

# The Star.

VOLUME 1.

REYNOLDSVILLE, PENNA., WEDNESDAY MARCH 15, 1893.

NUMBER 44.

### Railroad Time Tables.

#### BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between Buffalo, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper of region.

On and after Nov. 18, 1892, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

**7:10 A. M.**—Bradford Accommodation—For points North between Falls Creek and Bradford, 7:25 a. m. mixed train for Panssawaway.

**10:55 A. M.**—Buffalo and Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester, connecting to Buffalo and Rochester with P. & E. train 3, for Wilkes, Kane, Warren, Corry and Erie.

**10:55 A. M.**—Accommodation—For DuBois, Siles, Big Run and Panssawaway.

**1:20 P. M.**—Bradford Accommodation—For Brockway, Brockwayville, Elmont, Carleton, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

**4:50 P. M.**—Mail—For DuBois, Siles, Big Run, Panssawaway and Bradford.

**7:55 P. M.**—Accommodation—For DuBois, Big Run and Panssawaway.

**Trains Arrive**—7:10 A. M., Accommodation Panssawaway; 10:55 A. M., Mail from Bradford; 1:20 P. M., Mail from Bradford; 4:50 P. M., Accommodation from Panssawaway; 7:55 P. M., Accommodation from Bradford.

Thousand mile tickets at two cents per mile, good for passage between all stations.

J. H. McLENNAN, Agent, Falls Creek, Pa. J. H. BARRETT, Gen. Supt., Bradford, Pa. E. C. LAPPY, Gen. Pass. Agt., Rochester, N. Y.

#### ALLEGHENY VALLEY RAILWAY COMPANY

commencing Sunday Dec. 18, 1892, Low Grade Division.

#### EASTWARD.

| STATIONS.     | No.1  | No.3 | No.9 | 101   | 109  |
|---------------|-------|------|------|-------|------|
| Red Bank      | 10:45 | 4:30 |      |       |      |
| Lawsontown    | 10:52 | 4:37 |      |       |      |
| New Bethlehem | 11:00 | 4:45 | 3:15 |       |      |
| Oak Ridge     | 11:08 | 4:53 | 3:22 |       |      |
| Maysville     | 11:16 | 5:01 | 3:30 |       |      |
| Summitville   | 11:24 | 5:09 | 3:38 |       |      |
| Brockwayville | 11:32 | 5:17 | 3:46 |       |      |
| Hell          | 11:40 | 5:25 | 3:54 |       |      |
| Fuller        | 11:48 | 5:33 | 4:02 |       |      |
| Reynoldsville | 11:56 | 5:41 | 4:10 |       |      |
| Panost        | 12:04 | 5:49 | 4:18 |       |      |
| Falls Creek   | 12:12 | 5:57 | 4:26 | 10:33 | 1:36 |
| DuBois        | 12:20 | 6:05 | 4:34 | 11:05 | 1:43 |
| Saluda        | 12:28 | 6:13 | 4:42 |       |      |
| Winterburn    | 12:36 | 6:21 | 4:50 |       |      |
| Penfield      | 12:44 | 6:29 | 4:58 |       |      |
| Tyler         | 12:52 | 6:37 | 5:06 |       |      |
| Glen Fisher   | 13:00 | 6:45 | 5:14 |       |      |
| Benezette     | 13:08 | 6:53 | 5:22 |       |      |
| Grant         | 13:16 | 7:01 | 5:30 |       |      |
| Driftwood     | 13:24 | 7:09 | 5:38 |       |      |

