Democratic Watchman.

Bellefonte, Pa., Aug. 7, 1891.

## GO BACK TO THE MILL.

Go back to the mill to-day, Joe, let the others
do as they like,
For the sake of the babes and me, don't join
a useless strike;
The odds are against you—how do you expect
to win
When capital rules the nation and poverty's a
sin?
When might is right and the toiler has power
but to obey,—
Let others do as they please, Joe, go back to
the mill to day.

I know you've cause for the uprising, and of
ten wonder why
You men, strong-armed and passionate, pass
insults by.
See the rich grow richer, while your poor selves
and wives
Struggle for existence, e'en glad for wretched
lives.
What else can you do, Joe? 'tis work or starve,
that's sure,—
Wealth stands at Labor's gates and brands the
hungry poor.

Go back to the mill at once, before the time is
out?
Don't wait! Each moment clouds my weary
heart in doubt;
For men'ries of last year's strike as evil spir-
its come.
To rob us of idle hoping, the suffering and
pain,
Then they went back to work, Joe, without a
dollar's gain.

Go back to the mill to-day, Joe, let others do
as they like,
For my sake and the children, don't join a
useless strike;
Work and wait for better days—O' surely they
will come!
We must have bread,—a payment's due upon
our peaceful home.
Go back to work, Joe! You've got the babes
and me—
Though capital conquers now, our love for you
is—free.

*Zenas J. Gray.*

## The Stop Was Too Sudden.

The other day an excursion train down south, crowded with darkies, was running along at the rate of forty miles an hour, when, going around a short curve, the engine collided with a little bull. The engine turned a somersault over the bull and lit bottom upward down an embankment. The tender took after it, but hit a big tree and broke in two. Then the cars, one after another, reared up, turned up, jumped on top of each other and lay in one big promiscuous pile, while all the space around and above the wreck was filled with darkies, women, men, baskets, pieces of cars and seats. Remarkable to relate, not a soul was killed and only a few of them were slightly hurt. The little bull was cut to pieces.

Two colored women, who had never been on the cars before, and who were seated near each other talking about the "Force bill" when the crash came, went out through the top of the car and lit in the grass forty feet apart. After looking about them in a bewildered state of mind they presently sat up and eyed each other for a minute or two. Then one of them shoved her bonnet up off her face, and looking at the other, who was trying to get her hat loose from the back of her neck, said:

"Iz dat you, Mandy?"

"Ye—as! Whar iz we?"

"Bress de Lawd, honey, don't ax me."

"Is dis whar we git off?"

"I spec' it is; I nebber went ter a picnic on de kyars afo'. One thing sho', we got off an' nobody didn't hatter tell us ter git off, needer."

"No, dey didn't."

"Did yer ebber see niggers git off'n de kyars in sech er hurry—de a'r wuz full ob 'em."

"Ye—as! Dey acted lack dey hab no sense."

"Look heah! Ef dey gwan ter stop dat sudden ter let us off when dey carries us back home, I'se gwanter walk. I don't min' gwine fas,' but dis stoppin' so sudden an' frowin' people 'dout eben sayin' 'look fo' yo'selves.'"

"Dat's what I 'jects to myself, an--"

"Say, Hester, is you seed my baskit anywhar sense we lit?"

"Well, 'Mandy, de las' I seed ob yo' baskit it was chasin' mine froo de a'r to'ard hebbin, and a passel o' niggahs, sum comin' down, er grabbin' fo' 'em."

"How fur is we f'om town?"

"Fo'teen miles."

"How is yo' feet fo' walkin'?"

"Well, dey's good ez yourn, I reckon."

"Den let's take de pike—no kyars fo' me."

"Dat's me," and the two old girls walked back home in ignorance that an accident had occurred to the picnic train.—*Cleveland Plain Dealer.*

## When Kissing Began.

The mutual kiss of affection or passion by the lips between persons of opposite sex is generally considered to be instinctive. Reichenbach sought to explain it on the theory that the mouth was the focus of the "odic force" and that these two foci of opposite sexes possessed natural attraction to each other.

The fact that the mutual kiss between opposite sexes is not general among the tribes of men is abundantly shown by the observation of travelers in the lands where savagery and barbarism still exist. Where it is now practiced it is not probably of great antiquity. In some languages, notably the Japanese, there is no word for kiss.

