Democratic Watchman.

Bellefonte, Pa., June 24, 1892.

Southern Minnesota Shaken Up as She Never Was Before.

Many Buildings Wrecked and Lives Lost. Houses Churches, Trees, Sheds and Business Blocks All go Down Before the Terrific Wind Storm—A Teacher and Fifteen Scholars Killed in a School House—Terrible Heavenly Bembardment at Chicago.

MANKATO, Minn., June 17.—One of the worst disasters that ever visited Southern Minnesota, occurred Wednesday. The terrible funnel-shaped tornado again stalked abroad over the land and laid waste scores of happy homes and sent forty or fifty souls to eternity.

Every report that comes in is worse than the preceeding one. The extent of the country swept by the awful visitation is greater than ever before known in the history of the state, and fortunate indeed it is that no town or village lay in its destructive course. Starting near Jackson, on the Southern Minnesota division of the Chicago, Milwaukee and St. Paul railroad, a funnel-shaded cloud swept eastward and passed four miles south of Minnesota lake; then it took a broad circle to the south and passed away south of Wells.

TEACHER AND SCHOLARS KILLED.

Considerable rain had followed during the afternoon, and about 5 o'clock the atmosphere became almost suffocating. Curious shaped clouds appeared in the southwest, and many people gazed in wonder at the sight. About 5:30 the wind sprung up, and off to the west a rapidly circling black cloud was seen rapidly advancing and tearing asunder everything in its course. It passed two miles northwest of Sherburne, and it is reported that it then struck the district school house, in which was the teacher and eighteen scholars. The building was demolished and the teacher and fifteen scholars killed.

At Easton three buildings were destroyed and several people were injured. Lindon was visited and many houses were torn from their foundations. One family, composed of a man, his wife and child were killed and others injured. A large group of trees were completely uprooted.

The storm passed on eastward, destroying farm houses, barns, and in fact everything in its path. At Wells sidewalks were overturned, store fronts blown in and other damage done. Several men were blown down by the force of the wind.

Four miles south of Minnesota lake, five farm houses and other buildings were caught in the storm and utterly demolished. Four people were killed. The body of one of these, John Brown, was taken to Minnesota lake yesterday. His wife, a hired man and school teacher were also injured. Section men suffered severe injury.

HEARTRENDING SCENES.

Many heartrending scenes occurred during the night. The log house of the Bohemian family at Bower Mills, near Minnesota lake, was blown entirely away, not one log remaining. The family of a man, wife and six children, spent the night miserably in the rain without shelter from the elements. They huddled together upon a heap of straw, and with a piece of a sheet endeavored to ward off the cold wind and never ceasing rain that chilled them to the skin. At Wells a section man received a terrible injury in the breast from a flying board. A brakeman who saw the storm at that place said he plainly saw the funnel approaching from the west, and as it passed north of the village he was cast to the ground by the terrific pressure of the air, which was so close that it almost stifled him. It is impossible at present to get a list of the killed or wounded. Probably not less than a hundred wounded, and as they were mostly in the country, distant from medical aid, their sufferings were terrible. All along the Chicago, Milwaukee and St. Paul railroad, from Jackson to Minnesota lake, the scene is one of devastation. Not every house is taken, but so many are destroyed that the scene is pitiful. This is one of the richest sections of the state and is pairie, with now and then a wind break of trees planted by the settlers.

MORE DEATHS REPORTED.

Superintendent Earling is in receipt of the following telegram dated at La-Crosse, coming via Mankato:

"Train No. 23, on the Mankato line found obstruction on the track about four miles south of Minnesota lake, with two houses blown down and the occupants lying around badly injured. They cleared up the track and picked up the wounded and took them to Minnesota lake."

Another reads:

"Train No. 23 is tied up at Minnesota lake, and No. 24 at Mapleton. The storm in that vicinity was very disastrous. Number 23 found a snow fence, timber and other material on the track and several people killed in the neighborhood. Many were injured. Our Wells section gang is at Minnesota lake. Three of them were injured, but not seriously."

A dispatch from Mapleton says: Ten people are reported killed near here and twenty injured. Six houses are completely wrecked. The Brown family is among the injured. The cyclone was four miles south of the village.

——A cold of unusual severity developed into a difficulty decidedly catarrhal in all its characteristics, threatening a return of my old chronic malady, catarrh. One bottle of Ely's Cream Balm completely eradicated every symptom of that painful and prevailing disorder.—E. W. Warner, Rochester, N. Y.

