The fellowing comes from a very gracefully written sketch of the American prima donna, from the pen of Lucy Hamilton Hooper:

A singular and mournful little ro-mance is connected with the earlier portion of the fair singer's career. During the last year of the war, and after one of the last great buttles, the chaplain of the Massachusetts regiment was engaged in rendering the last services to the dying, when he came across a young lieutenant lying by the road-side, and evidently desperately wounded. The chaplain proposed to summon medical aid, but the young man declined the offer, saying that he was dying, and that he preferred to be left to pass away without further suffering. After doing what he could to make the sufferer more comfortable in his last moments, the chaplain asked the dying man if he wished to send any messages to his relatives or friends.
"No, he had neither—he was alone in
the world." "Was there no one," persisted the chaplain, "to whom he would like to send a word of farewell?" The young officer hesitated. "Yes" he answered, "there is one after Clara Louise Kellogg, the prima donna. She does not know me, nor have I ever met her, or seen her off the stage. But she is the one—the only woman—that I ever loved. I saw her in opera repeatedly when I was last in Boston, and the effect she produced on me was instantaneous and ineffaceable. And I should die happier did I know that she would one day learn that I had once existed, and that I loved her." A few brief lines were penciled by the falling hand on a leaf of the chaplain's note book, a single dark curl was sev-ered from the locks already growing damp with the dews of death, a word or two of thanks were faintly spoken, and then the dim eyes closed, and the brie, romance and the young soldier had ended together. In due course of time the letter and the lock of hair were placed in Miss Kellogg's hands, and if the spirit of the sender, at the moment of receiving them, was hover-ing near, he had at least the joy of knowing that though unknown to his fair lady love, he had not died unwept by her.

A conspondent of the Chicago Inter-Ocean says: "When Alex. H. Stephens was a boy, two sisters, old maids, attracted by his brightness, adopted, educated and destined him for the church. But a few months of theological training convinced the young student that the profession had no attractions for him, and he announced to his benefactors his intention of exchanging the pulpit for the bar. Shortly after be was admitted to his new profession a lawsuit arose involving the estate of the younger sister, the other having, in the meanwhile died. He asked her to let him mapage the case for her, but she, fearful of his inexperience, preferred looking for some older lawyer. At last one wrote to her whom she approved, and having asked the advice of her friends, she confided the matter to him. The contest was warm, vexatious and long; but she came out so triumphantly of what had been regarded as a hopeless snarl, that she doubled her consel's The intercourse between had been by letter exclusively, and living in the country, and he in a distant city, so that the trick, which you have already guessed, Stephens had played upon her, was under the circumstan-ces, quite creditable. Out of his fee he repaid what she had spent on his education, and his success in so delicate a piece of business was a fine beginning for a young lawyer."

One definition of an editor: An editor iz a male being whose bizness iz to navigate a nuzepaper. He writes edi-torials, griuds out poetry, inserts deths and weddings, sorts out maneskripts, keeps a waste basket, blows the "devil." ateals matter, fites other people's bat-tles, sella hiz paper for a dollar and fifty cents a year takes, white beans and apple saas for pay, when he can got it, raizes a large family, works 19 hours out uv every 24, knows no Sunday, gets damned by everybody, and once in a while whipt by sumboddy, lives poor, dies middle-aged and often broken-hearted. leaves no money, iz broken-hearted, leaves no money, iz rewarded for a life nv toil with a short but free obituary puff in the nuze papers. Exchanges please copy.—Bil-

A ten made of peach leaves is a sure cure for kiduey difficulty. A plaster made of fresh slaked lime and fresh tar is a sure cure for a cancer, which, with all its roots, will come out. A tes made of chestnut leaves and drank in the place of water will cure the most obstinate case of dropsy in a few days. A tea made of ripe or dried whortleberries and drank in the place of water, is a sure and speedy cure for serofulous difficulties, however bad.-

A lady in Sullivan, Illinois, was recently granted a divorce from her hus-band, with forty acres of land as alimony. The same afternoon her former husband applied for a marriage license, and in the evening was mar-ried in the streets, on horseback, to the lady of his second choice.

A dry goods merchant was asked how he spent his evenings. His reply was, "At night I store my mind, and during the day I mind my store." He was alive at last accounts.

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Allegheny Valley Rail Road. Oil Creek & Atlegheny River Rail-way, and Buffalo, Corry & Pitts-burgh R. R.

ON AND AFTER Monday, February 1874, trains will run as follows: STATIONS, Northward, Southward

Pittsburgh W PenJune Kittanning R. R'k June Brady Bend Parker Emlenton Scrubernasa Scrubgrasa Franklin Oll City Oleopolis Eagle Rock 2:49 12:12 3:00 11:45 3:26 10:57 4:15 9:23 5:00 7:45

Rouseville 10:03 2:55 1:52 7:28
Fitusville 11:10 3:50 12:53 6:25
Corry 3:10 11:15 7:00 9:47
Buffalo 8, m p, m p, m a, m a, m p, m
Trains run by Philadelphia Time,
J. J. LAWRENCE, Gen'l Sup't.