When, however, the kiss was introduced to include women, its vogue, like that of other new inventions, was carried to excess. *According to the chronicle of Winsenius,* it was unknown in *England until the Princess Rowena,* the daughther of King Hengist, of Friesland, instructed the instriar Votigern in the imported salute.

Though the Saxon statistics are not probably exact, it is historical that in England not many years ago it would have been the imperative duty of a visitor to have kissed all the ladies of the household, even without previous acquaintance. Such was the experience of many surprised literary foreigners, notably Erasmus.

The contemporary drama shows the usage to have lasted into the Georgian era, and it is to be noticed that the performance was generally called a "salute," sometimes "the salute".

——Straight streets are unknown in China. They are purposely made crooked to confuse Satan, as the Chinese believe the devil travels in a straight line.

## How an Engineer Lost his Heart.

San Francisco Call.

When I was with the Missouri Pacific, some years ago, there was in our employ an engineer named Wes Haley, who was one of the best men I ever saw in a cab.

He was a careful man, and conscientious to a fault, so far as his work was concerned, but for all that he seemed to have no conception of the meaning of the word fear, and was known as the fastest runner on the line. For that reason we put him on the Fast Mail between Kansas City and Sedalia, and for more than a year he took the train through on time. I cannot recall an instance during that time when he was a minute late. At last, however, misfortune overtook him. He had been engaged to be married to a young lady who lived at a small station along the line, but as lovers will sometimes, they quarreled, and Wes left in anger. She wrote him to come back, but he was obstinate, and made no reply. After a few days he reconsidered the matter, and asked for a lay-off intending to go out and straighten matters up at once He sent no word, intending to surprise her, and that very night she threw herself in front of his engine and was killed. Wes was on the train, but was riding on the rear coach, an extra man being in his place in the cab. I never saw a man so completely crushed in my life. He came back to work in a few days and took out his old run, but his heart was gone. For several nights I noticed that his train was reported late, and I sent for him. I asked about it, and he broke down and cried like a child. His courage was gone, he said, and he dared not rush his engine to the old speed. The upshot of it was that we were compelled to put him on a slow run, and he never could be induced to pull a fast train again. He is only one of a number of my engineers whom I have known during my railroad experience to lose their courage, and I never knew one of them to regain it. It requires a nerve of iron to pull one of the modern flyers, and that nerve lost by any mishap, an engineer is useless for all time as a fast-runner. This is a fact known to all old railroad men, nearly all of whom have met with stories similar to that of poor Wes Haley.

## Thought He Knew Every One.

Tom Fletcher had the good fortune to be born in the county of Kildare, Ireland, and to emigrate to New York at ten years of age. At twenty-five he had attained a six foot physique, a big black beard and a clerkship in "uptown post office station Q."

Looking through the little brass bars of the general delivery window one day he saw approaching Mr. Barney McGuffin, a fine old Oirish gentleman he had known in boyhood. The old man was unchanged, but the boy had outgrown Mr. McGuffin's remembrance.

"I dunno, is it too late fur t' stamer th' day?" said the old man as he poked a letter through the bars for "The Widow O'Brien, Curragh of Kildare, Kildare county, Ireland.

"An' is this the Widde O'Brien that lives on d' Ballywink road?" said Tom in his best brogue.

"An' how the divil did you know she lived on d' Ballywink road?"

"Phat would oi be doin' in de post orfus af oi didn't know the Widde O'Brien lived on d' Ballywink road? Git away from d' winddy now; you've had y'r toime."

And the old man was frequently seen to stop on the sidewalk and gaze with awe and wonder at the man "what know iverybody in Oireland."

## Beards.

In the beginning there can be no doubt that it was the fashion to wear the beard just as long as it would grow. Methuselah must have had a remarkable beard, though, as he lived in a comparatively advanced epoch of human life, we cannot say whether or not he wore it in its natural plenitude. It were curious to trace the vicissitudes of this one thing among the different nations and peoples of the world, but much time and learned investigation would be required. "Some people, among others the Turks, cut the hair off their heads and let their beards grow. The Europeans, on the contrary, shave their beards and wear their hair. The American savages pluck the hairs of their beards, but are proud of those on the head," etc. So far Buffon.

