

The Star.

VOLUME 4.

REYNOLDSVILLE, PENN'A., WEDNESDAY, JULY 24, 1895.

NUMBER 11.

H railroad time cables.

PENNSYLVANIA RAILROAD.

IN EFFECT MAY 19, 1895.

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

EASTWARD

9:04 a. m.—Train 3, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:22 p. m., New York, 8:21 p. m.; Baltimore, 6:15 p. m.; Washington, 7:20 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

12:20 p. m.—Train 4, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 a. m.; New York, 7:31 a. m.; Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 a. m.

9:25 a. m.—Train 5, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:52 a. m.; New York, 9:33 a. m. on week days and 10:35 a. m. on Sunday; Baltimore, 9:30 a. m.; Washington, 7:30 a. m. Pullman cars from Erie and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into sleeper at Harrisburg. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

WESTWARD

7:26 a. m.—Train 1, daily except Sunday for Ridgway, DuBois, Clermont and intermediate stations. Leaves Ridgway at 5:00 p. m. for Erie.

9:50 a. m.—Train 3, daily for Erie and intermediate stations. Leaves Ridgway at 5:00 p. m. for Erie.

11:00 a. m.—Train 11, daily except Sunday for Harrisburg and intermediate stations. Leaves Ridgway at 7:30 a. m. for Harrisburg.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH

TRAIN 11 leaves Philadelphia 8:30 a. m.; Washington, 7:30 a. m.; Baltimore, 8:30 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 1 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 a. m.; Baltimore, 11:20 a. m.; Harrisburg, 10:30 a. m.; 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.

TRAIN 1 leaves Reno at 6:45 a. m., daily except Sunday, arriving at Driftwood 7:30 a. m.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:30 a. m.; Johnsonburg at 10:45 a. m., arriving at Clermont at 12:40 a. m.

TRAIN 20 leaves Clermont at 10:30 a. m., arriving at Johnsonburg at 11:44 a. m., and Ridgway at 12:00 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

SOUTHWARD.

E. M. A. M.	STATIONS.	A. M. P. M.
12 10	Ridgway	1 35 6 30
12 18	Island Run	1 25 6 22
12 22	Mill Haven	1 21 6 17
12 31	Croyland	1 12 6 08
12 38	Shorts Mills	1 02 6 00
12 42	Hills Creek	12 56 5 54
12 44	Victory Run	12 50 5 50
12 46	Carrier	12 46 5 48
1 00	Brockwayville	12 38 5 39
1 10	McMinn Summit	12 30 5 32
1 14	Johnsonburg	12 26 5 29
1 20	Falls Creek	12 20 5 13
1 45	DuBois	12 05 5 00

WESTWARD.

Train	Stations	Time
Train 8, 7:30 a. m.	Ridgway	11:34 a. m.
Train 6, 1:45 p. m.	Ridgway	1:30 p. m.
Train 4, 7:50 p. m.	Ridgway	7:50 p. m.

S. M. PREVOST, Gen. Manager. J. R. WOOD, Gen. Pass. Ag't.

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 17th, 1895, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

1:20 p. m. and 5:30 p. m.—Accommodations from Punksatoway and Big Run.

8:50 a. m.—Buffalo and Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester, connecting at Johnsonburg with P. & E. train 3 for Wilcox, Kane, Warren, Cory and Erie.

10:15 a. m.—Accommodation—For Sykes, Big Run and Punksatoway.

2:20 p. m.—Bradford Accommodation—For Bechtel, Brockwayville, Elmton, Carman, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

5:10 p. m.—Mail—For DuBois, Sykes, Big Run, Punksatoway and Walshtown.

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

J. H. McINTYRE, Agent, Falls Creek, Pa.

R. G. MATHEWS, E. C. LARLEY, General Super. Gen. Pass. Agent.

Buffalo N. Y. Rochester N. Y.

ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday May 28, 1895, Low Grade Division.

EASTWARD.

