

# The Star.

VOLUME 6.

REYNOLDSVILLE, PENN'A., WEDNESDAY, MARCH 9, 1898.

NUMBER 42.

### A Note From the Editor.

The editor of a leading state paper writes: "If you had seen my wife last June and were to see her to-day you would not believe she was the same woman. Then she was broken down by nervous debility and suffered terribly from constipation and sick headache. Bacon's Celery King for the nerves made her a well woman in one month." H. Alex. Stoke will give you a free sample package of this great herbal remedy. Large size 25c. and 50c.

### Railroad Time Tables.

ALLEGHENY VALLEY RAILWAY COMPANY, in effect Sunday, December 19, 1897, Low Grade Division.

EASTWARD.	
STATIONS.	No. 1. No. 2. No. 3. No. 4. No. 5. No. 6.
Bed Bank	10:50 4:25
Lawsonham	11:00 4:35
New Bethlehem	11:10 4:45
Oak Ridge	11:20 4:55
Mayville	11:30 5:05
Summersville	11:40 5:15
Brookville	11:50 5:25
Hell	12:00 5:35
Faller	12:10 5:45
Reynoldsville	12:20 5:55
Panconost	12:30 6:05
Falls Creek	12:40 6:15
DuBois	12:50 6:25
Habula	1:00 6:35
Winterburn	1:10 6:45
Panfield	1:20 6:55
Tyler	1:30 7:05
Benezette	1:40 7:15
Grant	1:50 7:25
Driftwood	2:00 7:35

WESTWARD.	
STATIONS.	No. 7. No. 8. No. 9. No. 10. No. 11. No. 12.
Driftwood	10:10 4:30 5:00
Grant	10:20 4:40 5:10
Benezette	10:30 4:50 5:20
Tyler	10:40 5:00 5:30
Panfield	10:50 5:10 5:40
Winterburn	11:00 5:20 5:50
Habula	11:10 5:30 6:00
DuBois	11:20 5:40 6:10
Falls Creek	11:30 5:50 6:20
Panconost	11:40 6:00 6:30
Reynoldsville	11:50 6:10 6:40
Faller	12:00 6:20 6:50
Hell	12:10 6:30 7:00
Brookville	12:20 6:40 7:10
Summersville	12:30 6:50 7:20
Mayville	12:40 7:00 7:30
Oak Ridge	12:50 7:10 7:40
New Bethlehem	1:00 7:20 7:50
Lawsonham	1:10 7:30 8:00
Bed Bank	1:20 7:40 8:10

Trains daily except Sunday.  
DAVID MCCARGO, GEN'L. SECR.  
JAS. P. ANDERSON, GEN'L. PASS. AGT.

### PENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division.

### TIME TABLE IN EFFECT.

Trains leave Driftwood.

### EASTWARD.

9:10 a. m.—Train 8, weekdays, for Sunbury, Wilkesbarre, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 6:25 p. m., New York 9:50 p. m.; Baltimore, 6:06 a. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

4:03 p. m.—Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 a. m.; New York, 7:34 a. m. Pullman Sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 a. m.

9:50 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:32 a. m.; New York, 9:53 a. m. on week days and 10:15 a. m. on Sunday; Baltimore, 6:50 a. m.; Washington, 7:40 a. m. Pullman sleepers from Erie and Williamsport to Philadelphia 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.

4:41 a. m.—Train 8, weekdays, for Erie, Ridgway, DuBois, Clermont and principal intermediate stations.

9:43 a. m.—Train 3, daily for Erie and intermediate points.

8:45 p. m.—Train 15, weekdays for Kane and intermediate stations.

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

TRAIN 5 leaves New York 5:30 p. m.; Philadelphia 8:30 p. m.; Washington 7:20 p. m.; Baltimore 8:40 p. m., arriving at Driftwood 4:41 a. m., weekdays, with Pullman sleepers and passenger coaches from Philadelphia to Erie and Washington and Baltimore to Williamsport.

