

The Star.

REYNOLDSVILLE, PENN'A., WEDNESDAY JUNE 14, 1893.

VOLUME 2.

NUMBER 6.

Railroad Time Tables.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

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

On and after June 4th, 1893, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:30 A. M.—Bradford Accommodation—for points North of Falls Creek and Bradford. 7:35 a. m. mixed train for

10:30 A. M.—Buffalo and Rochester main—For Brockwayville, Ridgway, Johnsonburg, Mr. Jewett, Bradford, Salamanca, Buffalo and Rochester, connecting at Johnsonburg with P. & E. train for Wilcox, Kane, W. & L. C. and Erie.

10:30 A. M.—Accommodation—for DuBois, Sykes, Big Run and Punxsutawney.

1:20 P. M.—Bradford Accommodation—for Beechtree, Brockwayville, Elmont, Cameron, Ridgway, Johnsonburg, Mt. Jewett and DuBois.

5:10 P. M.—Mail—for DuBois, Sykes, Big Run, Punxsutawney and Walston.

8:22 P. M.—Accommodation—for DuBois, Big Run and Punxsutawney.

9:20 A. M.—Sunday train—for Brockwayville, Ridgway and Johnsonburg.

6:13 P. M.—Sunday train—for DuBois, Sykes, Big Run and Punxsutawney.

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

J. H. McARTHUR, Gen. Pass. Agent.

General Sup't. Bradford Pa.

F. C. LAPEY, Gen. Pass. Agent.

Bradford Pa. N. Y.

A LEHIGH VALLEY RAILWAY COMPANY commencing Sunday Dec. 18, 1892. Low Grade Division.

EASTWARD.

| STATIONS. | No. 1. | No. 5. | No. 9. | 101 | 109 |
|---------------|--------|--------|--------|-------|-------|
| | A. M. | P. M. | M. | M. | P. M. |
| Red Bank | 10 45 | 4 43 | 5 15 | | |
| Lewisburg | 10 57 | 5 17 | 5 15 | | |
| New Bethlehem | 11 20 | 5 25 | 5 22 | | |
| Oak Ridge | 11 38 | 5 25 | 5 22 | | |
| Maysville | 11 46 | 5 33 | 5 30 | | |
| Summerville | 12 03 | 5 38 | 5 36 | | |
| Brockwayville | 12 11 | 6 13 | 6 10 | | |
| Bell | 12 31 | 6 19 | 6 16 | | |
| Fulmer | 12 43 | 6 31 | 6 28 | | |
| Reynoldsburg | 1 00 | 6 50 | 6 47 | | |
| Panconost | 1 08 | 6 58 | 6 55 | | |
| Falls Creek | 1 16 | 7 06 | 7 03 | 10 53 | 1 36 |
| DuBois | 1 35 | 7 25 | 7 20 | 11 05 | 1 45 |
| Sabina | 1 47 | 7 48 | 7 43 | | |
| Winterburn | 1 59 | 8 00 | 7 55 | | |
| Penfield | 2 05 | 8 06 | 7 41 | | |
| Tyler | 2 15 | 8 16 | 7 51 | | |
| Glen Fisher | 2 25 | 8 23 | 7 58 | | |
| Benechte | 2 42 | 8 44 | 8 19 | | |
| Grant | 2 53 | 8 55 | 8 30 | | |
| Driftwood | 3 29 | 9 25 | 9 00 | | |
| | P. M. | P. M. | M. | M. | P. M. |

WESTWARD.

| STATIONS. | No. 2. | No. 6. | No. 10. | 106 | 110 |
|---------------|--------|--------|---------|-------|-------|
| | A. M. | A. M. | P. M. | P. M. | P. M. |
| Driftwood | 10 45 | 5 00 | 6 35 | | |
| Cameron | 11 00 | 5 15 | 6 50 | | |
| Benechte | 11 28 | 5 41 | 7 16 | | |
| Glen Fisher | 11 45 | 5 50 | 7 34 | | |
| Tyler | 11 55 | 6 09 | 7 44 | | |
| Penfield | 12 03 | 6 19 | 7 54 | | |
| Winterburn | 12 10 | 6 26 | 8 12 | | |
| Sabina | 12 27 | 6 47 | 8 19 | | |
| DuBois | 1 03 | 7 10 | 8 25 | 12 05 | 5 40 |
| Falls Creek | 1 20 | 7 20 | 8 32 | 12 15 | |
| Panconost | 1 34 | 7 28 | 8 40 | | |
| Reynoldsburg | 1 42 | 7 40 | 8 48 | | |
| Fulmer | 2 10 | 8 06 | 9 17 | | |
| Brookville | 2 20 | 8 19 | 9 25 | | |
| Summerville | 2 39 | 8 38 | 9 44 | | |
| Maysville | 2 58 | 8 57 | 10 04 | | |
| Oak Ridge | 3 09 | 9 08 | 10 18 | | |
| New Bethlehem | 3 26 | 9 15 | 10 25 | | |
| Lawsonson | 3 47 | 9 47 | | | |
| Red Bank | 4 00 | 10 00 | | | |
| | A. M. | M. | P. M. | M. | P. M. |

Trains daily except Sunday.