——Miss Giddings—I see no reason why a young girl should not read the Kreutzer Sonata

Mrs. Primmins—Well, I should never let my son marry any girl why had read it.

Don't worry about that. No girl who read it would marry your son.

——The merit of Hood's Sarsaparilla is not accidental but is the result of careful study and experiment by educated pharmacists.

Miles and Miles of Salt.

The Saline Incrustation of the Famous Persian Desert.

One of the natural curiosities of Asia is the Great Salt Desert of Persia, which covers a large territory about seventy miles South of Teheran. C. E. Biddulyh, who recently visited this place says that Darya i Namak is an extensive tract of ground, sloping on all sides toward the centre, covered with an incrustation of solid salt several feet thick in most places, while in some parts, it is of unknown depth. It must have taken many centuries to form. As he saw it from the mountain top it stretched away for many miles appearing like a vast frozen lake, It extended as far as the eye could reach toward the South and West and glistened in the sun like a sheet of glass.

His party finally approached the margin of the salt plain and decided to cross it. They found swampy ground for a mile or so and then entered upon the sheet of salt itself. Near the edge the incrustatation was thin and the salt sheet was sott, sloppy and mixed with earth. At a distance of three or four miles from the edge the salt looked like solid ice as it is seen on any pond in Northern latitudes during the Winter. The surface was not quite level but resembled that of ice which had partially thawed and then frozen again after a slight fall of snow. Of the solidity of this incrustation there could be no doubt, for camels, horses and mules were traveling over it without a vibration of any kind being perceipible.

After marching for about eight miles upon this unusual surface the party halted to examine its composition They tried, by means of a hammer and an iron tent peg, to break off a block of salt to carry away as a specimen. The salt however, was so very hard that they could make no impression upon it. They managed at last in another place to chip off a lot of fragments which were of the purest white. In two or three days they had absorbed so much moisture that they became soft and slatey blue in color.

A Mad Dog's Bite.

How a Young Woman Occasioned a Great Deal of Needless Excitement.

"The girl had been bitten by a mad dog," said the business woman, "and had neglected to have it cauterized, although it was much inflamed and the marks of the animal's teeth showed plainly. Her grandmother tried the old fashioned remedies; they put milk poultices and things on it, and the girl came to the office regularly and went on with her work.

"One day, about two weeks after the accident, she came to my desk. Her eyes were glittering with fever, her face burning, and her features seemed swollen. She threw herself against me with a cry of despair.

"I'm sick," she gasped; "I must give up. I'm burning up with fever. and my throat—I—I—can't swallow.

"I looked at her, and my heart stood still. She read my thought. 'I know,' she said, 'I know but help me to be calm until I get home. I am holding myself together by a supreme effort. Help me and don't be frightened. I've felt this coming on for three days.'

"The hand she laid on my shoulder trembled visibly; she spoke with an effort.

"I went down stairs and called for a cab, wrapped her up, put her in, and followed. It was a long ride up town, and she huddled together over in one corner as if she could not endure to be touched. I tried to talk a little and to treat the matter lightly, but I assure you that this ride was the most terrible experience of my life. Every moment I expected that she would fasten her teeth in me.

"We reached her home, she was put to bed, and a lot of doctors were summoned.

"She had (and recovered from), not hydrophobia, but a very severe case of dyphtheria!"

There was an audible silence and then a general sigh of relief.—*N. Y. World.*

Patti's Wonderful Castle.

The house in which Patti lives is one of the most interesting homes. Craig-y-Nos castle, as the songstress has christened it, is hidden away in the wild hills of the Swansea valley of Wales. It would be one of the most inaccessible spots imaginable were it not for a little railway which runs within four miles of it. In pleasant weather it would be difficult to find a prettier bit of landscape, but in wet or wintry weather, when storms sweep through the valley and transform the tumbling little Tawy river into a foaming torrent, it is a good place to keep away from. Patti's reason for choosing a home there was a good one. The peculiar moist atmosphere of the place suited her voice better than any other locality she could find on the English side of Dover straits. Having once determined where she would live, Patti began to build a home consistent with her ample ideas of comfort and luxury.