STATIONS.	No.1.	No.2.	No.9.	101	109
	A. M. P. M.	A. M. P. M.	A. M. P. M.	A. M. P. M.	A. M. P. M.
Red Bank	10 45	4 40			
Lawsonham	10 57	5 02			
New Bethlehem	11 05	5 10			
Oak Ridge	11 38	5 35	5 20		
Maysville	11 46	5 41	5 28		
Brookville	12 06	6 01	5 48		
Reynoldsville	12 25	6 20	6 07		
Bell	12 31	6 26	6 13		
Falls Creek	12 43	6 38	6 25		
Reynoldsville	1 02	6 57	6 44		
Pancost	1 08	7 03	6 50		
DuBois	1 28	7 25	7 09	10 55	1 36
DuBois	1 28	7 25	7 09	11 05	1 45
Sabula	1 48	7 47	7 33		
Winterburn	1 59	7 58	7 34		
Penfield	2 03	8 02	7 40		
Tyler	2 15	8 14	7 52		
Glen Fisher	2 26	8 27	8 01		
Reno	2 43	8 44	8 18		
Grant	2 58	8 59	8 33		
Driftwood	3 20	9 25	8 55		
	P. M. P. M.	A. M. A. M.	P. M. P. M.		

WESTWARD.

STATIONS.	No.2	No.10	106	110	
	A. M. A. M.	P. M. P. M.	A. M. P. M.	A. M. P. M.	
Driftwood	10 10	5 00	9 35		
Grant	10 22	5 12	7 06		
Reno	10 32	5 22	7 16		
Glen Fisher	11 06	5 56	7 33		
Tyler	11 20	6 10	7 44		
Penfield	11 29	6 20	7 54		
Winterburn	11 45	6 36	8 00		
Sabula	11 47	6 37	8 12		
DuBois	1 03	6 50	8 25	12 10	5 00
Falls Creek	1 24	7 25	8 40	12 30	5 10
Pancost	1 34	7 35	8 40		
Reynoldsville	1 42	7 40	8 48		
Falls Creek	1 58	7 57	9 06		
DuBois	2 10	8 09	9 17		
Brookville	2 20	8 19	9 23		
Summerville	2 29	8 28	9 44		
Maysville	2 38	8 37	9 64		
Oak Ridge	3 06	9 05	10 18		
New Bethlehem	3 15	9 15	10 25		
Lawsonham	3 47	9 47			
Red Bank	4 10	10 00			
	A. M. A. M.	P. M. A. M.	P. M. P. M.		

Trains daily except Sunday.

DAVID CARGO, GEN'L. Supt. JAS. P. ANDERSON, GEN'L. Pass. Agt.

Hotels.

HOTEL McCONNELL.

REYNOLDSVILLE, PA.

FRANK J. BLACK, Proprietor.

The leading hotel of the town. Headquarters for commercial men. Steam heat, free bath, rooms, billiard room, telephone connections, etc.

HOTEL BELNAP.

REYNOLDSVILLE, PA.

J. C. DILLMAN, Proprietor.

First class in every particular. Located in the very centre of the business part of town. Free use of car from trains and commodious sample rooms for commercial travellers.

COMMERCIAL HOTEL.

BROOKVILLE, PA.

PHIL P. CARRIER, Proprietor.

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

MOORE'S WINDSOR HOTEL.

1217-29 FIFTH STREET, PHILADELPHIA, - PENN'A.

PRESTON J. MOORE, Proprietor.

342 bed rooms. Rates \$2.00 per day. American Plan. 1 block from P. R. R. Depot and 1/2 block from New P. & R. R. Depot.

Miscellaneous.

E. NEFF.

JUSTICE OF THE PEACE

And Real Estate Agent, Reynoldsville, Pa.

C. MITCHELL.

ATTORNEY-AT-LAW.

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

DR. B. E. HOOPER.

REYNOLDSVILLE, PA.

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

C. E. GORDON. JOHN W. REED.

GORDON & REED.

ATTORNEYS-AT-LAW.

Office in room formerly occupied by Gordon & Corbett West Main Street.