Since Buffon's time, however, we have almost killed off all our American savages, and those that survive, at least in North America, are not so particular about their toilets as they used to be. Shaven Turks, moreover, are not rarities nowadays. Nor do we Europeans as a body fight against the beard, though we certainly do our best to keep our natural hair upon our heads.

## Why Aree We a Nation of Army Haters?

It is no doubt natural that we Americans should be a nation of army haters, but it is a pity that for the scruple of thanks our little regular army ever gets there should be so many ounces of grumbling. Uncle Sam has no public servants who work so faithfully and endure such hardships and danger. Why should we 65,000,000 Americans still harbor an inherited rancor against 30,000 of our own countrymen because *they professionally wear a uniform?*

The volunteers were always the pets *of the nation, the regulars came in for* more than their share of abuse. And yet what generals won our battles? What troops stood such decimation? That a volunteer deserves a certain credit beyond a regular for equal service no one will be found to dispute; but let us not forget the one in the services of the other.

SALT FOR MANY.—The New York *World* recently offered a prize of one hundred dollars for the best recipe for keeping a husband at home. Quite a number of ladies contested for the prize, but the winner wrote: "Keep him at home by encouraging him to go out occasionally. Employ no arts of coquetry. Become his choicest comrade. Keep the details and worries of the household from him: he has his full share of worry outside. If after all this he goes elsewhere, he is not worth keeping at home."

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PROGRAMME FOR THE WEEK:

MONDAY—Meeting at Auditorium at 2 P. M., with addresses by Prest. Jas. G. McSparran and others. Music by the Band and Southern Plantation Jubilee Singers.
TUESDAY—Gov. R. E. Pattison; Gen. J. P. S. Gobin, Lebanon Co.; Col. Frank Mantor, Crawford Co.; J. C. Kriner, Franklin Co.; Wm. M. Derr, esq., Lebanon Co.
WEDNESDAY—J. T. Ailman, Lecturer of Pa. State Grange; Hon. Gerard C. Brown, York Co.; D. P. Forney, Adams Co.; J. A. Gundy, Union Co.; N. A. Dunning, Washington, D. C.; Wm. M. Benninger, Northampton Co.; Address in German.
THURSDAY—Gen. D. H. Hastings, Centre Co.; Hon. Chauncey F. Black, York Co.; Rev. G. W. Atherton, D. D., L. L. D., Prest. Pa. State College; I. S. Frain, Master Pomona Grange, Centre Co; Hon. Marriott Brosius, M. C., Lancaster Co.
FRIDAY—Hon. Wm. A. Peffer, U. S. Senator, Kansas; Hon. J. H. Bringham, Master National Grange, Ohio. Hon. Jere. Simpson, M. C., Kansas; Hon. Lonard Rhone, Master Pa State Grange; J. H. Turner, Secretary National Farmers' Alliance and Industrial Union.
SATURDAY—Grand Vocal and Instrumental Concerts and Closing Addresses by Members of the Association.

The proceedings each day will be interspersed with Music by First Class Brass Bands and Vocal and Instrumental Concerts by the Great Southern Plantation Jubilee Singers.

LOW EXCURSION RATES.

Special Trains through to Mt. Gretna Park via Pennsylvania, Cumberland Valley and Philadelphia & Reading Railroads. See Railroad Posters for time and rates.

*No Fakers or Side Shows Allowed on the Grounds.*

Secure tent accommodations at once on application to R. B. Gorden, Gen'l Pass. Agent, Cornwall & Lebanon Railroad, Lebanon, Pa.

For general information apply to T. A. CORRELL, General Manager, P. O. Box 628, Harrisburg, Pa.

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CORNWALL & LEBANON R. R. CO., LEBANON, PA.
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—BROCKERHOFF HOUSE.—

From 8.30 A. M. to 5 P. M.

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We extend a most cordial invitation to our patrons and the public, in general, to witness one of the

GRANDEST DISPLAYS OF

Light and Heavy Harness

ever put on the Bellefonte market, which will be made in the large room, formerly occupied by Harper Bros., on Spring street. It has been added to my factory and will be used exclusively for the sale of harness, being the first exclusive salesroom ever used in this town, as heretofore the custom has been to sell goods in the room in which they were made. This elegant room has been refitted and furnished with glass cases in which the harness can be nicely displayed and still kept away from heat and dust, the enemies of long wear in leather. Our factory now occupies a room 16x74 feet and the store 20x60 added makes it the largest establishment of its kind outside of Philadelphia and Pittsburg.

