

**Murray School Essays.**

The essays in this column were written by pupils of the Murray school.

**EDUCATION.**

Education is the drawing out and the development of the mental, moral and physical faculties of man, so that he may be able to speak intellectually, physically, morally and spiritually. An education cannot be purchased but there is a royal road to learning to all who are determined to procure an education, and rich and poor alike may fit themselves for life. The children of poverty, by improving the opportunities of modern times may rise from obscurity to fill the highest positions in our land. Education is as necessary to one's elevation in life as character, and we find as much difference between education and learning as there is between character and reputation. A person may have an excellent reputation and yet be destitute of character, or we may possess a great amount of learning and yet not be able to make any use of it. We must not wrongly imagine that education ends with our school days or that if we have finished our college course and graduated with honors, that we have finished our education, for education begins at birth and ends with death.

We should devote our time and our whole attention to our studies, so that when we quit the school room, we may put our knowledge to practical use and thus benefit ourselves and our fellow men, steadily acquiring an education from day to day.

"If anything on earth can make  
A bright and glorious nation;  
It is to give the little ones  
A thorough education."  
ANNIE WILSON.

**FRIENDSHIP.**

"Friendship is the tie that binds us." If we want friends, we must be friendly and speak in a polite and courteous manner to every one.

We may oft times win an enemy for a friend by speaking to him in a friendly manner.

"A friend in need  
Is a friend indeed."

and a true friend will, mostly, know when you are in trouble and will accordingly sympathize with you, thus showing his true friendship. There are a great many people in this world who profess friendship for certain other ones, they do not seem to realize that friendship is a mutual attachment between persons whose kind offices and works are reciprocated and they very often violate the confidence of a friend by telling to others that which was told to them in secret, and in this way break the bond of friendship.

We should have friendship enough for any of our school mates, to never mention any unpleasant occurrence, which may happen at school and even if we know anything concerning any of our school mates detrimental to their success, let us resolve for the sake of true friendship, which we would like exercised towards us, to never speak ill of anyone. In this way, we shall gain friends and their friendship shall be a lasting friendship.

ELVA DEEMER.

**How to Be Handsome.**

It is a mistake to suppose that the only way to be good looking is to be born so. Good health has more to do with good looks than anything else. Such diseases as constipation, dyspepsia, liver complaints, rheumatism, nervous disorders, etc., not only shorten life, but spoil tempers, and "look" like Bacon's Celery King for the nerves cures these troubles. H. Alex. Stoke sells it and will give you a sample package free. Large size 25c. and 50c.

Prof. Barrett, of St. Lawrence county, N. Y., speaking of pulmonary diseases, says: not one death occurs now where twenty died before Down's Elixir was known. Over fifty years of constant success places Down's Elixir at the head of the long list of cough remedies. For sale by H. A. Stoke.

The reason why Arnicin & Oil Liniment is so popular with the ladies is because it not only is very healing and soothing but its odor is not at all offensive. For sale by H. A. Stoke. Don't suffer with indigestion, use Baxter's Mandrake Bitters. For sale by H. A. Stoke.

NOTICE is hereby given that the partnership between L. P. Seelye, W. B. Alexander, Geo. G. Sprague, E. D. Seelye, and Thomas S. McCright, was dissolved on the 1st day of Nov. A. D. 1897, so far as relates to the said Thomas S. McCright, he having sold his stock and interest in the Bank of Seelye, Alexander & Co., to L. P. Seelye and W. B. Alexander. All debts due to the said partnership are to be paid, and those due from the same discharged, by the said L. P. Seelye and W. B. Alexander, who will continue the business under the firm name of Seelye, Alexander & Co. L. P. SEELYE, W. B. ALEXANDER, GEO. G. SPRAGUE, E. D. SEELYE, THOS. S. MCCRIGHT.

**BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.**

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

On and after Nov. 15th, 1896, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:25 a. m. and 1:35 p. m. for Curwensville and Clearfield.  
10:02 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, Corry and Erie.  
10:37 a. m. - Accommodation - For Sykes, Big Run and Punxsutawney.  
10:52 a. m. - For Reynoldsville.  
1:15 p. m. - Bradford Accommodation - For Meadville, Brockwayville, Ellmont, Garmon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.  
1:35 p. m. - Accommodation for Punxsutawney and Big Run.  
4:35 p. m. - Mail - For DuBois, Sykes, Big Run, Punxsutawney and Walton.  
7:00 p. m. - Accommodation for Big Run and Punxsutawney.