#### WESTWARD.

| STATIONS.     | No.2  | No.10 | No.10 | 105   | 110  |
|---------------|-------|-------|-------|-------|------|
| Driftwood     | 10:45 | 5:00  | 6:35  |       |      |
| Grant         | 11:17 | 5:30  | 7:05  |       |      |
| Benezette     | 11:28 | 5:41  | 7:16  |       |      |
| Glen Fisher   | 11:40 | 5:53  | 7:28  |       |      |
| Tyler         | 11:52 | 6:05  | 7:40  |       |      |
| Penfield      | 12:04 | 6:17  | 7:52  |       |      |
| Winterburn    | 12:16 | 6:29  | 8:04  |       |      |
| Saluda        | 12:28 | 6:41  | 8:16  |       |      |
| DuBois        | 12:40 | 6:53  | 8:28  | 12:05 | 5:40 |
| Falls Creek   | 12:52 | 7:05  | 8:40  | 12:15 | 5:50 |
| Panost        | 13:04 | 7:17  | 8:52  |       |      |
| Reynoldsville | 13:16 | 7:29  | 9:04  |       |      |
| Fuller        | 13:28 | 7:41  | 9:16  |       |      |
| Hell          | 13:40 | 7:53  | 9:28  |       |      |
| Brockwayville | 13:52 | 8:05  | 9:40  |       |      |
| Summitville   | 14:04 | 8:17  | 9:52  |       |      |
| Maysville     | 14:16 | 8:29  | 10:04 |       |      |
| Oak Ridge     | 14:28 | 8:41  | 10:16 |       |      |
| New Bethlehem | 14:40 | 8:53  | 10:28 |       |      |
| Lawsontown    | 14:52 | 9:05  | 10:40 |       |      |
| Red Bank      | 15:04 | 9:17  | 10:52 |       |      |

Trains daily except Sunday.

DAILY MORGAN, GEN'L. SUFF., Pitsburg, Pa. JAS. P. ANDERSON, GEN'L. PASS. AGT., Pitsburg, Pa.

#### PENNSYLVANIA RAILROAD.

IN EFFECT DECEMBER 18, 1892.

Philadelphia & Erie Railroad Division Time Table. Trains leave Driftwood.

#### EASTWARD.

**9:04 A. M.**—Train 1, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:30 P. M., New York 9:25 P. M., Baltimore 6:45 A. M., Washington, 8:15 P. M., Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

**3:28 P. M.**—Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:25 A. M., New York, 7:10 A. M., through coaches from DuBois to Williamsport, Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper until 7:00 A. M.

**9:25 P. M.**—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:30 A. M.; New York, 9:20 A. M.; Baltimore, 6:30 A. M.; Washington, 7:30 A. M. Pullman cars and passenger coaches from Erie and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg.

#### WESTWARD.

**7:35 A. M.**—Train 1, daily except Sunday for Ridgway, DuBois, Clermont and intermediate stations. Leaves Ridgway at 3:00 P. M. for Erie.

**9:50 A. M.**—Train 3, daily for Erie and intermediate points.

**8:27 P. M.**—Train 11, daily except Sunday for Kane and intermediate stations.

**TRAIN 11** leaves Philadelphia 5:30 A. M.; Washington, 7:50 A. M.; Baltimore, 6:45 A. M.; Wilkesbarre, 10:15 A. M.; daily except Sunday, arriving at Driftwood at 6:27 P. M. with Pullman Parlor car from Philadelphia to Williamsport.

**TRAIN 3** leaves New York at 8 P. M.; Philadelphia, 11:20 P. M.; Washington, 10:40 A. M.; Baltimore, 11:40 P. M.; daily arriving at Driftwood at 9:50 A. M. Pullman sleeping cars from Philadelphia to Erie and from Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport and to DuBois.

**TRAIN 1** leaves Altoona at 6:35 A. M., daily except Sunday, arriving at Driftwood 7:25 A. M.

#### JOHNSONBURG RAILROAD.

(Daily except Sunday.)