We are prepared to offer better bargains in the future than we have done in the past and we want everyone to see our goods and get prices for when you do this, out of self defense you will buy. Our profits are not large, but by selling lots of goods we can afford to live in Bellefonte. We are not indulging in idle philanthropy. It is purely business. We are not making much, but trade is growing and that is what we are interested in now. Profits will take care of themselves.

When other houses discharged their workmen during the winter they were all put to work in my factory, nevertheless the big (?) houses of this city and county would smile if we compared ourselves to them, but we do not mean to be so odious, except to venture the assection that none of them can say, as we can say "NO ONE OWES US A CENT THAT WE CAN'T GET." This is the whole story.

The following are kept constantly on hand. 50 SETS OF LIGHT HARNESS, prices from $8.00 to $15.00 and upwards, LARGE STOCK OF HEAVY HARNESS per set $25.00 and upwards, 500 HORSE COLLARS from $1.50 to $5.00 each, over $100.00 worth of HARNESS OILS and AXLE GREASE,

$400 worth of Fly Nets sold cheap

$150 worth of whips from 15c to $3.00 each, Horse Brushes, Cury Combs Sponges, Chamois, RIDING SADDLES, LADY SIDESADDLES Harness Soap, Knee Dusters, at low prices, Saddlery-hardware always on hand for sale, Harness Leather as low as 25c per pound. We keep everything to be found in a FIRST CLASS HARNESS STORE—no changing, over 20 years in the same room. No two shops in the same town to catch trade—NO SELLING OUT for the want of trade or prices. Four harness-makers at steady work this winter, This is our idea of protection to labor, when other houses discharged their hands, they soon found work with us.

JAS. SCHOFIELD,
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## Railway Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.
Dec. 14th, 1890.

VIA TYRONE—WESTWARD.

Leave Bellefonte, 5.35 a. m.. arrive at Tyrone, 6.55 a. m., at Altoona, 7.45 a. m., at Pittsburg, 12.45 p. m.
Leave Bellefonte, 10.25 a. m., arrive at Tyrone, 11.55 a. m. at Altoona, 1.45 p. m., at Pittsburg, 6.50 p. m
Leave Bellefonte, 5.20 p. m., arrive at Tyrone, 6.40, at Altoona at 7.50, at Pittsburg at 11.55.

VIA TYRONE—EASTWARD.

Leave Bellefonte, 5.35 a. m., arrive at Tyrone, 9.55, at Harrisburg 10.30 a. m., at Philadelphia, 1.25 p. m.
Leave Bellefonte 10.25 a. m., arrive at Tyrone, 11.55 a. m., at Harrisburg, 3.20 p. m., at Philadelphia, 6.50 p. m.
Leave Bellefonte, 5.20 p. m., arrive at Tyrone, 6..40 at Harrisburg at 10.45 p. m., at Philadelphia, 4.25 a. m..

VIA LOCK HAVEN—NORTHWARD.

Leave Bellefonte, 4.30 p. m., arrive at Lock Haven, 5.30 p. m., at Renovo, 9. p. m.
Leave Bellefonte, 9.32 a. m., arrive at Lock Haven, 11.00 a. m.
Leave Bellefonte at 8.49 p. m., arrive at Lock Haven at 10.10 p. m.

VIA LOCK HAVEN—EASTWARD.

Leave Bellefonte, 4.30 p. m.: arrive at Lock Haven, 5.30. p. m.; Williamsport, 6.25 p. m., at Harrisburg, 9.45 p. m
Leave Bellefonte, 9.32 a. m., arrive at Lock Haven, 11.00, leave Williamsport, 12.20 p. m., at Harrisburg, 3.13 p. m., at Philadelphia at 6.50 p. m.
Leave Bellefonte, 8.49 p. m., arrive at Lock Haven, 10.10 p. m., leave Williamsport, 12.25 m., leave Harrisburg, 3.45 a. m., arrive at Philadelphia at 6.50 a. m.

VIA LEWISBURG.