The most remarkable thing about Craig-y-Nos is that such an establishment is to be found in such a remote part of the country. It is very much as though Jay Gould had built his Irvington palace in the heart of the Adirondacks instead of on the slope of the Hudson river. In point of architectural beauty or extent of acreage it would be absurd to compare Craig-y-Nos with any of the great ancestral estates of the English aristocracy. The castle takes its name from a huge, ill shaped hill called Craig of the Night. To get around this hill and make her home moderately accessible from the railway station Patti spent $20,000, in building a road way.

——Hon. W. V. Lucas, Ex-State Auditor of Iowa, says: "I have used Chamberlain's Cough Remedy in my family and have no hesitation in saying it is an excellent remedy. I believe all that is claimed for it. Persons afflicted by a cough or cold will find it a friend" There is no danger from whooping cough when this remedy is freely given 25 and 50 cent bottles for sale by Frank P. Green.

A Bit of Gold.

The "Unconsidered Trifle" Was Worth About $120,000.

Frontier highwaymen would have had a hard time wrestling with a bit of gold which arrived here by Wells, Fargo & Co's Express a few days ago. It came from the celebrated Harqua Hala mine and was consigned to J. Hubbard and J. B. Bowers, the owners of that property, for coining at the United States Mint.

When the employes at the Mint took a look at it was the biggest lump of gold they had the unhappiness to come in contact with, seeing that it was in one respect like many others, being not their own.

It was of a somewhat conical shape and seemed to have been emptied out of a gigantic slag pot. It did not belie its looks, for that was the way it had been shaped. It was the product of forty-five days's run at the Harqua Hala and the tremendous bulk weighed 357⅞ pounds avoirdupols and was stated to be of the value of $120,000.

The thoughtful representatives of the owners of the big nugget telegrahed from point to point as they progressed with it from the mine, sixty miles southwest of Phœnix, and announced when it should arrive at the next station. This was in order to forstall any ambitious men with guns, for though aspiring highwaymen were thus kept exactly posted as to when the gold might be expected, it also posted as to when the gold might be expected, it also posted the people in each town.

The nugget was too big for any party of bandits to carry it off intact and secrete, and had they stopped the caravan on the way to the railroad they would have only had time to chisel off a thousand dollars or so till the pack of bloodhounds which the prison officials keep at Phœnix would have been on their trail. Nobody molested it, therefore, and it reached here safely. The ponderous yellow cone has attracted much attention.

How She Became a Missionary.

"I'm doing missionary work a good deal of the time," was the reply of the most charming woman of New York, to a friend, who asked how she busied herself. "I see by your looks your wonder what I mean by that. I'll tell you. A few years ago life was a burden to me. I have been a victim to female weakness of the most aggravated character for a long time, and the doctors failed to help me. Existence was a long, steady, terrible torture—a lingerdeath: One day I saw Dr. Pierce's Favorite Prescription advertised in the newspaper. Something in the advertisement impressed me favorably. I caught at the glimmer of hope it held out as the drowning man is said to catch at a straw. Still, I did not dare to hope But I got the medicine, and behold the result! I feel so well, so strong, and O, so thankful, that I go about telling other woman what saved me. In no other way can I so well show my gratitude to God, and to the man who has proved such a benefactor of women, and my love for my suffering sisterhood."

Wharton to Act as Secretary.

WASHINGTON, June 4.—This afternoon the President sent word to the State Department that he desired to see Assistant Secretary Wharton. That gentleman went to the White House at once and the President informed him briefly of Mr. Blaine's resignation and that he desired him to act as Secretary of State for the present.

IT SHOULD BE IN EVERY HOUSE.—J. B. Wilson, 371 Clay St. Sharpsburg, Pa., says he will not be without Dr. King's New Discovery for Consumption, Coughs and Colds, that it cured his wife who was threatened with Pneumonia after an attack of "La Grippe" when various other remedies and several physicians had done her no good. Robert Barber, of Cooksport, Pa., claims Dr. King's New Discovery has done him more good than anything he ever used for Lung Trouble. Nothing like it, try it. Free trial Bottles at Parrish's Drug Store. Large bottles 50 cents and $1.00.

——"Woman dread fire arms," she said nervously.

How about the other kind?" he whispered, extended a couple toward her, and she never flinched.

New Advertisements.

APPEALS FOR 1892—TRIENnial Assessment—Notice is hereby given that the Commissioners of Centre county will meet the taxpayers at the following times and places, for the purpose of hearing and determining appeals for the Triennial assessment of 1892. The time for hearing appeals will be between the hours of 9 o'clock a. m. and 4 p. m., except when otherwise noted.