W. L. McCRACKEN. G. M. McDONALD.

McCRACKEN & McDONALD.

Attorneys and Counsellors-at-Law.

Offices at Reynoldsville and Brookville.

REYNOLDSVILLE LAUNDRY.

WAH SING, Proprietor.

Corner 4th street and Gordon alley. First class work done at reasonable prices. Give the laundry a trial.

DR. R. E. HARBISON.

SURGEON DENTIST.

Reynoldsville, Pa.

Office in rooms formerly occupied by I. S. McCright.

N. HANAU.

Best and Lowest Prices

ever seen in this town. Come and see for yourself.

A Fine Line of

Summer Silks!

plain and figured. Silk that was sold at 40c., now 25; sold at 50c., now 37; sold at 55c., now 45.

Fine line Henrietta that was sold for 40c., now 25.

Fine line of Dimity and Japonat Duchess 10 and 12 1/2.

Dress Gingham for 5c.

A fine line of Ladies' Capes from \$2 to \$18.

Children's ready-made Eaton Suits, age 4 to 12 years.

Fine assortment of Novelty Goods in the Ladies' Department.

Clothing - Department!

Suits that were sold for \$7, \$8, \$10 and \$12, now for \$5 and \$6.

Children's Suits for 90c.

Cheviot Shirts for 24c.

You will save money by calling and examining our stock before purchasing elsewhere.

N. Hanau.

THE TOYS.

My little son, who look'd from thoughtful eyes

And mov'd and spoke in quiet, grown up wise,

Having my law the seventh time disobey'd,

I struck him and dismiss'd

With hard words and unkind's'd,

His mother, who was patient, being dead,

Then, fearing lest his grief should hinder sleep,

I visited his bed,

But found him slumbering deep,

With darkened eyes and their lashes yet

From his late sobbing wet.

And I, with moon,

Kissing away his tears, left others of my own.

For on a table drawn beside his head

He had put, within his reach,

A box of counters and a red vein'd stone,

A piece of glass abrased by the beach.

And six or seven shells,

A bottle with line-bells

And two French copper coins, rang'd there

With careful art.

To comfort his sad heart.

So when that night I prayed

To God and wept and said:

'Ah, when at last we lie with tranced breath,

Not vexing thee in death,

And thou rememberest of what toys

We make our joys,

How weakly understood

Thy great commanded good,

Then, fatherly not less

Than I whom thou hast moulded from the clay,

Thou'lt leave thy wrath and say,

'I will be sorry for their childishness.'

—Coventry Fairmore in Church Standard.

NOT APPRECIATED.

JOHN BULL'S MEANNESS TOWARD A FOREMOST INVENTOR.

All Things British Tried Hard to Crush

the Discoverer of the "Bessemer Process"—The Great Change Wrought by the

Invention—Bessemer's Safety Stamp.

The inventor of the celebrated "Bessemer process" is the most modest of men, shunning rather than courting observation. A few years since he was

sometimes to be seen taking a "constitutional" in the neighborhood of his unpretentious abode at Denmark Hill, in England, but the venerable gentleman with the benevolent face, in the old-fashioned frock coat and voluminous, many folded choker neckcloth, is now rarely seen even by his immediate neighbors.

The British public, the British government and British manufacturers did their very best at one time to crush one of the most useful men ever born in Britain, and failed ignominiously. Sheffield laughed at him, and Woolwich gave him the official cold shoulder, but Sheffield and Woolwich would be crippled indeed at the present time were it not for "Bessemer steel." Yet, even now, although foreign potentates have showered crosses and stars upon him, the English government has not conferred upon him any honor more important than an ordinary knighthood, and this in spite of the fact that he has created one of the largest and most important industries in the world.

Some fascinating calculations, made by Sir Henry himself, prove that one year's production of Bessemer steel might be represented by a solid column 16 1/2 times the height of St. Paul's cathedral, and as thick through as an ordinary gasometer—about 100 feet.