Leave Bellefonte at 6.10 a. m., arrive at Lewisburg at 9.20 a. m., Harrisburg, 11.30 a. m., Philadelphia, 3.15 p. m.
Leave Bellefonte, 2.45 p. m., arrive at Lewisburg, 5.45, at Harrisburg, 9.45 p. m., Philadelphia at 4.25 a. m.

BALD EAGLE VALLEY.

| WESTWARD. MAIL. | EXPRESS. | DAY EXPRESS. | Dec. 14, 1890. | EASTWARD. MAIL. | EXPRESS. | DAY EXPRESS. |
|---|---|---|---|---|---|---|
| P. M. | A. M. | A. M. | Arr. Lv. | A. M. | P. M | P. M. |
| 6 40 | 11 55 | 6 55 | ...Tyrone.... | 8 10 | 3 10 | 7 15 |
| 6 33 | 11 48 | 6 48 | ..E. Tyrone.. | 8 17 | 3 17 | 7 22 |
| 6 29 | 11 43 | 6 44 | .....Vail..... | 8 20 | 3 20 | 7 28 |
| 6 25 | 11 38 | 6 40 | Bald Eagle | 8 25 | 3 24 | 7 33 |
| 6 19 | 11 32 | 6 33 | .....Dix..... | 8 30 | 3 30 | 7 39 |
| 6 15 | 11 29 | 6 30 | ... Fowler ... | 8 32 | 3 33 | 7 42 |
| 6 13 | 11 26 | 6 28 | ... Hannah ... | 8 36 | 3 37 | 7 46 |
| 6 06 | 11 17 | 6 21 | Pt. Matilda. | 8 43 | 3 44 | 7 55 |
| 5 59 | 11 09 | 6 13 | ...Martha.... | 8 51 | 3 52 | 8 05 |
| 5 50 | 10 59 | 6 05 | ....Julian..... | 8 59 | 4 01 | 8 15 |
| 5 41 | 10 48 | 5 55 | .Unionville. | 9 10 | 4 10 | 8 25 |
| 5 33 | 10 38 | 5 48 | ...S.S. Int... | 9 18 | 4 18 | 8 35 |
| 5 30 | 10 35 | 5 45 | .Milesburg | 9 22 | 4 20 | 8 39 |
| 5 20 | 10 25 | 5 35 | .Bellefonte. | 9 32 | 4 30 | 8 49 |
| 5 10 | 10 12 | 5 25 | ..Milesburg. | 9 47 | 4 40 | 9 01 |
| 5 02 | 10 01 | 5 18 | ....Curtin .... | 10 01 | 4 47 | 9 11 |
| 4 55 | 9 56 | 5 14 | ..Mt. Eagle.. | 10 06 | 4 55 | 9 17 |
| 4 49 | 9 48 | 5 07 | ...Howard... | 10 16 | 5 02 | 9 27 |
| 4 40 | 9 37 | 4 59 | ..Eagleville. | 10 30 | 5 10 | 9 40 |
| 4 38 | 9 34 | 4 56 | Bch. Creek. | 10 35 | 5 13 | 9 45 |
| 4 26 | 9 22 | 4 46 | ..Mill Hall... | 10 50 | 5 24 | 10 01 |
| 4 23 | 9 19 | 4 43 | Flemin'ton. | 10 54 | 5 27 | 10 05 |
| 4 20 | 9 15 | 4 40 | Lck. Haven | 11 00 | 5 30 | 10 10 |
| P. M. | A. M. | A M. | | A. M. | A. M. | P. M. |

TYRONE & CLEARFIELD.