TRAIN 12 leaves Philadelphia 8:30 a. m.; Washington, 7:50 a. m.; Baltimore, 8:50 a. m.; Wilkesbarre, 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 3 leaves New York at 7:40 p. m.; Philadelphia, 11:30 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:45 a. m. Pullman sleeping cars from Phila. to Williamsport, and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

### JOHNSONBURG RAILROAD.

(WEEKDAYS)

TRAIN 19 leaves Ridgway at 8:55 a. m.; Johnsonburg at 9:10 a. m., arriving at Clermont at 10:30 a. m.

TRAIN 20 leaves Clermont at 10:40 a. m., arriving at Johnsonburg at 11:30 a. m. and Ridgway at 11:50 p. m.

### RIDGWAY & CLEARFIELD R. R. AND CONNECTIONS.

(WEEKDAYS)

SOUTHWARD. NORTHWARD.

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

8:30 4:00 Remov 5:00 10:30

9:40 4:41 Driftwood 4:00 9:30

10:20 5:10 Emporium Jan. 3:30 9:10

11:00 5:52 St. Marys 2:40 8:19

11:15 Kane 12:15 9:05

11:30 Wilcox 11:51 8:42

11:45 Johnsonburg 11:36 8:27

12:10 6:20 Ridgway 8:50 9:06

12:17 6:27 Island Run 8:43 7:52

12:25 6:32 Carman Transfer 8:38 7:47

12:31 6:41 Cropland 8:29 7:38

12:38 6:48 Sherris Mills 8:20 7:29

12:45 6:55 Blue Rock 8:12 7:20

12:52 7:02 Vineyard Run 8:19 7:26

1:00 7:10 Carrier 8:17 7:24

1:07 7:17 Brookwayville 8:12 7:19

1:14 7:24 Lanes Mills 8:02 7:12

1:21 7:31 Harvey Run 7:56 7:06

1:28 7:38 Falls Creek 7:50 7:00

1:35 7:45 DuBois 7:40 6:50

1:42 7:52 Falls Creek 7:00 6:55

1:49 7:59 Reynoldsville 6:45 6:40

1:56 8:06 Brookville 6:30 6:34

2:03 8:13 New Bethlehem 6:20 6:19

2:10 8:20 Red Bank 6:10 6:10

2:17 8:27 Pitsburg 6:00 6:00

2:24 8:34 Pitsburg 6:00 6:00

TRAINS LEAVE RIDGWAY

Train 19, 7:17 a. m. Train 20, 8:10 a. m.

Train 19, 2:28 p. m. Train 20, 11:30 a. m.

Train 19, 3:55 p. m. Train 20, 8:10 p. m.

J. H. JOHNSON, J. B. WOOD, Gen. Managers, Gen. Pass. Agt.

### STOCKMEN AND FARMERS

SHOULD LOOK TO THE INTERESTS AND USE.

DR. D. R. ROTHROCK'S

### VEGETABLE CONDITION POWDER

FOR DOMESTIC ANIMALS AND POULTRY.

And have your stock look nice and glossy. Produces more and richer milk than any other powder made; a sure cure for Hog and Chicken Cholera and all disease of poultry such as Diarrhoea, Roup, Gaps, Sore Throat, Canker, etc. The powder remedy which we can confidently recommend for Coughs, Colds, Inflamed Lung-Distemper Kidney and Bladder Trouble, Heaves, Thick and Broken Wind, Hind-bound and worms. Give it a trial. Satisfaction guaranteed.

**MATH MOHNEY**  
GENERAL AGENT  
REYNOLDSVILLE, PENN'A.

### Ladies' Goats and Gapes

We have a very good and nice line, and sell them at cost.

### Bargains in Dress Goods

Now is the time to buy and this is the place to get them.

### Ladies' Mackintoshes and Wrappers

are also reduced in prices, and we have a good assortment to select from.

### BING & CO.

### A. D. Deemer & Co.

### ARE OFFERING

### BIG Bargains

### IN BLANKETS AND HAPS FOR THE NEXT TEN DAYS

or while they last. Call and see what they have in this line. We also have a small lot of Furs in Child's Sets and Muffs, which we will sell at Reduced Prices.

