further notice:

GOING EAST. LV.		AR. GOING WEST.
[illegible]	Chicago	[illegible]
[illegible]	Valparaiso	[illegible]
[illegible]	Ft. Wayne	[illegible]
[illegible]	New Haven	[illegible]
[illegible]	Lipsic	[illegible]
[illegible]	Arcadia	[illegible]
[illegible]	Fostoria	[illegible]
[illegible]	Bellevue	[illegible]
[illegible]	Cleveland	[illegible]
[illegible]	Painesville	[illegible]
[illegible]	Ashtabula	[illegible]
[illegible]	Conneaut	[illegible]
[illegible]	Erie	[illegible]
[illegible]	Dunkirk	[illegible]
[illegible]	Buffalo	[illegible]

Through Tickets at all points are on sale at principal offices of the Company at lowest rates for any class of tickets desired. Baggage checked to destination.

For information, call at nearest agent of the Company, or address
LEWIS WILLIAMS, [illegible]
Gen'l Sup't, Cleveland. Gen'l Pass'r Agent

BUFFALO NEW YORK & PHILADELPHIA RAILROAD

STANDARD TIME—75TH MERIDIAN.

PITTSBURGH DIVISION.—WESTWARD.

Stations					
Buffalo Lv	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Angola	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Silv. Creek	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dunkirk	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Brocton	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mayville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sherman	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Panama	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Corry	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Titusville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oil City	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Franklin	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Foxburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Parker	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Pittsburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mercer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
N. Castle	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

PITTSBURGH DIVISION.—EASTWARD.

Stations					
Pittsburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Parker	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Foxburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Franklin	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
N. Castle	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mercer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oil City	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Titusville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Centreville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Spartansburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Corry	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Clymer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Panama	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sherman	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mayville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Brocton	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dunkirk	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Silver Cr'k	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Angola	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Buffalo ar.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Trains leaving Buffalo 7 [illegible] a.m., [illegible] p.m., arriving at Buffalo [illegible], run daily between Buffalo and Pittsburg.

Union & Titusville Branch: Trains leave Titusville [illegible]; arrive Union City [illegible] [illegible]

Pittsburgh Division — Between Oil City and Olean. [illegible]

Through coaches between Buffalo and Pittsburgh on trains leaving Buffalo [illegible] a.m., arriving Buffalo [illegible] p.m.

Close connections at Buffalo to and from Boston, New York, Albany, Syracuse, Rochester and all points in the East.

Tickets sold and baggage checked to all principal points.

Get time-tables giving full information, from company's agents.

GEO. S. GATCHELL, Gen'l Superintendent.
J. A. FELLOWS, Gen'l Pass'r & T'k't Agent.
No. [illegible] Exchange St., Buffalo, N. Y.
DAN'L SMITH, Agent, Dunkirk, N. Y.

N. Y., L. E. & W. R. R.

Abstract of Time Table adopted May 25, 1885

EASTWARD

STATIONS.	No. 8*	No. 12*	No. 4*	No. 2*
	A. M.	P. M.	P. M.	A. M.
Dunkirk Lv		[illegible]		[illegible]
Little Valley "		[illegible]		[illegible]
Salamanca "	[illegible]	[illegible]	[illegible]	[illegible]
Carrollton "	[illegible]	[illegible]		[illegible]
Olean "	[illegible]	[illegible]	11 [illegible]	[illegible]
Cuba "	[illegible]	[illegible]		[illegible]
Wellsville "	[illegible]	7 27	[illegible]	[illegible]
Andover "				[illegible]
Horn'llsville "	[illegible]	[illegible]	[illegible]	[illegible]
Elmira ....Ar	[illegible]	[illegible]	[illegible]	[illegible]
Binghamton "	[illegible]	[illegible]	[illegible]	[illegible]
Port Jervis "	7 [illegible]	[illegible]	[illegible]	[illegible]
New York "	[illegible]	7 [illegible]	[illegible]	[illegible]

* Daily. ‡ Dining Station.

Additional Local Trains Eastward.

No. 20—[illegible] A. M., except Sundays, from Dunkirk, stopping at Sheridan [illegible], Forestville [illegible], Smith's Mills [illegible], Perrysburg [illegible], Dayton [illegible], Cattaraugus [illegible], Little Valley [illegible], Salamanca [illegible] a. m.

No. [illegible]—[illegible] A. M., except Sundays from Salamanca, stops at Great Valley [illegible], Carrollton [illegible], Vandalia [illegible], Allegany [illegible], Olean [illegible], Hinsdale [illegible], Cuba [illegible], Friendship [illegible], Belvidere [illegible], Belmont [illegible] a. m., Scio [illegible] a.m., Wellsville [illegible], Andover [illegible], Alfred [illegible], Almond [illegible], and arriving at Hornellsville at [illegible] p. m.