Rouseville Titusville

PENNSYLVANIA CENTRAL RAILROAD
O'NAND AFTER 11 P. P. Sunday May
1, 1870, Trains arrive at and leave the
Union Depot, corner of Washinton and
Liberty street, as follows:
ARRIVE,
Mail Train, 1.30 a'm; Fast Line, 12.12 a
m; Well's accommodation No. 1, 6.20 a m;
Wall's accommodation No 2, 8.55 a m;Cincinnati express 9.20 a m; Johnstown accommodation 10.50 a m; Braddock's accommodation No. 1, 7.50 p m;
Wall's accommodation No. 2, 8.55 p m;
Wall's accommodation No. 3, 2.35 p m;
Homewood accommodation No. 1, 9.55 p m;
Wall's accommodation No. 1, 9.55 p m;
Wall's accommodation No. 1, 9.55 p m;
Brinton accommodation No. 2, 1.10 p m;
Way Passenger 10.20 p m.
DEPART.

DEPART. DEPART.

Southern express 5,20 a m; Pacific express 2.40 a m; Wall's accommodation No 1, 6.30 a m; Mail Train 8.10 a m; Brinton's accommodation 11,20 a m; Braddock's accommodation No 1, 5.10 p m; Cincinnati express 12.35 p m; Wall's accommodation No 2, 11.51 a m; Johnstown accommodation No 4, 65 p m; Homewood accommodation No 4, 8.50 p m; Pall's accommodation No 3,3.05 p m; Wall's accommodation No 4, 6.05 p m; Fast Line 7.40 p m; Wall's No 5, 11.00 p m.

The Church Trains leave Wall's Station every Sunday at 9.05 a. m., reaching Pitta-burgh at 10.05 a. m. Returning leave Pitts-burgh at 12.50 p. m., and arrive at Wall's Station at 2.10 p. m.

Cincinnati express leaves daily. South-ern express daily except Mon lay. All oth-er Trains daily, except Sunday. For further information aply to

For further information aply to

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unless taken by special contract.

A. J. CASSA7
General Superintendent, Altoons Pa.

Allegheny Valley Rail Road.

ON AND after Monday Feb. 2. Trains will run as follows—(Philadelphia

O'N AND after Monday Feb. 2. Trains will run as follows—(Philadelphia Time):
Trains leave Oil City for Pittsburgh at 2:15 p. m. 7:45 a. m. arriving at Pittsburgh at 10:05, and 3:00 p. m.
Brady's Bend Accommodation leaves Oil City at 5:12 p. m. arriving at Brady's Bend at 9:35 p. m.
Trains leave Pittsburgh for Oil City at 7:20 a. m. and 3:20 p. m., arriving in Oil City at 2:33 and 9:45 p. m.
Oil City accommodation leaves Brady's Bend at 6:50 a. m. arriving in Oil City at 12:05 p. m.
Trains leave Oil City for Buffalo at 2:45 p. m. 6:20 a. m., and 9:10 a. m. arriving in Buffalo at 9:35 p. m. 1:10 a. m. and 7:25 p. m.
Trains leave Buffalo for Oil City at 6:05 p. m. and 12:25 p. m. arriving at Oil City at 2:10 p. m. and 8:20 p. m.
All trains given above run through from Pittsburgh to Buffalo and return, without change of cars. Trains run on Philadelphia time, which is 20 minutes faster than Pittsburgh time. The time at Buffalo is L. S. & M. S. R'y time which is 28 minutes slower than Philadelphia time.
At Red Bank Junction this road conwith the Eastern Extension which runs to Brookville, leaving Red Bank at 11:45 a. m. and 7:50 a. m. arriving in Brookville at 2:30 and 12:10 p. m.
The train leaving Red Bank at 11:45 p.m. arrives at Reynoldsville at 5:46 p. m.
The train leaving Red Bank at 11:45 p.m. arrives at Reynoldsville at 5:46 p. m.

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No. 1. No. 3.
8.40 s m 1.20 p m
8.48 " 1.48 "
8.56 " 1.56 "
9.02 " 2.02 "
9.16 " 2.14 "

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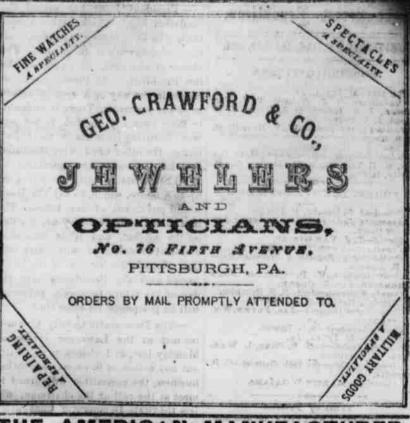
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