Miles township, Wednesday, June 22, at the election house, Rebersburg.

Haines and Penn townships and Millheim boro, Thursday, June 23, at the election house, Millheim.

Gregg and Potter townships and Centre Hall boro, Friday June 24, at the election house, Centre Hall.

Spring and Benner townships, Saturday, June 25, at the Commissioners office, Bellefonte.

Harris and College townships, Monday, June 27, at the election house, Lemont.

Ferguson township, Tuesday, June 28, at the election house, Pine Grove Mills.

Half Moon and Patton townships, Wednesday, June 29, at the white school house, in Half Moon township, near Capt. John A. Hunter's.

Taylor and Worth townships, Thursday, June 30, at the election house, Port Matilda.

Huston and Union townships, and Unionville boro, Friday, July 1, at the election house Unionville.

Boggs township and Milesburg boro, Saturday, July 2, at the election house, Central City.

Walker and Marion townships, Tuesday, July 5, at the election house, Hublersburg.

Liberty, Curtin and Howard townships and Howard boro, Wednesday, July 6, at the election house, Howard boro.

Snow Shoe and Burnside townships, Thursday, July 7, at the election house, Snow Shoe.

Rush township and Philipsburg boro, Friday, July 8, at Public Hall, Philipsburg.

Bellefonte boro, Monday July 11, at the Commissioners office, Bellefonte.

NOTICE—Notice is hereby given to the assessors of the several districts, that they be present with the board of Commissioners, on the day of said appeal, in their respective districts, as well as all persons who may feel aggrieved. Assessors will please bring all books and papers they have to the appeal.

GEO. L. GOODHART, T. F. ADAMS, J. B STROHM, } Coms.

Attest, ROBT. F. HUNTER, Clerk.

Com's Office, Bellefonte, Pa., May 28, 1892. 37-22.3t

The New Minister to France.

Met in Paris by a Number of Prominent Americans.

PARIS, June 5.—T. Jefferson Coolidge, the new United States Minister to France, arrived in this city to-day. He was met at the railway station by the staff of the legation and a number of prominent Americans.

Tourists.

Speaking of Flying.

Some run, some fly, and some are limited in more senses than one, but the new fast trains on the Union Pacific System are out of sight while the other fellows are getting their wings fixed. The remarkable time of 13 hours and 25 minutes from Omaha to Denver made by the "Denver Fast Mail" is specially commended to people who wish to "get there." To *Portland* in 65 hours via Omaha and the Union Pacific System, you save *fifteen hours and fifty minutes* over all competition; to *San Francisco* in 67 hours via Omaha and the Union Pacific System, you save *twelve hours and thirty minutes* over all competition. For tickets via the Union Pacific or any information call on your nearest ticket agent or E. L. Lomax, Genl. Pass. & Ticket Agt., Omaha, Neb. tf

In the First Place.

"The Overland Flyer" of the Union Pacific System is to-day as it has been for years, the most popular as well as the fastest Daily Trans-Continental Train. The flyer is a solid vestibuled train composed of Pullman Sleepers and Dining Cars and Free Reclining Chair Cars. No change of coach Chicago to Denver, Ogden, San Francisco or Portland. Note our common sense time table:

"THE OVERLAND FLYER."

Leave Chicago 10.30 P.M.	Leave Omaha 2.15 P. M.	Arrive Denver 7.40 A. M.	Arrive Ogden 1.00 A. M. SaltLake 3.00 A. M.	Arrive Portland 7.25 A. M. San Fran 9.15 A. M.
Sun.	Mon.	Tue.	Wed.	Thu.
Mon.	Tue.	Wed.	Thu.	Fri.
Tue,	Wed.	Thu.	Fri.	Sat.
Wed.	Thu.	Fri.	Sat.	Sun.
Thu.	Fri.	Sat.	Sun.	Mon.
Fri.	Sat.	Sun.	Mon.	Tue.
Sat.	Sun.	Mon.	Tue.	Wed.

For tickets or any additional information call on your nearest Ticket Agent, or address E. L. Lomad, G. P. & T. A. U. P. System, Omaha, Neb. tf

Wanted.

Flouring Mills at Reynolds. N. D. ($2,000 bonus); and Maynard, Minn. (Free site and half of stock will be taken).