No. [illegible]—[illegible] P. M., from Dunkirk, stopping at Forestville [illegible], Smith's Mills [illegible], Perrysburg [illegible], Dayton [illegible], Cattaraugus [illegible], Little Valley [illegible], Salamanca [illegible], Great Valley [illegible], Carrollton [illegible], Vandalia [illegible], Allegany [illegible], Olean [illegible], Hinsdale [illegible], Cuba [illegible], Friendship [illegible], Belvidere [illegible], Belmont [illegible], Scio [illegible], Wellsville [illegible], Andover [illegible] p.m.; Alfred [illegible], Almond [illegible], arriving at Hornellsville at [illegible] p. m.

No. [illegible]—[illegible] A. M., from Salamanca daily, except Sundays, arriving at Carrollton [illegible] a. m.

No. [illegible]—[illegible] P. M., daily from Dunkirk, stops at all stations, arriving at Carrollton at [illegible] p. m.

No. 8 will not run Mondays.

WESTWARD.

STATIONS	No. 1	No. [illegible]	No. [illegible]	No. [illegible]
New York Lv	[illegible]	[illegible]	[illegible]	[illegible]
Port Jervis "	[illegible]	[illegible]	[illegible]	[illegible]
Horn'llsville "	[illegible]	[illegible]	[illegible]	[illegible]
Andover "	[illegible]			[illegible]
Wellsville "	[illegible]	[illegible]	[illegible]	[illegible]
Cuba "	[illegible]	[illegible]	[illegible]	[illegible]
Olean "	[illegible]	[illegible]	[illegible]	[illegible]
Carrollton "	[illegible]	[illegible]	[illegible]	[illegible]
Great Valley "				
Salamanca ..Ar	[illegible]	[illegible]	[illegible]	[illegible]
Little Valley Lv	[illegible]		[illegible]	[illegible]
Dunkirk ....Ar	[illegible]		[illegible]	[illegible]

* Daily. ‡ Dining Station.

Additional Local Trains Westward.

No. [illegible]—[illegible] A. M., except Sundays, from Hornellsville, stopping at Almond [illegible], Alfred [illegible], Andover [illegible], Wellsville [illegible], Scio [illegible], Belmont [illegible], Belvidere [illegible], Friendship [illegible], Cuba [illegible], Hinsdale [illegible], Olean [illegible], Allegany [illegible], Vandalia [illegible], Carrollton [illegible], Great Valley [illegible], Salamanca [illegible], Cattaraugus [illegible], Dayton [illegible], Perrysburg [illegible], Smith's Mills [illegible], Forestville [illegible], Sheridan [illegible], and arriving at Dunkirk at [illegible] p. m.

No. [illegible]—[illegible] A. M., daily from Carrollton, stops at all stations, arriving at Dunkirk at [illegible] p. m.

No. [illegible]—[illegible] P. M., daily except Sundays from Hornellsville, stops at all stations, arriving at Salamanca at [illegible] p. m.

No. [illegible]—[illegible] P. M., daily, from Carrollton, except Sundays arriving at Salamanca [illegible] p. m.

Bradford Branch.

WESTWARD.

STATIONS						
Carrollton Lv	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Limestone	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bradford	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Custer City	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Kinzua	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mt. Jewett	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Johnsonburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

* Daily.

No. [illegible]—[illegible] A. M., Titusville Express daily, except Sundays, from Carrollton, stops at [illegible], arriving at Bradford at [illegible] a. m.

EASTWARD

STATIONS					
Johnsonburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mt. Jewett	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Kinzua	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Custer City	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bradford Ar.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bradford Lv	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Limestone	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Carrollton Ar.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

* Daily.

No. [illegible]—[illegible] A. M., daily, from Bradford, stops at [illegible], arriving at Carrollton at [illegible] a. m.

No. [illegible]—[illegible] P. M., from Mt. Jewett, stops at all stations except [illegible], arriving at Bradford at [illegible], leaves Bradford [illegible] a.m. arrives at Carrollton, [illegible] a.m.

Buffalo & South-Western Branch.

WESTWARD				EASTWARD		
[illegible]	[illegible]	[illegible]	Lv. Buffalo ar.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	B. & S. W. Junction	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Hamburg	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Big Tree	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Abbotts Road	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Water Valley	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Eden Valley	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Eden Center	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	North Collins	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Langford	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Collins	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Gowanda	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Dayton	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Cherry Creek	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Conewango	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Kennedy	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	D. A. V. & P. Cros.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	ar. Jamest'n lv.	[illegible]	[illegible]	[illegible]

* Daily.
‡ Dining Station.
75th Meridian time.
Trains 1 and 4 will stop at all stations Sunday.

Through tickets to all points at the very lowest rates [illegible] at the company's office. Baggage will be checked only on tickets purchased at the company's office.

JOHN N. ABBOTT,
Gen'l Passenger Agent [illegible]

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FOR

THE

LAKE SHORE OBSERVER