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. H. A. Stoke, Agent, Falls Creek, Pa. S. C. LARRY, Gen. Pass. Agent, Rochester, N. Y.

**CALIFORNIA.**

Personally-Conducted Tour via Pennsylvania Railroad.

America is a great country. In variety and grandeur of natural scenery it is unrivaled. Its wooded heights, its fertile valleys, its boundless plains, its rugged and rocky mountains, its great lakes, its balmy slopes are the admiration of all mankind. To traverse this great country, to behold its diversities and its wonders, is a liberal education, a revelation to the immured metropolitan citizen. The Personally-Conducted Tour to California under the direction of the Pennsylvania Railroad Company which leaves New York on January 8, 1898, affords a most excellent opportunity to view the vast variety and boundless beauty of this marvelous land. The party will travel westward in special Pullman cars in charge of a Tourist Agent and Chaperon, stopping en route at Omaha, Denver, Colorado Springs, Manitou, Garden of the Gods, Glenwood Springs, and Salt Lake City. In California visits will be made to Monterey and the famous Hotel Del Monte, Santa Cruz, San Jose, Los Angeles, San Diego, Riverside, San Bernardino, Redlands, and Pasadena. The party will return on the "Golden Gate Special," the finest train that crosses the Continent, leaving Los Angeles February 2, and stopping at Tucson, El Paso, and St. Louis. Eighteen days will be spent in California. Round-trip rate, including all necessary expenses during entire trip, \$225 from all points on the Pennsylvania Railroad system east of Pittsburgh. For itinerary and full information apply to ticket agents, or address Geo. W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

**A Common Danger.**

If you have ever had a cold which you permitted to "wear away" it may interest you to know that it was a dangerous proceeding. Every cold and cough which is neglected paves the way for consumption, bronchitis, asthma or catarrh. Otto's Cure, the famous German throat and lung remedy, will cure any cough or cold and save you from consumption. Call on H. Alex. Stoke and get a sample bottle free. Large size 25c. and 50c.

**Notice of Incorporation**

In the Court of Common Pleas for the County of Jefferson.

NOTICE is hereby given that an application will be made to the said Court on Monday, December 20th, 1897, at 2:00 P. M., under the "Act for the incorporation and regulation of certain corporations" approved April 29, 1874, and its supplements, by William Barclay, H. Glover, P. J. Fennel, George Roberts, J. F. Siple and John Lydon for a charter of an intended corporation to be called "The Sprague Mine Relief Association," the character and object of which is a mutual relief association, paying benefits in case of sickness and death, and for these purposes to have, possess and enjoy all the rights, benefits and privileges conferred by the said Act and its supplements. FRANCIS J. WEAVER, Solicitor.

**ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday, May 16, 1897. Low Grade Division.**

STATIONS.	EASTWARD.				WESTWARD.			
	No. 1	No. 2	No. 10	No. 101	No. 1	No. 2	No. 10	No. 101
Red Bank	10:10	4:35	5:50	10:10	10:10	4:35	5:50	10:10
Lawsburg	11:00	5:25	6:40	11:00	11:00	5:25	6:40	11:00
New Bethlehem	11:30	5:55	7:10	11:30	11:30	5:55	7:10	11:30
Oak Ridge	11:45	6:10	7:25	11:45	11:45	6:10	7:25	11:45
Summersville	12:03	6:28	7:43	12:03	12:03	6:28	7:43	12:03
Brookville	12:20	6:44	8:00	12:20	12:20	6:44	8:00	12:20
Bell	12:35	6:59	8:15	12:35	12:35	6:59	8:15	12:35
Reynoldsville	12:55	7:19	8:35	12:55	12:55	7:19	8:35	12:55
Panocast	1:03	7:27	8:43	1:03	1:03	7:27	8:43	1:03
DuBois	1:20	7:44	9:00	1:20	1:20	7:44	9:00	1:20
Sabula	1:43	8:07	9:23	1:43	1:43	8:07	9:23	1:43
Winterburn	1:53	8:17	9:33	1:53	1:53	8:17	9:33	1:53
Penfield	2:09	8:33	9:49	2:09	2:09	8:33	9:49	2:09
Tyler	2:08	8:32	9:48	2:08	2:08	8:32	9:48	2:08
Bonorette	2:37	9:01	10:17	2:37	2:37	9:01	10:17	2:37
Grant	2:47	9:11	10:27	2:47	2:47	9:11	10:27	2:47
Driftwood	3:15	9:39	10:55	3:15	3:15	9:39	10:55	3:15