| NORTHWARD. EXPRESS. | EXPRESS. | DAY EXPRESS. | MYIL. | Dec. 14, 1890. | SOUTHWARD. EXPRESS. | EXPRESS. | DAY EXPRESS. | MAIL. |
|---|---|---|---|---|---|---|---|---|
| P. M. | P. M. | A. M. | A. M. | Lv. Ar. | A. M. | A. M. | P. M | P. M |
| 7 25 | 3 15 | 8 20 | ...Tyrone.... | | 6 50 | 11 45 | 6 17 | |
| 7 32 | 3 22 | 8 27 | .E. Tyrone. | | 6 43 | 11 38 | 6 10 | |
| 7 38 | 3 27 | 8 31 | .....Vail..... | | 6 37 | 11 34 | 6 04 | |
| 7 48 | 3 36 | 8 41 | .Vanscoyoc. | | 6 27 | 11 25 | 5 55 | |
| 7 55 | 3 42 | 8 45 | ..Gardners... | | 6 25 | 11 21 | 5 52 | |
| 8 02 | 3 50 | 8 55 | Mt.Pleasant | | 6 16 | 11 12 | 5 46 | |
| 8 10 | 3 58 | 9 05 | ...Summit... | | 6 09 | 11 05 | 5 40 | |
| 8 14 | 4 03 | 9 10 | Sand. Ridge | | 6 05 | 11 00 | 5 34 | |
| 8 16 | 4 05 | 9 12 | ... Retort..... | | 6 03 | 10 55 | 5 31 | |
| 8 19 | 4 06 | 9 15 | ..Powelton... | | 6 01 | 10 52 | 5 30 | |
| 8 25 | 4 14 | 9 24 | ...Osceola... | | 5 52 | 10 45 | 5 20 | |
| 8 35 | 4 20 | 9 32 | ..Boynton... | | 5 46 | 10 39 | 5 14 | |
| 8 40 | 4 24 | 9 37 | ...Steiners... | | 5 43 | 10 35 | 5 09 | |
| 8 42 | 4 30 | 9 40 | Philipsbu'g | | 5 41 | 10 32 | 5 07 | |
| 8 46 | 4 34 | 9 44 | ...Graham... | | 5 37 | 10 26 | 4 59 | |
| 8 52 | 4 40 | 9 52 | ..Blue Ball.. | | 5 33 | 10 22 | 4 55 | |
| 8 58 | 4 49 | 9 59 | Wallaceton. | | 5 28 | 10 15 | 4 49 | |
| 9 05 | 4 57 | 10 07 | ....Bigler..... | | 5 22 | 10 07 | 4 41 | |
| 9 12 | 5 02 | 10 14 | .Woodland.. | | 5 17 | 10 00 | 4 36 | |
| 9 19 | 5 08 | 10 22 | ...Barrett.... | | 5 12 | 9 52 | 4 30 | |
| 9 23 | 5 12 | 10 27 | ..Leonard... | | 5 09 | 9 48 | 4 25 | |
| 9 30 | 5 18 | 10 34 | ..Clearfield.. | | 5 04 | 9 40 | 4 17 | |
| 9 38 | 5 20 | 10 44 | ..Riverview. | | 4 58 | 9 31 | 4 10 | |
| 9 42 | 5 26 | 10 49 | Sus. Bridge | | 4 54 | 9 26 | 4 00 | |
| 9 50 | 5 35 | 10 55 | Curwensv'e | | 4 50 | 9 20 | 4 06 | |
| P. M. | P. M. | A. M. | | | A. M. | A. M. | P.M | |

BELLEFONTE & SNOW SHOE BRANCH.

Time Table in effect on and after Dec. 14, 1890.

Leave Snow Shoe, except Sunday.....6 45 a. m.
.....3 00 p. m.
Leave Bellefonte, except Sunday.....10 30 a. m.
.....5 25 p. m.

BELLEFONTE, NITTANY & LEMONT R. R
To take effect Dec, 14, 1890.

| WESTWARD. 111 | 103 | STATIONS. | EASTWARD. 114 | 112 |
|---|---|---|---|---|
| P. M. | A. M. | | A. M. | P. M. |
| 2 15 | 5 50 | .....Montandon..... | 9 20 | 5 45 |
| 2 25 | 6 20 | .....Lewisburg..... | 9 10 | 5 35 |
| ..... | ..... | .....Fair Ground..... | ..... | ..... |
| 2 35 | 6 30 | .....Biehl..... | 9 00 | 5 26 |
| 2 40 | 6 35 | .....Vicksburg..... | 8 53 | 5 20 |
| 2 50 | 6 45 | .....Mifflinburg..... | 8 43 | 5 10 |
| 3 05 | 7 00 | .....Millmont..... | 8 27 | 4 55 |
| 3 14 | 7 08 | .....Laurelton..... | 8 17 | 4 46 |
| 3 38 | 7 19 | .....Cherry Run..... | 7 53 | 4 22 |
| 4 00 | 7 53 | .....Coburn..... | 7 30 | 4 00 |
| 4 17 | 8 10 | ....Rising Springs..... | 7 12 | 3 43 |
| 4 30 | 8 24 | .....Centre Hall..... | 6 58 | 3 28 |
| 4 37 | 8 32 | .....Gregg..... | 6 51 | 3 23 |
| 4 43 | 8 37 | .....Linden Hall..... | 6 43 | 3 16 |
| 4 48 | 8 42 | .....Oak Hall..... | 6 38 | 3 11 |
| 4 52 | 8 46 | .....Lemont..... | 6 34 | 3 07 |
| 4 57 | 8 51 | .....Dale Summit..... | 6 29 | 3 03 |
| 5 06 | 9 00 | .....Pleasant Gap..... | 6 19 | 2 53 |
| 5 15 | 9 10 | .....Bellefonte..... | 6 10 | 2 45 |
| P. M. | A. M. | | A. M. | P. M. |

