Mme. Regelot Receives the Ribbon of the Legion of Honor

The French government, by awarding the ribbon of the Legion of Honor to Mme. Bogelot, has turned a brilliant light on a personality whose career has hitherto lain somewhat in the shade. Beaving to others the care of vindicating the feminine cause in public meetings and in the press, Mme. Bogelot has devoted her life to the redemption of female criminals. Her name is intimately connected with that highly phil-authropic work, the "Cavro de Liber-tes de St. Lazaro," of which she is now directross, and it is mainly due to the fact that she personally represented the society at the woman's congress at Chi-eago that she owes this public recognition of her worth-an honor seldom vouchsafed to women, however well merited. To be thus singled out from among others of her sex must certainly be extremely gratifying, but it is pleasing to find that Mine, Hogelot takes her honors very meekly. The predominating characteristics of the new chevaliere are meekness and cheerfulness, combined with excellent business capacities and a boundless compassion for human errors and misfortunes of every shape.

She is an admirable specimen of that class of Frenchwomen about whom the fashionable society of Paris knows lit-

The world and I are strangers. I never go out, never pay visits," Mme. Bogelor explained in a recent interview. "Trise early, the morning is spent at home dictating letters to my private secretary. During the afternoon hours I am generally to be found at the offices of the Œuvre des Liberees de St. Lazare. At 6 o'clock I return to dine with my husband and son, and I am seldom out of bed after S.

This is the simple epitome of Mme. Bogelot's self sacrificing existence. In her home surroundings there are abundant evidences that the humanitarian labors of this excellent woman are not allowed to interfere with the comfort of her husband. There is no disorder in her household. You feel that everything moves on oiled wheels. A roomy flat in a large house situated in a small street turning out of the busy Rue de Rivoli is her abode, solidly but simply furnished, a single, middle aged serv ant composing the entire staff. It is pleasant to note that between husband and wife there is complete harmony of ideas and interests, M. Bogelot, who is a member of the bar, affording his wife aid and advice on all legal matters connected with her work.

Few women leading more or less of a public life manage to steer clear of the quicksands of sectarianism. That Mme. Bogelot has been able to do so is due partly to a well balanced mind and amiable temper, partly to the manifold occupations of her busy life. She is ever ready to give advice in respect to the administration of societies, a matter in which she is thoroughly conversant. but she wisely restricts her own labors to the special lines she has taken up, and which absorb all her time and energies. Politics never attracted her, nor has she ever taken an active part in the vindication of woman's rights. Still she is ever ready to lend a helping hand to members of her own sex, to fellow workers as well as to the disinherited by fortune. But, although she personally prefers to hold aloof from party strife, the woman's cause has undoubtedly her entire sympathy. Indeed it would have been strange had it been otherwise, owing to the great friendship that existed between her and the late Maria Deraismes. The connection between them was almost that of mistress and pupil. There was a difference of some 10 years in their ages, and Isabelle Bogelot, when a weakly child, was taken under the wing of the elder woman and her sister, Mmc. Fenisse, that she might have the benefit of country air, and remained an inmate of their house until she married. This early training had probably a great effect on her subse-

quent career. Not being gifted with literary abilities, as was the more brilliant Maria Deraismes, she sought to render herself useful in other ways. It was not, however, until after her marriage that she joined the Œuvre des Liberees de St. Lazare, with which her name has since been so inseparably connected. This was in 1873, and the society had been founded three years previously by Mile. Michel de Grandpre, the niece of the chaplain of St. Lazare, who had been struck during her intercourse with the inmates of this house of detention by the anxiety evinced by so many of the prisoners as their terms of imprisonment came to a close and they knew they would be once more thrown on their own resources and have to do bat-tle with the difficulties of tife, heavily handicapped by the ignominy of a con-viction. Initiated into the workings of the society by Mme Emilie de Mar-sier, its vice president, Mme. Bogelot threw herself into the work heart and soul and was very soon elected a member of the committee, to become, in 1880, its general directress, a post which she has held ever since.—Lendon

Mme. Casimir-Perier married her cousin and is herself a Perier. She is cousin and is herself a Perier. She is tall and fair, with a commanding figure, and dresses in admirable taste, with a mance of royal magnificence. The strong face and deep set eyes give her a sad expression and make her look older than her husband. But she is still young enough to lead fashion and will draw all the noblesse of the rallies, and particularly the rallies, to her receptions. She has two children—a boy, who is at the Lycee Janson de Sailly in Paris, and a girl of 14 at a convent school, who will be one of the best partis in France within a tew years, for the Casimir-Periers are worth at least £2,000,000. In spite of their plebeian name, they belong to the very best aristocratic set and are by no means nouveaux piches, --Paris Cor, London World. MARK TWAIN GOES ABROAD.