Henry Bessemer, son of the late Mr. Anthony Bessemer, was born in Hertfordshire in the year 1813. His earlier years were devoted to art, and we find that he was an exhibitor at the Royal academy at the age of 20. At this early age he had discovered a means by which impressions of the designs on coins, medals and other reliefs could be reproduced in any numbers on cardboard. Some of his work in this line is still extant, and when specimens come into the market they bring high prices.

This led him indirectly to a more important invention. He discovered that the government of the time was robbed to the tune of £100,000 per annum by unscrupulous persons, who were in the habit of removing the embossed duty stamps on legal and other documents and using the same again. Young Bessemer invented the useful little contrivance by which the stamp is embossed on the paper or parchment of the document itself, and submitted it to the then chief of the stamp department at Somerset House.

The potentate in question saw the advantage of this system at a glance, and soon afterward the authorities expressed their willingness to make use of it. A pretty little story is connected with this invention. When his model was completed, Bessemer showed it to the young lady to whom he was then engaged. Her first comment upon it showed that she was well fitted to become the wife of an inventor. She said:

"Yes, I understand this, but surely, if all stamps had a date put upon them, they could not at a future time be used again without detection."

This proved a very valuable suggestion, for Bessemer soon hit upon the idea of a steel die with a space for a movable date, and in that form his invention was adopted by the authorities. Will it be credited that he never received a solitary farthing from the government for his services or the use of his invention?

Such is nevertheless the fact, and when he hinted mildly at legal remedies he was told by the solicitor to the stamp department that he was entitled to no compensation, inasmuch as he had presented his invention to the government gratis! This was at a time, too, when he was by no means well off, when indeed he lacked the necessary money to set up housekeeping with the clever young lady whose brilliant suggestion had resulted in a perfect stamping machine! He received many generous promises from various ministers, of course, but one government went out of power

after another, and to this day he has never been compensated in any shape or form.

A man of vast wealth now, Sir Henry Bessemer can afford to regard the troubles of that period of his life with comparative indifference, though he has since had more ample reason to cherish a dislike for all British governments and politicians. But his disappointment in this instance taught him a very salutary lesson. When he made the great discovery of his life—that by which it is possible to convert pig iron into steel by a simple and inexpensive process—he kept his discovery a secret. To some extent it is a secret to this day. The importance of the discovery can hardly be overestimated.

Before the Bessemer process came into use steel could not be bought under £50 a ton, and its price prohibited its use in numberless departments of industry where it is now considered essential. At that time, too, only 51,000 tons of cast steel were produced in Sheffield in a year. In 1892, 33,546 tons of steel were manufactured in the world every day according to the Bessemer process, the selling price per ton averaging £8 perhaps. It is chiefly due to Sir Henry Bessemer that one is almost as safe on a modern ocean steamship as on land, and that the modern structure of steel is nearly as imperishable as the Pyramids.

Such a discovery, it might be supposed, would be hailed with enthusiasm by those interested in the iron trade of Great Britain. Not a bit of it. Bessemer met with every possible discouragement. The steel manufacturers of Sheffield were dead against him from the first, and the government ignored him.—Boston Commercial Bulletin.

General Greeley's Fun.

General Greeley of arctic fame is as distinguished in the social circles where he is known as in the field of polar exploration. Brave and gallant, he is a great favorite in society, but it is doubtful if he has anywhere a more ardent admirer than one small maiden to whom he stands as a knight "sans reproche."

She was the host's daughter at an afternoon reception when General Greeley was the lion of the occasion. The belles of the town were directing all their volleys of superlative and bewitching glances at the hero, who, however, ignored these attentions and asked to accompany the 12-year-old miss to the dining room. Delighted beyond measure at this unexpected attention, the child accepted and went proudly off, scarcely knowing whether the salad he brought her was chicken or sawdust. The crowning joy came, however, when, talking to her as if she "had been Mrs. Cleveland," to quote her own words, her companion asked how many brothers and sisters she had.

She replied, "One brother and one sister, the boy between," and added, "Some persons call it a sandwich, but I think that is rather hard on us girls, because everybody likes meat so much better than bread."

"Ah, my dear