Trains No. 111 and 103 connect at Montandon with Erie Mail West; 112 and 114 with Sea Shore Express East.

LEWISBURG & TYRONE RAIROAD.

| WESTWARD. Mixed. | Mixed. | Upper End. May 12, 1890. | Mixed. | Mixed. | EASTWARD |
|---|---|---|---|---|---|
| | A. M. | P. M. | A. M. | P. M. | |
| ..... | 9 51 | 5 15 | .....Scotia..... | 9 21 | 4 47 | ..... |
| ..... | 10 21 | 5 25 | ..Fairbrook. | 9 09 | 4 27 | ..... |
| ..... | 10 28 | 5 37 | Pa. Furnace | 8 56 | 4 15 | ..... |
| ..... | 10 34 | 5 44 | ...Hostler... | 8 50 | 4 08 | ..... |
| ..... | 10 46 | 5 50 | ...Marengo.. | 8 43 | 4 01 | ..... |
| ..... | 10 52 | 5 57 | ..Loveville.. | 8 37 | 3 55 | ..... |
| ..... | 10 58 | 6 04 | Furnace Rd | 8 31 | 3 49 | ..... |
| ..... | 11 02 | 6 08 | Dungarvin. | 8 27 | 3 46 | ..... |
| ..... | 11 10 | 6 18 | ...W. Mark... | 8 19 | 3 38 | ..... |
| ..... | 11 20 | 6 28 | Pennington | 8 10 | 3 30 | ..... |
| ..... | 11 32 | 6 40 | ...Stover..... | 7 58 | 3 18 | ..... |
| ..... | 11 40 | 6 50 | ...Tyrone.... | 7 50 | 3 10 | ..... |

BELLEFONTE, BUFFALO RUN AND BALD EAGLE RAILROAD.
To take effect May 12, 1890.

| EASTWARD. 6 | 2 | STATIONS. | WESTWARD. 1 | 5 |
|---|---|---|---|---|
| P. M. | A. M. | | A. M. | P. M |
| 6 20 | 9 10 | Ar....Bellefonte....Lv | 6 00 | 3 00 |
| 6 13 | 9 03 | .....Scales..... | 6 07 | 3 09 |
| 6 08 | 8 59 | .....Morris..... | 6 11 | 3 13 |
| 6 03 | 8 54 | .....Whitmer..... | 6 16 | 3 19 |
| 5 59 | 8 51 | .....Linns..... | 6 19 | 3 23 |
| 5 57 | 8 48 | .....Hunters..... | 6 22 | 3 26 |
| 5 53 | 8 44 | .....Fillmore..... | 6 26 | 3 30 |
| 5 47 | 8 40 | .....Briarly..... | 6 32 | 3 36 |
| 5 43 | 8 36 | .....Waddles..... | 6 38 | 3 43 |
| 5 39 | 8 33 | ...Mattern Junction .. | 6 46 | 3 45 |
| | 8 25 | .....Matterns..... | | 3 53 |
| | 8 19 | .....Stormstown..... | | 3 59 |
| | 8 09 | .....Red Bank..... | | 4 09 |
| 5 24 | 7 25 | .....Krumrine..... | 7 00 | 4 59 |
| 5 20 | 7 20 | Lv..State College..Ar | 7 04 | 5 04 |

THOS. A. SHOEMAKER, Supt.