He Saw His Name on the Paris' List and

Decided to Take That Boat. Probably the most inconspicuous pas senger on the American line steamship Paris the other day was a languid man with fluffy gray hair, who looked as if he had made a mistake in taking pas-sage in the cabin. He carried an old umbrella in one hand and a crush hat done up in a newspaper in the other. A few persons recognized him as Samuel L. Clemens. He apparently was traveling as Mark Twain, professional humor-ist. He was somewhat late—in fact, if he had been a few minutes later he might have had to walk to Europe or take the next steamship. Somebody suggested to him that the Paris was ready

"Well, if the boat's ready to go, I guess I am. I am going over to see my wife and family at Etretat, where they are supporting a couple of doctors. You see, over there when a doctor gets hold of a good patient he keeps him. They generally take you to a small place and keep you there. Then they pass you along to a friend in another place, and they keep you moving like the Wander-My wife has been doing this

to sail. He answered with his familiar

for three years.
"I don't dare to have even a head nche after I land on the other side. But I guess I'll bring her back when I come in October.

This is my tenth voyage in the past three years. I'm getting real fond of sailing now. After the first five or six days I rather enjoy the trip.

Mr. Clemens started up the gang-plank. A deckhand, who thought the gingham umbrella hardly in keeping with a first class ticket, stopped the humorist and asked:

"Are you a passenger?"
Mr. Clemens stammered: "I—I don't-know, but I rather think-so.

Wait a minute, and I'll see."
Then Mr. Clemens looked over his senger list and exclaimed trium-

"Yes, I'm a passenger. Here's my name on the list." The deckhand said something about Bloomingdale as Mark waved him a stately farewell.—New York Sun.

NIPPED IN THE BUD.

An Incident Not Especially Surprising In Life at a Seaside Resort.

There was quite an exciting episode at one of the leading hotels at Long Branch the early part of last week in which the youngest daughter of a prominent New Yorker, whose family is summering here, and a dapper young fellow, a clerk in a New York life insurance office, took active parts. The young lady had become enamored with the dashing young clerk and thought that an elopement with him would be a fitting climax for her season's sojourn at the seaside. Accordingly the young lady made all the necessary arrangements for a hasty exit from the hotel, and as she was about to jump into the carriage in which sat her trembling lover she was espied by her mother, who quickly called the hotel officer to her sistance and succeeded in getting the erring girl back to her room.

The young man, who had succeeded in making good his escape, was later in the evening found at the Pennsyl-vania clubhouse by the enraged father, and an exciting scene ensued. The young man was threatened with an immediate arrest for attempting abduction, but friends of the poor clerk interceded, and the matter was hushed up. Instead of spending a happy honeymoon the young lady has been sent to her aunt's, pend ing the reopening of her boarding school.—New York Telegram.

THE VATICAN'S RELICS.

ned by the Pope to the Columbian Exposition and Not Yet Returned.

The state department at Washington is considerably troubled with the care of certain large packing cases piled up in the cellar of the building marked, "The Vatican, Rome, Italy." They contain the priceless manuscripts and relies of Columbus lent by his holiness the pope to the Columbian exposition.

By an arrangement made with the American minister to the Italian court the Columbus collection was brought to the United States on board an American man-of-war, and a guarantee was given that it should be returned to the proper place in Rome by the same meth-od of transportation. Unfortunately, however, it has been impossible up to this time to return these articles to their rightful owner from the fact that American men-of-war have not been receiv-ing orders which would take them in the vicinity of the historic seven hilled

Special pains and care, however, are taken with these relics and curios of the great explorer at the state departst, and watchmen have been detailed to keep constant vigil over them during the entire 24 hours of the day.—Washington Letter.

Aluminium Money.

Financiers are discussing the advisa-bility of the question of replacing the material of the bank notes and bonds with aluminium, which has already served its purpose in the manufacture of visiting cards and postal cards. It is stated that coins might be made of the new metal, these coins to be worthless except so far as the guarantee of the bank is concerned in placing a value on them. Henry Bessemer, the great Eng-lish steel manufacturer, is warmly es-pousing the idea and recommends the making of such bonds, which, in the making of such bonds, which, in the shape of a coin, are exceedingly light, fireproof and difficult to melt, so that they are free from all the disadvantages possessed by paper money. Bessemer says that he has already perfected a process which prevents counterfeiting such coins, making it more difficult to counterfeit than paper money, for photo lithography has made it easy to imitate the most skillful design, and the only safeguard is the secret process of making the paper.—St. Louis Post-Dispatch.



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N. HANAU.

DISSOLUTION NOTICE.

Notice is hereby given that the partership heretofore existing between Lawrence J. Mc-Entire and T. E. Evans, of Reynoldsville, Pa., under the firm name of Lawrence J. McEntire & Co., was dissolved this 24th day of Aug., 1894, by mutual consent. All debts owing the said partnership are to be received by said Lawrence J. McEntire, and all demands on the said partnership are to be presented to Lawrence J. McEntire for payment.