**TRAIN 19** leaves Ridgway at 9:40 A. M.; Johnsonburg at 9:55 A. M., arriving at Clermont at 10:45 A. M.

**TRAIN 20** leaves Clermont at 10:55 A. M., arriving at Johnsonburg at 11:40 A. M. and Ridgway at 11:55 A. M.

#### RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

#### SOUTHWARD.

| P. M. A. M. | STATIONS. | A. M. P. M.   |      |      |
|-------------|-----------|---------------|------|------|
| 12:10       | 9:40      | Ridgway       | 1:30 | 7:00 |
| 12:18       | 9:48      | Island Run    | 1:39 | 6:41 |
| 12:22       | 9:52      | Mill Haven    | 1:43 | 6:45 |
| 12:31       | 10:02     | Shorts Mills  | 1:52 | 6:30 |
| 12:38       | 10:10     | Blue Rock     | 1:59 | 6:25 |
| 12:44       | 10:17     | Vineyard Run  | 2:05 | 6:23 |
| 12:46       | 10:20     | Carrier       | 2:07 | 6:21 |
| 1:00        | 10:32     | Brockwayville | 2:28 | 6:06 |
| 1:10        | 10:42     | McMinn Summit | 2:31 | 6:07 |
| 1:14        | 10:46     | Hareys Run    | 2:35 | 6:02 |
| 1:20        | 10:55     | Falls Creek   | 2:39 | 6:03 |
| 1:45        | 11:05     | DuBois        | 2:55 | 5:40 |

#### TRAINS LEAVE RIDGWAY.

Eastward. Train 1, 7:17 A. M. Train 2, 11:34 A. M. Train 3, 1:45 P. M. Train 4, 7:55 P. M.

Westward. Train 1, 3:00 P. M. Train 2, 8:25 P. M.

CHAS. E. PUGH, Gen. Manager. J. R. WOOD, Gen. Pass. Agt.

### ANNOUNCEMENTS.

#### Prothonotary, etc.

**FOR PROTHONOTARY.**

**WILLIAM B. SUTTER,**  
OF CLAYVILLE BOROUGH.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### Sheriff.

**FOR SHERIFF.**

**E. NEFF,**  
OF REYNOLDSVILLE BOROUGH.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### FOR SHERIFF.

**DAVID G. GOURLEY,**  
OF RIDGWAY BOROUGH.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### FOR SHERIFF.

**CHARLES O. WILSON,**  
OF PENNSAWAY BOROUGH.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### FOR SHERIFF.

**GEORGE W. WARNICK,**  
OF REYNOLDSVILLE BOROUGH.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### FOR SHERIFF.

**E. W. McMILLEN,**  
OF WISSELOW TOWNSHIP.

Subject to action of the democrats of Jefferson Co. at the primary election, June 17, 1893.

#### County Treasurer.

**FOR TREASURER.**

**JOHN WAITE,**  
OF WISSELOW TOWNSHIP.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### FOR TREASURER.

**N. D. CORRY,**  
OF PENNSAWAY BOROUGH.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### FOR TREASURER.

**W. W. CRISSMAN,**  
OF CLAYVILLE BOROUGH.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### Commissioner.

**FOR COMMISSIONER.**

**W. T. COX,**  
OF WISSELOW TOWNSHIP.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### FOR COMMISSIONER.

**DANIEL BREWER,**  
OF PERRY TOWNSHIP.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### FOR COMMISSIONER.

**JOSEPH DARR,**  
OF BROOKVILLE BOROUGH.

Subject to action of the republicans of Jefferson Co. at the primary election, June 17, 1893.

#### Miscellaneous.

#### C. MITCHELL,

ATTORNEY-AT-LAW.

Office on West Main street, opposite the Commercial Hotel, Reynoldsville, Pa.

#### DR. B. E. HOOVER,

REYNOLDSVILLE, PA.

Resident dentist. In building near Methodist church, opposite Arnold block. Gentleness in operating.

#### Hotels.

#### HOTEL McCONNELL,

REYNOLDSVILLE, PA.

FRANK J. BLACK, Proprietor.

The leading hotel of the town. Headquarters for commercial men. Steam heat, free bus, bath rooms and closets on every floor, sample rooms, billiard room, telephone connections, &c.

#### HOTEL BELNAP,

REYNOLDSVILLE, PA.

GREEN & CONSER, Proprietors.

First class in every particular. Located in the very center of the business part of town. Free bus to and from trains and commodious sample rooms for commercial travelers.