### Handkerchiefs and Mufflers, Fur Top Kid Mittens go at Reduced Prices.

Remember we have Ladies' Jackets at One-Half Regular Price.

### Our Educational Column.

"Uncle William," Editor.  
Address all communications relative to this department to Editor Educational Column, care of THE STAR.

### Boys and girls, we have grown tired of giving you good advice from week to week. You do not seem to appreciate it, therefore, we will give you something from the pen of others to digest. The first is a chapter on "Politeness," by Dr. Seeley, followed by a short dissertation on "Day Decaying." Read them both and ponder them carefully, they will do you good. Study them well and practice them and you will profit thereby.

### POLITENESS.

Rosenkranz says that "politeness is the virtue of civilization." If this definition be accepted, does it not seem apparent that there is something wrong with our American civilization? King, in his "School Interests and Duties," says, "Americans have not a flattering reputation in other countries in respect to politeness, although all the world admires their enterprise, courage and generosity. The statesmanship of American diplomats at the courts of the world has been universally recognized; but some of these distinguished men have been remembered in society for unfortunate social blunders, which, though seemingly trifling in themselves, were to be regretted, to say the least. Many a young man has been handicapped in the race for honor and fame by not having learned what the usages of good society require. Young men not superior in other qualifications have outstripped him in the race because they had in mind and practiced at all times those little kindly courtesies which custom demands." Everyone acquainted with the facts knows that the truth is stated in the above paragraph. Who has not witnessed the rudeness of women in the street cars in failing to recognize the yielding of a seat to them by a simple "thank you," until it has become the custom in our large cities to ignore them and let them stand? Rudeness answering rudeness, it is true; but rudeness on the part of men which the lofty indifference to one of the most common courtesies on the part of the other sex would seem to justify.

I would not leave the impression that lack of politeness is confined to the one sex by any means. How often one sees the want of courtesy on the part of one man to another, as well as that of one sex to the other. It is not my purpose to correct faults in those whose habits are fixed, but to call attention to the lack of politeness among American children; for if we are to become civilized in this respect, our only hope rests with them. Surely American children could well learn of German children in this respect. It is a universal custom in German schools for all the children to arise at once when their teacher or a visitor enters the room, and remain standing until bidden to be seated. In only one American school have I seen a similar practice. True, it interrupts the lesson for a moment, but does it not teach one of the most important lessons that youth should learn? If so, is it not time well spent? The purpose of the school is not simply to carry out curriculum; it is to teach all things that form character and prepare for life, and politeness is an important element in both of these purposes.

### BREAMING.

How much of it is done in this world! How few people infected with the habit ever acknowledge themselves proprietors of the airy possession. How few buckle steadily down to the logic of hard facts and school their minds to the stern realities of life. How many feed on the moonshine of a day dream, and the empty uncertainty of a sentiment, to wake up and find themselves practically useless in that battle which helps to foster enough bread for to-day leaving also a table to sit at and a solid crust for to-morrow. Life with some men is a dream for twenty-five years. If they get a second volume, marked on the last page of the first is the trite sentence, "To be continued in our next."

Adversity will sometimes rouse men and make them forget their surroundings and the hazy atmosphere in which they have been living; but let the cloud go by, and, ten to one, old habits will return. Happy mortals! They never have had but one thing to view, or rather they have been looking through smoked glasses all their years. Now once more the old spectacles are put on and realities become anew shrouded by the film over their vision. Day dreamers, awake! Begin to know things as they are. Come down from the clouds. Live to live, not to dream. Judge aright. Put on work. It's a coarse jacket, perhaps; but wears well, and what you do in it and with it pays now and hereafter, in this world and in the next.—Victorian.

