

HER SOLDIER LOVER—HOW HE DIED.

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

A singular and mournful little romance 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 battles, 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 roadside, 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—Miss 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 severed 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 brief 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 hovering 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 correspondent 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 he 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 manage 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 counsel's fee. The intercourse between the two 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 circumstances, quite credible. 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 is a male being whose business it is to navigate a newspaper. He writes editorials, grinds out poetry, inserts deaths and weddings, sorts out manescripts, keeps a waste basket, blows the "devil," steals matter, fits other people's battles, sells his paper for a dollar and fifty cents a year takes, white beans and apple sauce for pay, when he can get it, raises a large family, works 19 hours out of every 24, knows no Sunday, gets damned by everybody, and once in a while whips by somebody, lives poor, dies middle-aged and often broken-hearted, leaves no money, is rewarded for a life of toil with a short but free obituary puff in the nuzzle papers. Exchanges please copy.—Billings.

A tea made of peach leaves is a sure cure for kidney 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 tea 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.—Western Rural.

A lady in Sullivan, Illinois, was recently granted a divorce from her husband, with forty acres of land as alimony. The same afternoon her former husband applied for a marriage license, and in the evening was married 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 & Allegheny River Rail-way, and Buffalo, Corry & Pittsburgh R. R.

ON AND AFTER Monday, February 2, 1874, trains will run as follows:

Table with columns for Stations (Northward, Southward), Times, and Destinations (Pittsburgh, W. Pen. June, Kittanning, R. P. June, Brady Bend, Parker, Emmenton, Sorabgrass, Franklin, Oil City, etc.).

Trains run by Philadelphia Time. J. J. LAWRENCE, Gen'l Sup't.

PENNSYLVANIA CENTRAL RAILROAD

ON AND AFTER 11 P. M. Sunday May 1, 1870, Trains arrive at and leave the Union Depot, corner of Washington 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.; Brinton accommodation No. 1, 7.50 a.m.; Wall's accommodation No. 2, 8.55 a.m.; Cincinnati express, 9.20 a.m.; Johnston accommodation, 10.50 a.m.; Braddock's accommodation No. 1, 7.00 p.m.; Pittsburgh express, 1.30 p.m.; Pacific express, 1.50 p.m.; W.C.'s accommodation No. 3, 2.35 p.m.; Homewood accommodation No. 1, 2.55 p.m.; Wall's accommodation No. 4, 5.50 p.m.; Brinton accommodation No. 2, 1.10 p.m.; Way Passenger, 10.20 p.m.

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.; Johnston accommodation, 4.05 p.m.; Homewood accommodation No. 1, 8.50 p.m.; Philadelphia express, 3.50 p.m.; Wall accommodation No. 3, 3.55 p.m.; Wall's accommodation No. 4, 6.03 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 Pittsburgh at 10.05 a.m., returning leave Pittsburgh at 12.00 p.m., and arrive at Wall's Station at 2.10 p.m.

Cincinnati express leaves daily. Southern express daily except Monday. All other Trains daily, except Sunday.

For further information apply to W. H. BECKWITH, Agent. The Pennsylvania Railroad Company will not assume any risk for baggage except for wearing apparel, and limit their responsibility to One Hundred Dollars value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSA, General Superintendent, Altoona Pa.

Allegheny Valley Rail Road.

ON 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 9.25 p.m. Trains leave Pittsburgh for Oil City at 7.20 a.m. and 3.20 p.m., arriving in Oil City at 2.35 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 8.55 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 Pittsburg to Buffalo as 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 Reed Bank Junction, the road connects with 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 Reedville at 8:46 p.m. J. J. LAWRENCE, Gen'l. Sup't. T. M. KING, Asst. Sup't.

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NOTICE.

DR. J. N. BOLARD, of Tidouste, has returned to his practice after an absence of four months, spent in the Hospital of New York, where he will attend calls in his profession. Office in Eureka Drug Store, 3d door above the bank, Tidouste, Pa. 491f

THE SUN.

WEEKLY, SEMI-WEEKLY, & DAILY.

THE WEEKLY SUN is too widely known to require any extended recommendation; but the reasons which have already given it fifty thousand subscribers and which will, we hope, give it many thousands more, are briefly as follows:

It is a first-rate newspaper. All the news of the day will be found in it, condensed when unimportant, at full length when of moment, and always presented in a clear, intelligent and interesting manner. It is a first-rate family paper, full of entertaining and instructive reading of every kind, but containing nothing that can offend the most delicate and scrupulous taste. It is a first-rate story paper. The best tales and romances of current literature are carefully selected and legibly printed in its pages. It is a first-rate agricultural paper. The most fresh and instructive articles on agricultural topics regularly appear in this department.

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PITHOLE VALLEY R.Y.

ON AND AFTER Monday, June 5, 1871, Trains will run as follows:

Table for Pithole Valley R.Y. with columns for Stations (Northward, Southward), Times, and Destinations (Oleopolis, Bennett, Woods, Prathers Mill, Pithole City, etc.).

All Trains make close connections at Oleopolis with trains on the Oil Creek & Allegheny River Railway, North and South.

Two Lines of Stages run daily between Pithole City, Miller Farm and Pleasantville, making connection with arriving and departing Trains. J. T. BLAIR, Supt. H. WICKHAM, Ticket Agent, Pithole City, Pa.

JOB WORK of all kinds done at this office on short notice.

Advertisement for Geo. Crawford & Co., Jewellers and Opticians, No. 76 Fifth Avenue, Pittsburgh, Pa. Includes text about fine watches and repairing.

Advertisement for The American Manufacturer, A Weekly Journal of the Iron, Coal, Metal and Glass Trades. Includes details about subscription and price.

Large advertisement for Dr. J. Walker's California Vinegar Bitters, featuring an image of the product and text describing its medicinal benefits for various ailments.