STATIONS.	EASTWARD.				WESTWARD.			
	No. 1	No. 2	No. 10	No. 101	No. 1	No. 2	No. 10	No. 101
Driftwood	10:10	5:20	6:35	10:10	10:10	5:20	6:35	10:10
Grant	10:28	5:37	6:52	10:28	10:28	5:37	6:52	10:28
Reocette	10:48	5:57	7:12	10:48	10:48	5:57	7:12	10:48
Tyler	11:17	6:26	7:41	11:17	11:17	6:26	7:41	11:17
Penfield	11:26	6:35	7:50	11:26	11:26	6:35	7:50	11:26
Winterburn	11:32	6:41	7:56	11:32	11:32	6:41	7:56	11:32
Sabula	11:42	6:50	8:05	11:42	11:42	6:50	8:05	11:42
DuBois	12:05	7:12	8:27	12:05	12:05	7:12	8:27	12:05
Falls Creek	1:20	7:27	8:42	1:20	1:20	7:27	8:42	1:20
Panocast	1:26	7:33	8:48	1:26	1:26	7:33	8:48	1:26
Reynoldsville	1:35	7:42	8:57	1:35	1:35	7:42	8:57	1:35
Fuller	1:51	7:57	9:12	1:51	1:51	7:57	9:12	1:51
Brookville	2:01	8:07	9:22	2:01	2:01	8:07	9:22	2:01
Summersville	2:27	8:32	9:47	2:27	2:27	8:32	9:47	2:27
Mayssville	2:47	8:52	10:17	2:47	2:47	8:52	10:17	2:47
Oak Ridge	2:53	9:00	10:25	2:53	2:53	9:00	10:25	2:53
New Bethlehem	3:05	9:10	10:35	3:05	3:05	9:10	10:35	3:05
Lawsburg	3:30	9:35	10:50	3:30	3:30	9:35	10:50	3:30
Red Bank	3:50	9:55	11:10	3:50	3:50	9:55	11:10	3:50

Trains daily except Sunday.  
DAVID McCARGO, GEN'L. SUPT.  
JAS. P. ANDERSON GEN'L. PASS. AGT.

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**The Star,**  
If you want the News.

**PENNSYLVANIA RAILROAD.**

IN EFFECT NOVEMBER 28, 1897.

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

**EASTWARD**  
9:10 a. m. - Train 8, weekdays, for Sunbury, Williamsport, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 6:23 p. m.; New York 8:20 p. m.; Baltimore, 6:50 p. m.; Washington, 7:20 p. m. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

10:10 a. m. - Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 a. m.; New York, 7:33 a. m. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 a. m.

9:20 p. m. - Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:32 a. m.; New York, 9:33 a. m. on week days and 10:38 a. m. on Sunday; Baltimore, 6:59 a. m.; Washington, 7:40 a. m. Pullman Parlor car from Philadelphia to Williamsport and Williamsport to Washington. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Williamsport. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

**WESTWARD**  
4:11 a. m. - Train 9, weekdays, for Erie, Ridgway, DuBois, Clearfield and principal intermediate stations.  
9:41 a. m. - Train 3, daily for Erie and intermediate points.  
8:50 p. m. - Train 15, weekdays for Kane and intermediate stations.

**THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.**

TRAIN 9 leaves New York 6:30 p. m., Philadelphia 8:50 p. m.; Washington 7:20 p. m., Baltimore 8:40 p. m., arriving at Driftwood 4:41 a. m., weekdays. New York, Philadelphia and passenger coaches from Philadelphia to Erie and Baltimore to Williamsport.

