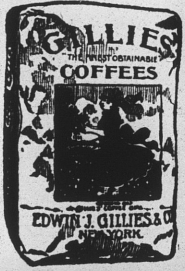


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CHICAGO. Depart 1:38 p. m. Arrive 11:30 a. m., 4:50 p. m.

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WASH. BALTO. PHILA. & NEW YORK. Depart 11:30 a. m., 4:50 p. m., 7:30 p. m. Arrive 5:48 a. m.

CUMBERLAND. Depart 1:05 a. m. (local), 11:30 a. m., 4:50 p. m., 7:30 p. m. (local), 9:29 p. m. Arrive 5:48 a. m., 7:52 a. m. (local), 1:38 p. m., 4:30 p. m. (local).

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Below will be found the names of the various county and district officials. Unless otherwise indicated, their addresses are, Somerset, Pa.

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Member of Congress—A. F. Cooper,
Uniontown, Pa.

State Senator—William C. Miller,
Bedford, Pa.

Members of the Assembly—J. W. Endsley, Somerset; A. W. Knepper, Sheriff—William C. Begley.

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Register—Chas. F. Cook.
Recorder—John R. Boose.

Clerk of Courts—Milton H. Fike.
Treasurer—Peter Hoffman.
District Attorney—R. E. Meyers.

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Jury Commissioners—Geo. J. Schrock; J. C. Harding, Windber.

Directors of the Poor—J. F. Reiman, J. B. Mosholder, Somerset; and Aaron F. Swank, Davidsville. Attorney for Directors, H. F. Yost; Clerk, C. L. Shaver.

County Auditors—W. H. H. Baker, Rockwood; J. S. Miller, Friedens; Geo. Steinbaugh, Stoyestown.

Superintendent of Schools—D. W. Seibert.

County Surveyor—A. E. Rayman.
Chairmen Political Organizations—N. B. McGriff, Republican; Alex. B. Grof, Democratic; R. M. Walker, Berlin, Prohibition; O. P. Shaver, Friedens, Lincoln.

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TROLLEY NEWS.

Two weeks will be required to transcribe the voluminous notes of testimony in the trolley case. In the meantime regular court will convene, and final argument in the case will necessarily be deferred until after May court, says the Somerset Democrat.

In the meantime the Penna. & Md. Co. is pushing its work right along. The engine and the dynamos for the power house arrived today, and will be at once placed in position. The engine weighs 78,000 pounds. Nine additional carloads of rails also arrived this week, which fills the rail order. The cars, too, are practically completed, and nearly everything is now purchased and paid for that will be needed to equip and operate the line from Salisbury to Meyersdale.

A NARROW ESCAPE.

G. W. Cloyd, a merchant of Plunk, Mo., had a narrow escape four years ago, when he ran a jimson bur into his thumb. He says: "The doctor wanted to amputate it, but I would not consent. I bought a box of Bucklen's Arnica Salve, and that cured the dangerous wound." 25c. at E. H. Miller's Drug Store. 6-1

New Jersey has resolved to fine the trusts \$250 each. That will almost bankrupt such corporations as the Standard Oil Company and the American Tobacco Company.

If Evelyn Thaw is to be again called to the stand to tell her story at the next trial, a long-suffering public may be pardoned for hoping that she will be afflicted with failing memory by that time.

When Mr. Harriman said that he would rather go to the penitentiary than to the poor house, he evidently did not consult the wishes of the convicts.

In Michigan a mother recently broke her arm while spanking her son. In her case it must have been true that it hurt her more than it did the boy.

For a town that is no longer on the map, Jamestown, Va., is making quite a noise, just now.

In Chicago a woman recently sued her husband for divorce because he hasn't spoken to her for 18 years. Perhaps the man hasn't had a good chance.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

There is probably no medicine made that is relied upon with more implicit confidence than Chamberlain's Colic, Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that it is the one remedy that never fails. When reduced with water and sweetened it is pleasant to take. For sale at Miller's Drug Store. 6-1

ASTOUNDING STATEMENTS.

Some weeks ago the Rockwood Leader was venting its spleen over the fact that the township supervisors of Elk Lick and Summit townships permitted the Penna. & Md. Street Railway Co. to use the public road in a few places in constructing its line from Salisbury to Meyersdale. The said sheet not only denounced the trolley company but also declared that the supervisors should be hanged by the heels.

Shortly thereafter THE STAR asked the editor of the Leader to answer certain questions pertaining to the rights, privileges and benefits of trolley roads, knowing full well that in his attempts to answer the questions propounded the editor of the Leader would make a ridiculous spectacle of himself.

The questions were answered in the Leader bearing date of April 19th, and, Lord, what answers they are! The answers would be a discredit to any school boy. We need only review a portion of Editor Werner's answers to prove to intelligent, thinking people that none of his answers are worth paying any attention to, for the reason that he is either very benighted in his opinions, or else gave answers that he did not believe himself. We think the latter conclusion would be the correct one. Following are a few extracts from some of the Leader's most elaborate answers:

Leader: Even in the largest cities the trolleys are regarded as an inevitable nuisance, and real estate on the streets that have them has depreciated in value, and many residence properties have been sold at a sacrifice to get away from the trolleys. In many places these trolleys have been placed overhead and in subways to get them off the streets.