#### AMERICAN HOTEL,

BROOKVILLE, PA.

BUFFINGTON & LONG, Prop's.

Omnibus to and from all trains. European restaurant. House heated and lighted by gas. Hot and cold water. Western Union Telegraph office in building. The hotel is fitted with all the modern conveniences.

#### COMMERCIAL HOTEL,

BROOKVILLE, PA.

PHIL P. CARRIE, Proprietor.

Sample rooms on the ground floor. House heated by natural gas. Omnibus to and from all trains.

#### CHANGEABLE WEATHER!

Nature has seen fit to have changeable weather and why not have your person garmented with a neat and nobby suit made of heavy-weight material to suit the weather that is now creeping upon us. You need a new winter suit and as the cold waves are very uncertain you will be wise if you place your order now for winter wearing apparel, so as to have it to don when blustering weather is ushered in. Such an immense line of winter patterns was never displayed in town as can be seen at

J. C. FROELICH'S, Next door to Hotel McConne

### TITLES OF ENGLISH WOMEN.

**Distinctions That May Beom Rather Complicated to an American.**

It is little wonder that foreigners bungle over our titles as they do, when in our own public speeches and newspapers it is often made plain that many do not understand how to use English titles.

For instance, a marquis's daughter who married a man without a title keeps the title of "lady" and her own Christian name and adds to these the husband's surname.

Thus, when Lady Evelyn Fitzmaurice, the daughter of the Marquis of Landsdowne, married Mr. Victor Cavendish she became Lady Evelyn Cavendish; but the London dailies spoke of "Lady Victor Cavendish's going away dress."

The only case in which a lady of title is called by her husband's Christian name as well as his surname is in the case of the wives of the younger sons of dukes and marquises.

These men bear courtesy titles of "lord" before their Christian names and surnames, as Lord George Hamilton, Lord Charles Bessford, and so on, and the only correct way of addressing or speaking of their wives is the same way, putting "lady" in the place of "lord."

To call the wives of younger sons Lady Hamilton, Lady Bessford, or whatever is the surname, without the male Christian name, is as incorrect as to call Lady Evelyn Cavendish by her husband's full name.

On the other hand, the wife of a baronet or of a knight is "lady," with his surname alone after it.

Confusion grows in many minds from the fact that any peeress (under the rank of a duchess) is also spoken of, and to, by her equals as merely "Lady So-and-so"—the name added, however, not being the family name, but the title of the husband.

Thus no equal would say, "I saw the Marchioness of Salisbury" or "There is the Countess of Lathom," it would be Lady Salisbury and Lady Lathom.

A duchess, the highest rank in the peerage, is the only peeress who escapes this equality of title in the everyday language of her equals in society. She is never called "lady" only, but is spoken of as "the Duchess of So-and-so" in full always, and is addressed in conversation by her friends as "duchess," the name of the peerage not added.

Moreover, every other lady of title, from a knight's wife (which is not a real title), right away up to a marchioness, is equally "my lady" to her social inferiors.

Sir John Smith's wife is Lady Smith. The wife of Lord John Smith, who is a peer's younger son, is Lady John Smith, and if you know her on terms of equality you may call her Lady John, but never Lady Smith. Lady Mary, daughter of either the earl or the marquis, or the duke of somewhere, and the wife of Mr. John Smith, is Lady Mary Smith; call her Lady Mary if she seems friendly, but not Lady Smith or Lady John Smith.

The wife of Lord Smith, or the earl or the marquis of Smithville, you may call Lady Smith or Lady Smithville, as the case may be, but if Smithville is a duke on no account call his wife Lady Smithville.

If you think that she will not snub you as too familiar, you may call her simply "duchess." You may say, "Duchess, may I get you some tea?" for example. But till you know her well, or feel on quite friendly terms, it had better be, "Will your grace take a cup of tea?"

Finally, the oldest thing of all, if fate should make you acquainted with a prince or princess of the blood royal, you will seem very second rate if you keep saying, "your royal highness."