Jewelry Stores at Buxton and Neche, N. D.

Banks at Ashby, Minn., and Williston N. D.

Hotels at Wahpeton and Grafton, N. D (Stock will be taken); Crystal, N. D. and Waverly, Minn. (Bonus offered or stock taken).

General Stores, Creameries, Harness Shops, Drug Stores, Shoe Shops, Lumber Yards, Tailor Shops, Hardware Stores, Banks, Carpenter Shops, Saw Mill, Soap Factories, Blacksmith Shops, Meat Markets, Bakeries, Barber Shops, Wagon Shops, Furniture Factories, Machine Shops, &c. needed and solicited by citizens in new and growing towns in Minnesota, the Dakotas and Montana. Free sites water power for factories at various places. No charges whatever for information which may lead to the securing of locations by interested parties.

Farmers and stock-raisers wanted to occupy the best and cheapest vacant farming and grazing lands in America. Instances are common every year in the Red River Valley and other localities where land costing $10. an acre produces $20. to $30. worth of grain. Fines sheep, cattle and horse country in America Millions of acres of Government Land still to be homesteaded convenient to the railway.

Information and publications sent free by F. I. Whitney, St. Paul, Minn. 36-32.

The Great Northwest.

The States of Montana and Washington are very fully described in two folders issued by the Northern Pacific Railroad, entitled "Golden Montana" and "Fruitful Washington." The folders contain good county maps of the states named, and information in reference to climate, lands, resources, and other subjects of interest to capitalists, business men or settlers.

Holders of second class tickets to North Pacific Coast points, via Northern Pacific Railroad, are allowed the privileges of stopping over at Spokane, Washington, and points west thereon, for the purpose of examining all sections of this magnificent state before locating. Northern Pacific through express trains carry free colonist sleeping cars from St. Paul, and Pullman tourist sleepers from Chicago (via Wisconsin Central Line) to Montana and Pacific Coast points daily.

California tourists, and travelers to Montana and the North Pacific Coast, can purchase round trip excursion tickets at rates which amount to but little more than the one way fare. Choice of routes is allowed on these tickets, which are good for three or six months according to destination, and permit of stopovers.

The elegant equipment on the Northern Pacific Railroad; the dinner car service; the through first class sleeping cars from Chicago (via both Wisconsin Central Line and C. M. & St. P. Ry.) to Pacific Coast points, and the most magnificent scenery of seven states, are among the advantages and attractions offered to travelers by this line.

The "Wonderland" book issued by the Northern Pacific Railroad describes the country between the Great Lakes and Pacific Ocean, with maps and illustrations.

For any of the above publications, and rates, maps, time tables, write to any General or District Passenger Agent, or Chas. S. Fee, G. P. & T. A., N. P. R. R., St., Paul, Minn. tf

Insurance.

J. C. WEAVER, GENERAL INSURANCE Agent, Bellefonte, Pa. Policies written in Standard Cash Companies at lowest rates. Indemnity against Fire, Lightning, Tornadoes, Cyclone, and wind storm. Office between Reynolds' Bank and Garman's Hotel. 34 12 1y

GEO. L. POTTER & CO.,

GENERAL INSURANCE AGENTS,

Represent the best companies, and write policies in Mutual and Stock Companies at reasonable rates. Office in Furst's building, opp. the Court House. 22 5

RELIABLE INSURANCE!

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FIRE ASSOCIATION OF PHILA., PA.,
NATIONAL OF HARTFORD, CONN,
CONTINENTAL OF NEW YORK,

And other leading strong companies. Traveler's Accident of Hartford, Conn.

o—THE OLDEST AND BEST.—o

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36 36 1y CHAS. SMITH, Agt.

WHY WE REPRESENT

THE NORTHWESTERN.

MUTUAL LIFE INSURANCE CO.

—IT IS A STRONG COMPANY.

Total assets	$42,353,912.96
Total liabilities	35,821,587.98
Net surplus 4 per ct	$6,532,324.98

II.—IT IS A PROSPEROUS COMPANY.

Ins. in force Jan. 1, '91	$238,988,807.00
Increase during 1890	36,502,884.00
Increase in assets in 1890	5,237,042.65
Increase in surplus in 1890	891,377.65
Total income in 1890	11,119,278.05
Increase over 1889	1,739,819.05

III.—IT IS A CAREFUL COMPANY.