L. J. McEntire,
T. E. Evans.

Reynoldsville, Aug. 24, 1894.

Ballroad Cime Cables.

BUFFALO, ROCHESTER & PITTS-BURGH RAILWAY.

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

region.
On and after June 17th, 1894, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

Creek station, daily, except Sunday, as follows:

1.40 P. M. and 5.50 p. m.—Accommodations from Punysulawney and Big Run.

8.50 A. M.—Buffalo and Rochester mail—For Brockwayville, Ridgway Johnsonburg, Mt. Jewett, Bradford, Sainananca, Buffalo and Rochester; connecting at Johnsonburg with P. & E. train 3, for Wileox, Kane, Warren, Corry and Erie.

10.53 A. M.—Accommodation—For Sykes, Big Run and Punysulawney.

220 P. M.—Bradford Accommodation—For Becchirec, Rockwayville, Elimont, Carmon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

5:10 P. M.—Mail—For DuBois, Sykes, Big Run, Punysulawney and Walston.

Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be collected by conductors when fares are paid on trains, from all stations where a ticket office is maintained. Thousand mile tickets a two cents per mile, good for passage between all stations. J. H. McLyryke, Agent, Falls creek, Pa. R. G. MATHEWS.—E. C. LAPEY, General Supt.—Gen. Phs. Agent Buffalo, N. Y. Rochester N. Y.

DENNSYLVANIA RAILROAD.

EASTWARD

EASTWARD

5:04 A M—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:36 p. m., New York, 19:08 p. m.; Haitimore, 7:20 p. m.; Washington, 8:36 p. m. Pullman Parlor carfrom Williamsport and passenger coaches from Kane to Philadelphia.

3:38 P. M.—Train 8, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:24 x. M.; New York, 7:33 A. M. Through coach from Dubois to Williamsport. Pullman Sleeping cars from Harrisburg to Philadelphia and New York, Philadelphia passengers can remain in sleeper undisturbed until 7:60 A. M.

8:36 P. M.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia estations, arriving at Philadelphia, 6:50 A. M.; New York, 9:30 A. M.; Baltimore, 6:29 A. M.; Washington, 7:30 A. M.; Baltimore are from Eric and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg. Passenger coaches from Eric to Philadelphia and Williamsport to Baltimore.

WESTWARD

WESTWARD

TRAIN I leaves Renovo at 6:35 a. m., daily except Sunday, arriving at Driftwood 7:22

JOHNSONBURG RAILROAD. (Daily except Sunday.)

sonourg at viso at in., arriving at Cermont at 10:45 a. m. arriving at Johnsonburg at 11:40 a. m. and Ridgway at 11:55 a. m.

RIDGWAY & CLEARFIELD R. R.

P. M. A. M. STATIONS. A. M. P. M.

12 10 9 40 Ridgway 1 30 6 35

12 18 9 48 Island Run 1 20 6 32

12 22 9 52 Mill Haven 1 16 6 15

12 31 1002 Croyland 1 06 6 06

12 38 10 10 Shorts Mills 12 50 6 00

12 42 10 15 Rlue Rock 12 54 5 54

12 46 10 25 Carrier 12 50 5 85

12 46 10 25 Carrier 12 50 5 85

110 10 42 McMinn Summit 12 36 5 5

140 10 42 McMinn Summit 12 36 5 5

141 10 48 Harveys Ran 12 56 5 20

120 10 55 Falls Crock 12 20 5 15

145 11 05 DuRois

TRAINS LEAVE RIDGWAY.

Eastward.

Vestward.

Train 6, 145 p. m. Train 1, 3100 p. m.

Train 6, 145 p. m. Train 1, 13 55 p. m.

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IN EFFECT NOV. 19, 1893.

Philadelphia & Erle Railroad Division Time Fable. Trains leave Driftwood.

7:32 A. M.—Train I, daily except Sunday for Ridgway, Dullais, Clermont and inter-mediate stations. Leaves Ridgway at 3:50 P. M. for Eric. 9:50 A. M.—Train 3, daily for Eric and inter-mediate points. 6:27 P. M.—Train II, daily except Sunday for Kane and Intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 11 leaves Philadelphia 8:59 A. m.; Washington, 7:50 A. M.; Buitimore, 8:46 A. M.; Wilkesbarre, 10:15 A. M.; daily except Sunday, arriving at Driftwood at 5:27 P. M. with Pullman Parior car from Philadelphia to Williamsport.

TRAIN 19 leaves Bidgway at 9:40 a. m.; John-sonburg at 9:55 a. m., arriving at Clermont

DAILY EYCEPT SUNDAY. SOUTHWARD. NORTHWARD.

A LLEGHENY VALLEY RAILWAY