Comment: Nothing could be farther from the truth. To the contrary, in the largest cities the trolleys are regarded as an inevitable benefit. In fact they are considered indispensable, and the statement that real estate has depreciated in value on streets that have them, is so utterly untrue as to make it sound silly. If Editor Werner thinks he can buy real estate cheaper in Pittsburg on the streets crowded with trolley cars than he can on the streets that have no cars, he can readily get rid of that delusion by taking some of his health and testing the matter. Many residence properties are gotten rid of for residence purposes in the thickly crowded trolley districts, but they are not gotten rid of at a sacrifice. They are gotten rid of at fabulous prices, because the needs of commerce demand the sites for business purposes, and they become so valuable that the owners cannot afford to hold them for places of residence.

It is also untrue that in many places trolleys have been placed overhead and in subways to get them off the streets. The elevated lines and subways take no cars off the streets at all. They merely add additional car lines that the streets have no room for, except overhead or underneath.

Leader: On the best streets in America the trolley is not allowed to come at all, such as Broad street, Philadelphia, for instance.

Comment: It is not true that on the best streets in America the trolley is not allowed to come at all, and Editor Werner knew better than to try to name more than one of those "best streets." Even in regard to Broad street, Philadelphia, his assertion is only partly true, for while no trolley line traverses that street north and south, it is nevertheless crossed by trolley lines from east and west at almost every square. Editor Werner must think all his readers are backwoodsmen and have never been away from home.

Will the esteemed editor now go ahead and mention some more "best streets" where the trolley is not allowed to come? How about Pennsylvania avenue, the best street in the National Capital? And how about the best streets in Pittsburg, Harrisburg, New York, Chicago, St. Louis, Denver and all other cities of importance? The trolley is found on every one of the best streets. But we presume Editor Werner was thinking about the best streets in Rockwood, Pocahontas and several other more or less important towns.

Leader: Our objections to the trolleys squatting themselves upon the public highways are backed by the universal experience of other communities, where they are justly regarded as dangerous nuisances.

Comment: Your objections are based on no such thing. They are based on naught but mossback ideas or mere pretense, and if you would utter such "tommyrot" in communities where they have the trolley, whether on public roads or not, the people

would ask you what section of the back woods you recently emerged from.

Leader: The trolley is a highly useful modern contrivance in its own proper place; but its proper place is not on the rural highways and county bridges.

Comment: Trolley companies do not use the public highways and bridges thereof, as a rule, except here and there for short distances, where it cannot be conveniently avoided to reach the most thickly settled portions of the country, and most farmers prefer to have the rural trolley lines in quite close proximity to the public roads.

The Leader has been shedding tears by the slobbucketful over the awful wholesale confiscation of public roads which has at no time been attempted or thought of by the Penna. & Md. Street Railway Co., and if the misguided editor of that paper will come over into God's country and take a look at the grade, we think he will feel that he has been making himself ridiculous and trying to borrow all sorts of trouble for the farmers, who would all give him the laugh, over this way.

We could add many more facts to what we have already said, but space and time are too valuable to make Editor Werner appear any more ridiculous than he has already made himself appear by foolishly attacking the P. & M. trolley people and the supervisors of Elk Lick and Summit townships.

A GRAND FAKE.

Such Was the Tillman Lecture in Meyersdale.

Senator Tillman, of South Carolina, alias Pitch Fork Ben, lectured in Meyersdale, last Friday evening, on "Railroads, Trusts and Monopolies." The promoters of the lecture, or at least one of them, advertised in THE STAR for several weeks that Senator Tillman would lecture on the "Race Problem," and in that way some of the Salisbury people were fooled down to Meyersdale, only to hear a harangue on another topic that did not interest them.

The lecture on the "Race Problem" did not take place, because the colored population of Meyersdale and a few white "sissies" objected to it. The weak-kneed, chicken-hearted gentry that arranged for the lecture meekly knuckled under to colored sentiment, preferring to fake and disappoint the people in general in preference to going counter to the wishes of the "culid" folks, whom they evidently recognized as their equals, and who doubtless are the equals of such weaklings as they.

We are not here to champion the cause of Senator Tillman in his crusade against the negroes, and we cannot tell to what extent we would agree or disagree with him, having never heard him. But we are here in the defense of free speech, on any legitimate topic whatever, and we would like very much to hear what Senator Tillman has to say on his favorite subject. The people who want to hear him have a right to hear him, and those who are opposed to his race lectures have the right to stay away and mind their own business.

If we would once go so far as to arrange for such a lecture, we'd like to see the color of the negro's kinky locks or the white man's straight ones, the wearer of which could force us from our purpose or intention.

If the promoters of the Tillman lecture wanted to change their program, they should have advertised the change in plenty of time, so that people wouldn't be fooled to Meyersdale to hear a lecture that failed to materialize. Most of the people from here who intended to go, got onto the fake before starting, and very sensibly remained at home. Others, however, were made to believe that the Senator always weaves his race views into all of his lectures on other topics, and expecting that he would do so in this instance, they were easily roped in, only to be disappointed. An effort was made at the last moment by one of the lecture promoters to make us believe the same fairy tale, but it didn't work, for we refused to believe that Senator Tillman was such a coward as to sail under false colors or strike from ambush, as it were. And he didn't do it, either.

The colored people of Meyersdale can have only contempt for a set of weaklings who had arranged for a lecture on the "Race Problem" by one of the most virulent enemies of the Negro race, and then called it off simply because they lacked the courage to have it delivered. The colored people well know that the promoters of the Tillman lecture are the same as Tillman in sentiment, but too cowardly to stand up boldly for their convictions, as does the old son-of-a-gun from South Carolina.

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