### A Man-of-war of 1814.

The Impregnable of 1814 was of 2,378 tons, a 85 gun ship by the official rating, though her ten carronades brought her total battery up to 108 guns. She was therefore by no means one of the largest ships; indeed we had ten of greater size and force at sea or in reserve. Her heaviest gun was the old 32 pounder smooth bore, mounted on the rudest truck carriage, without sights or elevating screw. Her broadside was 1,018 pounds. Her total crew was, when she was fully manned, 748—officers, men and boys. The men were raised by impressment or recruited voluntarily for the ship's commission. We had not as yet adopted our present admirable system of manning the fleet. The discipline was arbitrary and cruel; there were needless floggings with the cat for the smallest offenses, and the number of lashes inflicted varied from a dozen or half dozen to 500 and even 1,000.

Reading the court martials of those days, one alternately wonders how the officers held down the gangs of ruffians they commanded and how the men endured the manifold brutalities of their officers. Brave to a superlative degree as these men were, with that fiery courage which welcomes battle and death, they cannot compare in quality with the officers and men who now take our ships to sea. Everywhere except in the highest ranks, where our captains and admirals are too old, the change has been one wholly for the good. Yet it has not kept pace with the times, and today our sailors are poorly paid and not too well fed.—Nineteenth Century.

### Edible "Coffins."

At a very early period the orientals were familiar with a kind of pastry, a mixture of flour, oil and honey, and for centuries pastry making went no further, even among the nations in the south of Europe. But in the beginning of the middle ages a change began to take place in the method of mixing the ingredients, and some other substances were brought into use. Butter, eggs and salt found their way into pastry making, and the result was a manifest improvement. Paste next came to be used as an inclosure for meat, seasoned with spices, etc. Afterward it went a step further, the next use being for the inclosure of creams, fruit, preserves, etc., and later still it began to take the many fanciful shapes in which it has since been commonly found. In the early stages of English cookery the pastry cases were called coffins or "coffyns" and were made in various sizes from "gret coffyns with low liddes" for the "tartes of flesche" to the "smalle coffyns" for "tartelettes" of "flesche or flesche," mixed with "stuf of boylled figges ground and good powdure and spices."

Petruchio in "The Taming of the Shrew," it may here be noted, calls a little cap "a custard coffin." These coffins correspond with the "vol-au-vent" of today.—Gentleman's Magazine.

### The Cultus of the Adjective.

Everybody nowadays in prose or poetry claps on an adjective to every noun. It degrades the adjective and enervates the noun. Then, too, there is a host of vulgar over-dressed people introduced into our company, whom we, the old-fashioned adjectives, hardly recognize—"strenuous," "intense," "weird," "fiery," "sympathetic," "splendid," "secure," "naive," "impressive," "poignant"—mostly attached, too, to the wrong nouns. There are too many adjectives, and they carry too much snail, like dailies, "bedecked, ornate and gay." I noticed, as an instance the other way, a criticism in a French review the other day of a Frenchman's sea captain who calls himself Pierre Loti, whose style is so defecated (I believe that is the term invented by the Postlethwayte school—you remember Postlethwayte?) that he seldom or never uses an adjective more startling than "good," "bad," "green," "red," "dark," "light," and so on, and yet so orders his sentence that the adjective shines out like a rose on a briar bush.—Longman's Magazine.

### Nervousness.

This term was first used by a minister of state who affected to ridicule the warnings of those who were constantly drawing the attention of the two houses of parliament to Russia's steady advance toward India. The term was a happy one in its way, but time ere long proved that the alarmists were correct, and the said minister, so far as I remember, deprecated its being constantly brought up against him.

This word was coined by the Duke of Argyll, who, in a speech in the house of lords, was deriding the well founded apprehensions of those who feared that the Russians would make themselves masters of Merv, in Turkistan. They took it in 1883-4.—Notes and Queries.

### A Theory.

Tommie—Pa, how do storms git out?  
Tommie—Get out? What are you driving at—out of what?  
Tommie—W'y, the weather bureau, o' course! I didn't know but mobby the man left a drawer open.—Up to Date.

### The English of It.

He—You have had a week now to think of my proposal of marriage.  
She—Yes, and the more I think of it the less I think of it.—Cincinnati Enquirer.

### DRUMMER'S QUE-R STORY.

Made Them Drink to His Early Grave and Survived Them All.