Death-loss incurred during 1890, per $1,000 insured	$9.60
Ditto, next lowest Co	11.40
Average of the 9 largest competing companies	14.90
Death loss at $9.60 per $1,000	2,122,290.25
Death loss had rate been $14.90	3,289,549.50
Amount saved	1,167,259.25
Assets in first mortgage bonds	3 per ct
Ditto, 9 largest competing co's	36 "
Assets in railroad and other fluctuating securities	None
Ditto in 9 largest competing co's	32 per ct

The nine leading competing companies above referred to are
Equitable, N. Y.
Mutual Life N. Y.
New York Life, N. Y.
Connecticut Mutual.
Mutual Benefit.
New England Mutual.
Mass. Mutual.
Penn. Mutual.
Ætna.

IV.—IT IS A WELL MANAGED COMPANY

	pr. ct.
Rate of interest earned in '90	5.92
Average rate of 9 leading competitors	5.15
Interest income at 5.92 per ct	$2,196,503
Interest income had rate been 5.15 per ct	1,910,958
Interest gained	285,545

V.—IT PAYS THE LARGEST DIVIDENDS.

The NORTHWESTERN is the only company which, in recent years, has published her dividends. In 1885 and in 1887 the Company published lists of nearly 300 policies, embracing every kind issued, and challenged all companies to produce policies, alike as to age, date and kind, showing like results. *No reference or reply to this challenge has ever been made by any officer or agent of any company, so far as known.*

VI.—THE COMPANY'S INTEREST RECEIPTS EXCEED HER DEATH CLAIMS.

Interest receipts in 1890	$2,196,502
Death claims in 1890	2,122,290

VII.—IT IS PURELY AMERICAN.—By its charter it cannot insure in any Foreign country nor in Gulf states. Its wise and conservative management in this, as well as in other respects is heartily approved of by the practical business men of this country. Rates, plans and further infor mation furnished on request.

W. C. HEINLE,
District Agent. BELLEFONTE, PA.
6 35-1y

Investors.

SAFE INVESTMENT SECURITIES,

MUNICIPLE BONDS,

INDUSTRIAL STOCKS,

CORPORATION BONDS,

APPROVED BANK STOCKS

Carefully selected, tried, safe, pay good interest.

——ALSO——

DESIRABLE INVESTMENT PROPERTIES IN PROSPEROUS CITIES.

For full particulars and references, write

ESCHBACH, McDONALD & CO.,
15 to 25 Whitehall St., New York.
36-38-1y

Electric Belts.

FREE

Trial. Why suffer from the bad effects of the La Grippe, Lame Back, Kidney and Liver disease, Rheumatism, Indigestion, Dyspepsia, any kind of weakness, or other disease, when Electricity will cure you and keep you in health. (Headache relieved in one minute.) To prove this, I will send DR. JUDD'S ELECTRIC BELT to any one on trial, free. Prices, $3, $6, $10, and $15, if satisfied. Also, Electric Trussess and Box Batteries. Costs nothing to try them. Can be regulated to suit, and guaranteed to last for years. A Belt and Battery combined, and produces sufficient Electricity to shock. Free Medical advice. Write to-day. Give waist measure, price and full particulars.

Agents Wanted.
37 13 1y n r

Address DR. JUDD, Detroit, Mich.

Railway Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.
Nov. 16th, 1891.

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 6.55, 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 10.40 p. m., at Philadelphia, 4.25 a. m..

VIA LOCK HAVEN—NORTHWARD.

Leave Bellefonte, 9.17 a. m., arrive at Lock Haven, 10.45 a. m.
Leave Bellefonte, 4.30 p. m., arrive at Lock Haven, 5.30 p. m., at Renovo, 9. p. m.
Leave Bellefonte at 8.54 p. m., arrive at Lock Haven at 10.10 p. m.

VIA LOCK HAVEN—EASTWARD.

Leave Bellefonte, 9.17 a. m., arrive at Lock Haven, 10.45, leave Williamsport, 12.30 p.m., at Harrisburg, 3.30 p. m., at Philadelphia at 6.50 p. m.
Leave Bellefonte, 4.30 p. m.: arrive at Lock Haven, 5.30. p. m.; Williamsport, 6.45 p. m., at Harrisburg, 10.05 p. m.
Leave Bellefonte, 8.54 p. m., arrive at Lock Haven, 10.10 p. m., leave Williamsport, 12.25 p. m., leave Harrisburg, 3.45 a. m., arrive at Philadelphia at 6.50 a. m.