TRAIN 15 leaves Philadelphia 8:30 a. m.; Washington, 7:40 a. m.; Baltimore, 8:50 a. m.; Williamsport, 10:15 a. m., weekdays, arriving at Driftwood at 5:45 p. m. with Pullman Parlor car from Philadelphia to Williamsport and passenger coach to Kane.

TRAIN 4 leaves New York at 1:40 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:20 p. m. Pullman sleeping cars from Philadelphia to Williamsport, on Sundays only Pullman sleeper Philadelphia to Erie.

**JOHNSONBURG RAILROAD.**

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 8:55 a. m.; Johnsonburg at 9:10 a. m., arriving at Clearfield at 10:00 a. m.  
TRAIN 20 leaves Clearfield at 10:40 a. m., arriving at Johnsonburg at 11:50 a. m. and Ridgway at 12:50 p. m.

**RIDGWAY & CLEARFIELD R. R. AND CONNECTIONS.**

WEEKDAYS.

SOUTHWARD.		NORTHWARD.	
A. M.	P. M.	P. M.	A. M.
8:50	4:00	Genova	5:00
10:02	5:10	Emporium	6:10
11:02	6:10	St. Marys	7:10
11:15	6:25	Kane	8:15
11:30	6:40	Johnsonburg	9:30
11:49	7:00	Ridgway	10:50
12:10	7:20	Island Run	11:10
12:22	7:32	Mill Haven	11:22
12:35	7:45	Croydon	11:35
12:35	7:45	Shorts Mills	11:35
12:39	7:49	Blue Rock	11:39
12:43	7:53	Vineyard Run	11:43
12:51	8:01	Carrier	11:51
12:57	8:07	Brookwayville	12:07
12:57	8:07	James Mills	12:07
1:02	8:12	Harveys Run	12:12
1:15	8:25	Falls Creek	12:25
1:40	8:50	DuBois	12:50
2:20	9:30	Falls Creek	1:30
2:45	10:05	Reynoldsville	2:05
3:11	10:31	Brookville	2:31
3:05	10:25	New Bethlehem	2:25
3:50	11:10	Red Bank	3:10
4:30	11:50	Pittsburg	3:50

J. B. HUTCHINSON, J. R. WOOD, Gen. Manager, Gen. Pass. Agt.

**BEECH CREEK RAILROAD.**

New York Central & Hudson River R. R. Co., Lessee.

CONDENSED TIME TABLE.

HEAD UP	Nov. 11, 1897.	HEAD DOWN
Exp. Mail	Nov. 11, 1897.	Exp. Mail
No. 37	No. 34	No. 36
9:00	9:00	9:00
10:25	1:55	1:55
10:40	1:10	1:10
9:40	1:10	1:10
9:15	1:35	1:35
9:05	1:25	1:25
8:58	1:18	1:18
8:51	1:11	1:11
8:47	1:07	1:07
8:40	1:00	1:00
8:10	1:30	1:30
7:51	1:12	1:12
7:34	1:05	1:05
7:28	1:05	1:05
7:28	1:05	1:05
7:20	1:04	1:04
7:20	1:04	1:04
7:55	1:10	1:10
7:40	1:01	1:01
7:18	1:00	1:00
7:12	1:02	1:02
6:46	1:02	1:02
6:35	1:00	1:00
6:16	9:43	9:43
5:18	8:48	8:48
5:05	8:33	8:33
4:58	8:25	8:25
4:50	8:15	8:15
4:37	8:00	8:00
4:35	7:55	7:55
4:02	7:25	7:25
3:50	7:10	7:10
3:40	7:00	7:00
3:30	6:50	6:50
3:20	6:40	6:40
3:10	6:30	6:30
3:00	6:20	6:20
2:50	6:10	6:10
2:40	6:00	6:00
2:30	5:50	5:50
2:20	5:40	5:40
2:10	5:30	5:30
2:00	5:20	5:20
1:50	5:10	5:10
1:40	5:00	5:00
1:30	4:50	4:50
1:20	4:40	4:40
1:10	4:30	4:30
1:00	4:20	4:20
12:50	4:10	4:10
12:40	4:00	4:00
12:30	3:50	3:50
12:20	3:40	3:40
12:10	3:30	3:30
12:00	3:20	