DAVID McCARGO, GEN'L. SUPT.

Pittsburgh, Pa.

JAS. P. ANDERSON, GEN'L. PASS. AGT.

Pittsburgh, Pa.

PENNSYLVANIA RAILROAD.

IN EFFECT MAY 21, 1893.

Philadelphia & Erie Railroad Division Time Table.

Trains leave Driftwood, and intermediate stations, arriving at 9:35 a. m.; New York, 9:30 p. m.

Washington, 8:15 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

3:30 P. M.—Train 6, daily except Sunday for Harrisburg and Philadelphia, and intermediate stations, arriving at 4:30 a. m.; New York, 7:30 a. m. Through coach from DuBois to Williamsport. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleepers unattached until 7:30 a. m.

9:30 P. M.—Train 4, daily except for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:50 a. m.; New York, 9:30 a. m.; Baltimore, 6:30 a. m.; Washington, 7:30 a. m. Pullman cars and passenger coaches from Erie and Philadelphia to Pittsburgh. Diners in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg.

WESTWARD.

Although we passed the long weeks

and months as pleasantly as we could,

with all kinds of arrangements for killing time, both on shipboard and on shore, there was of course a continual and concerted growl going up from our little band of Yankee skippers, and old Hobbs was the star growler of us all.

"His ship was the Humming Bird, a brand new clipper hailing from Boston.

The trip out to Hong-Kong had been her maiden one, and it was chafing to Hobbs' very smooth temper to have her lie so early in her career. Having great faith in the ship's speed and in his own seamanship, he was more than anxious to go home and ship in the navy, but orders were orders. We could not leave the ships, and the frequent visits of the Alabama herself to the harbor, forcing herself 'into our midst,' as the saying goes, were very vivid reminders that neutral waters were a pretty good sort of an invention.

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"Occasionally a ship would manage to clear by sailing under some foreign flag,

but as it was a complicated process involv-

ing fathoms of red tape and very often

fell through just when everything seemed favorable it was not resorted to very often. When it was tried, however, old Hobbs would go on his beam ends with wrath. He would fume and rant, casting aspersions on the patriotism of the owners, the agents, the officials, and even the Chinese crew. He was so intensely patriotic that to see a good Yankee craft sail under false colors would keep him boiling for a week.

"You can see what his feelings were

when one day he was ordered to proceed

to Sumatra under the British flag. He

fumed, ranted and swore and then fumed, ranted and swore over again,

with a few extra choice nautical an-

themas thrown in for emphasis. This ne-

cessary operation over, he sent ashore to

the native saltmaker's for a British flag

—the smallest to be had. When it came

aboard—it was about 3 by 4 feet in size

—Hobbs looked at it askance and or-

dered it to be put out of sight until sail-

ing day.

"Sailing day arrived, and the British

flag was seen fluttering quietly from its

proper place on the Humming Bird. It

attracted mighty little attention, howev-

er, for the Alabama was entering the har-

bor. She floated slowly along and dropped anchor exceedingly close to the

Humming Bird. About this time the

harbor master was seen in his boat be-

ing rowed rapidly toward Hobbs' ship,

and a huge bundle of bunting about the

size of an old shellback's sea chest was

rapidly hauled to the maintop of the

Humming Bird.

"The harbor master pulled up along-

side the Humming Bird and yelled for

the captain. It could be seen that he

was angry about something. Hobbs

came to the rail in his plug hat and long

tall bottle green coat, the customary

uniform of a skipper in those days,

and asked the harbor master what he

could do.

"I want you to take down that flag

instantly, sir," said the harbor master.

"Guess not," said Hobbs.

"It's a disgrace, sir, and an insult to

hoist such a flag as that!"

TRAIN'S LEAVE RIDGWAY.

Westward.

Train 3, 11:30 a. m.

Train 4, 7:35 p. m.

Train 5, 1:15 p. m.

Train 6, 10:35 a. m.