VIA LEWISBURG.

Leave Bellefonte at 6.20 a. m., arrive at Lewisburg at 9.10 a. m., Harrisburg, 11.35 a. m, Philadelphia, 3.15 p. m.
Leave Bellefonte, 2.00 p. m., arrive at Lewisburg, 4.45, at Harrisburg, 7.05 p. m., Philadelphia at 10.55 p. m.

BALD EAGLE VALLEY.

WESTWARD. MAIL.	EXPRESS.	DAY EXPRESS.	EXPRESS.	Nov. 16, 1891.	EASTWARD. MAIL.	EXPRESS.	DAY EXPRESS.	EXPRESS.
P. M.	A. M.	A. M.		Arr. Lv.	A. M.	P. M	P. M.	P. M.
6 40	11 55	6 55		...Tyrone....	7 55	3 10		7 25
6 33	11 48	6 48		..E. Tyrone..	8 02	3 17		7 32
6 29	11 43	6 44		.....Vail.....	8 05	3 20		7 36
6 25	11 38	6 40		Bald Eagle	8 10	3 24		7 41
6 19	11 32	6 33		.....Dix.....	8 15	3 30		7 47
6 15	11 29	6 30		... Fowler ...	8 17	3 33		7 50
6 13	11 26	6 28		...Hannah...	8 21	3 37		7 54
6 06	11 17	6 21		Pt. Matilda.	8 28	3 44		8 01
5 59	11 09	6 13		...Martha....	8 36	3 52		8 10
5 50	10 59	6 05		....Julian.....	8 44	4 01		8 20
5 41	10 48	5 55		.Unionville.	8 55	4 10		8 30
5 33	10 38	5 48		...S.S. Int...	9 03	4 17		8 40
5 30	10 35	5 45		.Milesburg	9 07	4 20		8 44
5 20	10 25	5 35		.Bellefonte.	9 17	4 30		8 54
5 10	10 11	5 25		..Milesburg.	9 32	4 40		9 04
5 02	9 58	5 18		....Curtin....	9 46	4 47		9 13
4 55	9 51	5 14		..Mt. Eagle..	9 51	4 55		9 19
4 49	9 44	5 07		...Howard...	10 01	5 02		9 28
4 40	9 36	4 59		..Eagleville.	10 15	5 10		9 40
4 38	9 33	4 56		Bch. Creek.	10 20	5 13		9 45
4 26	9 21	4 46		.Mill Hall...	10 35	5 24		10 01
4 23	9 18	4 43		Flemin'ton.	10 39	5 27		10 05
4 20	9 15	4 40		Lck. Haven	11 45	5 30		10 10
P. M.	A. M.	A. M.			A. M.	A. M.		P. M.

TYRONE & CLEARFIELD.

NORTHWARD. EXPRESS.	DAY EXPRESS.	MYIL.	Nov. 16, 1891.	SOUTHWARD. EXPRESS.	EXPRESS.	DAY.	MAIL.
P. M.	P. M.	A. M.	Lv. Ar.	A. M.	A. M.	A. M.	P. M
7 30	3 15	8 00	...Tyrone....	6 50	11 45	6	17
7 37	3 22	8 07	.E. Tyrone.	6 43	11 38	6	10
7 43	3 27	8 11	.....Vail.....	6 37	11 34	6	04
7 53	3 36	8 21	.Vanscoyoc.	6 27	11 25	5	53
8 00	3 42	8 25	..Gardners...	6 25	11 21	5	50
8 07	3 49	8 35	Mt.Pleasant	6 16	11 12	5	43
8 15	3 54	8 45	...Summit...	6 09	11 05	5	33
8 19	3 59	8 50	Sand.Ridge	6 05	10 58	5	27
8 21	4 01	8 52	... Retort.....	6 03	10 54	5	25
8 24	4 02	8 55	..Powelton...	6 01	10 52	5	23
8 30	4 08	9 04	...Osceola...	5 52	10 40	5	11
8 41	4 15	9 13	.. Boynton...	5 45	10 33	5	03
8 45	4 18	9 17	..Meiners...	5 43	10 30	4	58
8 47	4 22	9 20	Philipsbu'g	5 41	10 27	4	55
8 51	4 26	9 24	...Graham...	5 37	10 21	4	49
8 57	4 32	9 32	..Blue Ball..	5 33	10 17	4	44
9 03	4 39	9 39	Wallaceton.	5 28	10 10	4	39
9 10	4 47	9 47	....Bigler.....	5 22	10 01	4	31
9 17	4 52	9 54	.Woodland..	5 17	9 54	4	26
9 24	4 58	10 02	...Barrett....	5 12	9 47	4	20
9 28	5 02	10 07	..Leonard...	5 09	9 43	4	15
9 35	5 08	10 14	..Clearfield..	5 04	9 36	4	07
9 40	5 11	10 24	..Riverview.	5 00	9 32	4	02
9 47	5 16	10 29	Sus. Bridge	4 54	9 24	3	56
9 55	5 25	10 35	Curwensv'e	4 50	9 20	3	50
P. M.	P. M.	A. M.		A. M.	A. M.		P.M.