You must say "sir" and "ma'am." Not, if you please, "madam," but "ma'am," as your housemaid says to your own meek better half, Mrs. Smith. Even a duchess calls a princess "ma'am."—London Letter.

**What Nature Does For Her Trees.**

The wild forest trees bear a great abundance of foliage, and this shows that nature provides for her own in a most bountiful manner. The inferiority of the foliage of the mountain trees and those growing near lakes and rivers is due to the rich substances contained in decayed leaves and water forming a chemical action with the solar rays. Oxygen, hydrogen, nitrogen, carbonic acid and the gaseous substances in nature are sufficient to complete the annual growth of forest trees of all classes.

Along the broad reaches of the northern and southern rivers this fact is clearly seen and well defined. The rich navigable lowland rivers, such as the Thames in England and the Loire in France, display the richest and most luxuriant trees.—Boston Transcript.

#### Seen in a Dream.

In the summer of 1855 Mrs. John Tolney, then living in Wisconsin, dreamed that her niece Mary, who was attending school at Waukesha, 46 miles distant, had met with a serious accident, the exact nature of which she could not recall when awake, but it so alarmed her that she told her husband the next morning that he must go immediately to Waukesha, as something terrible had happened to Mary. He tried to laugh her out of her fears, but when he found that she would go if he did not, he got into his buggy and started. He had gone but a short distance when he met a messenger from the school coming to tell him that late on the evening before Mary had fallen from a tree and broken her arm.—Arena.

### The Cruelty of War.

An incident related in the biography of Sir Provo Wallis, admiral of the British fleet, brings home to the reader the cruel nature of war. It occurred during the war of 1812. An American captain had taken a fine ship to Lisbon, where she had sold her cargo for the use of the British army under Wellington, and conveyed several thousands of dollars in return, which were on board.

Meantime war had been declared, and on her homeward voyage she fell a victim to the British squadron. One of the principal objects of her captors was to obtain information. The American captain was sent on board the Shannon, which afterward captured the famous Chesapeake—but was kept in ignorance of the war and of the fact that he was a prisoner.

He answered unreservedly all the questions put to him, and Captain Broke, who greatly disliked the deception he had been obliged to practice, now felt it difficult to make the prisoner acquainted with the next step which must be taken. At length he forced himself to say:

"Captain, I must burn your ship."

The American, overcome by surprise, faltered, "Burn her?"

"Indeed I must."

"Burn her for what? Will not money save her? She is all my own—and all the property I have in the world. Is it war, then?"

"Ye," said Broke.

Both parties were painfully moved, and the scene did not end without a tear from each, but duty was duty, and the prize was destroyed.—Youth's Companion.

### A Feast in Writing.

John J. Taylor, of Strout, Ill., once wrote 4,100 words on the blank side of a postal card. This was sent to a Chicago paper, which heralded the story to the world as being the most wonderful piece of penwork ever executed. As a matter of fact Mr. Taylor's effort has been discounted on several occasions. Beedle, the penman of Ottery St. Mary, Liverpool, once wrote the following pieces entire, without the slightest abbreviation, all upon a piece of cardboard 3½ by 3½ inches in size: Goldsmith's "Traveler," "The Deserted Village," "Essay on Education," "Distress of a Disabled Soldier," "The Tale of Azim," "Justice," "Generosity," "Irresolution of Youth," "Fidelity of Man," "Friendship" and the "Genius of Love."

In the center of the card there was a perfect picture of Ottery church, all of the shades and lines being formed of parts of the writing. As a kind of tale-piece he added the anthem of "God Save the Queen," embellished it with seventy-two stars, fifty-one crescents and nineteen crosses, finishing the whole by drawing a picture of a serpent which inclosed the whole of the miraculous production.

If you wish to ascertain exactly how much Beedle's effort exceeded that of Mr. Taylor, count the words in the Goldsmith pieces catalogued above.—St. Louis Republic.

### The Sultan of Morocco.