A hale and hearty traveling man with pink skin and white hair—a condition of complexion which, by the way, not every traveling man lives to reach—was renewing his youth with a party of young and festive drummers. Drinks were going round freely, and when one of the "boys" turned down his glass there was considerable remonstrance on the part of his companions at his refusal to have "just one more."

The white haired man quietly out the discussion short by saying, "That reminds me."

The old drummer flicked the ashes from his cigar and settled back in his chair. "It was a long time ago," said he, "and it was in the old American House in this city. There were five young men seated in a room, just as we are here tonight, only they were all feeling 'pretty good,' and there wasn't any old man around to bore them with a story. But along about midnight one of the party turned down his glass just as my young friend here has done. He said he had had enough, and goodness knows he had. His determination was greeted most hilariously as a good joke. He steadily declined, however, though the wine was brought and set before him, but the taunts and innuendoes of his comrades finally exasperated him so that he exclaimed rather petulantly, but half in fun, 'Well, boys, I'll join you once more if you will drink to an early grave for me.' The toast was proposed upbraidedly and drank standing. But somehow after that the fun was not so serious. Things quieted down. The men seemed to baffle realize that to drink to a man's death wasn't such a good joke after all, and one by one they made excuses and went off to bed."

Here the old man paused.  
"Did the man die?" queried he who had refused to "have another" with some interest.  
"No," was the reply. "He is the only one of the five now alive to tell the tale."  
—Buffalo News.

### THE SANCY DIAMOND.

This Magnificent Jewel Will Be Owned by Pauline Aster.

In the ordinary course of events Miss Pauline Aster will some day become possessor of the most famous and magnificent diamond owned outside of a crown treasure. The gem in question is the world famous Sancy diamond, owned by her father, and were it to appear among the jewels worn at any court function or royal drawing room it would entirely throw into the shade every other gem there except the Kohinoor, which the queen always wears on state occasions as a brooch.

The Sancy is a stone which is possessed of a remarkable history. Weighing about 54 carats, it at one time formed part of the crown jewels of Duke Charles the Bold of Burgundy, and on his death in battle in Switzerland was found set either in his helmet or sword hilt. The Swiss sold it to the French king of the day, and from that time forth it became one of the crown jewels of France.

It disappeared at the time of the revolution, reappeared at the restoration and at the time of the second revolution in 1830 passed by purchase into the possession of Anatole Demidoff, the Muscovite millionaire. It was worn for a time by Demidoff's wife, Princess Mathilde Bonaparte, but he took it from her before their separation and then bequeathed it to his nephew, Paul Demidoff. The latter sold it in the sixties for the sum of \$200,000, a ridiculously small price, to the late Sir Jamsetjee Jejeebhoy, the Parsee millionaire and philanthropist of Bombay. After his demise his heirs put it once more in the market, and it was purchased by William Waldorf Astor by private contract, no mention being made of the price paid.—Philadelphia Times.

### Duck Eggs in an Albumen Factory.

Near Chungking, China, is a great albumen factory for the utilization of the duck eggs which are produced in that region in enormous quantities, flocks of 4,000 and 5,000 ducks being by no means uncommon. The eggs are broken at the rate of from 40,000 to 60,000 per day by women, the former being carefully cleaned and dried until they resemble fish glue, when they are packed in 400 pound cases lined with zinc. The yolks are passed through sieves into 25 gallon receptacles, mixed with a salt and borax solution, packed in 500 pound barrels and used in Europe for preparing and dressing articles of superior quality. The albumen finds a ready market in England, France and Germany for dyes for the best cotton goods.—Philadelphia Press.

### For Appearance's Sake.

She—Give you a latch key? Never!  
He—But, wifey, just think how the fellows will make fun of me and abuse you.

She (reflecting)—Yes, that's so. Well, you can have this room key, and then you can tell them you took it by mistake for the house key.—Flegende Blatter.

### Philadelphia Joke.

Passenger—Let me off at Minute street.  
Conductor—There ain't no such street to my knowledge.

Passenger—Oh, well, sixty-second street will do.—Philadelphia Record.