BELLEFONTE & SNOW SHOE BRANCH.

Time Table in effect on and after Nov. 16, 1891.

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.

LEWISBURG & TYRONE RAILROAD.

Schedule in effect November 15th, 1891.

WESTWARD. 111	103	STATIONS.	EASTWARD. 114	112
P. M.	A. M.		A. M.	P. M.
2 05	5 50	.....Montandon.....	9 20	4 55
2 20	6 20	.....Lewisburg.....	9 10	4 45
.....	.....		.....	.....
.....	.....	.....Fair Ground.....	.....	.....
2 30	6 30	.....Biehl.....	9 00	4 37
2 37	6 35	.....Vicksburg.....	8 53	4 32
2 47	6 45	.....Mifflinburg.....	8 43	4 22
3 03	7 00	.....Millmont.....	8 27	4 09
3 13	7 33	.....Glen Iron.....	8 17	4 02
3 38	7 19	.....Cherry Run.....	7 53	3 38
3 58	7 53	.....Coburn.....	7 32	3 18
4 15	8 10	....Rising Springs....	7 16	3 02
4 28	8 24	.....Centre Hall.....	7 03	2 47
4 34	8 32	.....Gregg.....	6 57	2 40
4 40	8 37	.....Linden Hall.....	6 50	2 32
4 45	8 42	.....Oak Hall.....	6 45	2 27
4 49	8 46	.....Lemont.....	6 41	2 23
4 53	8 51	.....Pale Summit.....	6 37	2 18
5 02	9 00	.....Pleasant Gap.....	6 28	2 08
5 10	9 10	.....Bellefonte.....	6 20	2 00
P. M.	A. M.		A. M.	P. M.

LEWISBURG & TYRONE RAIROAD.

WESTWARD. Mixed.	Mixed.	Upper End. Nov. 16, 1891.	Mixed.	Mixed.	EASTWARD
	A. M.	P. M.	A. M.	P. M.	
.....	9 51	4 57	.....Scotia.....	9 21	4 47	.....
.....	10 21	5 17	..Fairbrook.	9 09	4 27	.....
.....	10 28	5 29	Pa. Furnace	8 56	4 15	.....
.....	10 34	5 36	...Hostler...	8 50	4 08	.....
.....	10 46	5 42	...Marengo..	8 43	4 01	.....
.....	10 52	5 49	..Loveville..	8 37	3 55	.....
.....	10 58	5 56	FurnaceRd	8 31	3 49	.....
.....	11 02	6 00	Dungarvin.	8 27	3 46	.....
.....	11 10	6 10	..W. Mark...	8 19	3 38	.....
.....	11 20	6 23	Pennington	8 10	3 30	.....
.....	11 32	6 32	...Stover.....	7 58	3 18	.....
.....	11 40	6 42	...Tyrone.....	7 50	3 10	.....

BELLEFONTE CENTRAL RAILROAD.

To take effect April 4, 1892.

EASTWARD. Ac.	Ex.	Mail.	STATIONS.	WESTWARD. Ac.	Ex	Mail.
P.M.	P. M.	A. M.	Ar. Lv.	A.M.	A. M.	P. M.
6 35	3 50	9 05	.Bellefonte.	6 30	10 30	4 40
6 28	3 44	8 59	...Coleville...	6 37	10 35	4 45
6 25	3 41	8 56	....Morris....	6 40	10 38	4 48
6 22	3 38	8 52	..Whitmer...	6 44	10 43	4 51
6 19	3 35