

[Continued from 2nd page.]

There is much surprise here over the reported release by the sheriff of the Pinkerton guards. When the men agreed not to kill the guards it was with the understanding that the guards should be placed in jail until informed against them. Reports of their release excited much angry discussion at first, but this was quieted when it was remembered that if the men appeared as witnesses they would themselves be liable to prosecution for riot. Several leaders expressed relief over the release and believed there would be no legal complications arise.

The situation up to Sunday night remained serious, though not particularly threatening. Then the authentic reports that the Pinkerton men were on their way to recover the property threw the strikers into such a frenzy that the complete destruction of the place. These moves thoroughly alarmed Sheriff McCleary and put him at once in communication with the Governor, who late Sunday night issued an order for adjutant General Greenland to rendezvous the entire N. G. P., numbering, nearly 8000, at points most accessible to the scene of action.

General Snowden, with the adjutant general and quartermaster general at once proceeded to mobilize the orders for the mobilization of the guard. Some troops will be under way early in the morning.

Late to-night Major General Snowden issued the following order to Brigadier General Robert P. Deibert, of Philadelphia, commanding First brigade.

In compliance with orders of the commander-in-chief, you will concentrate your command in camp at Mt. Gretna by to-morrow (Monday) after noon and there await further orders. Battery horses, all ammunition on hand. First troops mounted will move on first train available on Pennsylvania railroad bound west.

An order was issued to the Second brigade to concentrate at a point General Snowden declined to make public (presumably Homestead), and await orders. The third brigade was ordered to concentrate at Lewisstown and move west. Telegrams were sent to all the regimental commanders.

[Continued on 4th page.]

Balloons in Chicago.

Three Air-ships to Fly Among the Clouds.

All the principal capitals of Europe have had captive balloons. At the Exposition in Paris in 1889 two balloon companies were operating with large patronage. Chicago will have, this month a year before the Exposition, a captive balloon company operating three balloons at Cottage Grove avenue and Fiftyeth Court. The Gabriel Von Ballon Park takes its name from the greatest builder of balloons of the age. In Paris in 1878 he made the largest balloon then built, carrying fifty people, and will make for the Chicago Exposition a monster air-ship, capable of carrying 100 persons.

The captive balloon at Fiftyeth Court will be of the capacity of 100,000 cubic feet and 55 feet high, and able to carry at least fifteen persons. It will make ascensions from 10 a. m. until 10 p. m. The buildings will be ready next week. They will be lighted by electricity, and a search-light will follow the balloon on its night trips. An orchestra will play in the balloon car.

Besides the captive balloon there will be two smaller ones, independent, leaving the grounds Thursdays and Sundays, carrying from seven to ten people, for rides of three to four hours among the clouds. The enterprise will be a cable drum now in course of construction and a hydrogen gas generator. Both are from plans furnished by M. Von, and are different from anything in this country. The three balloons are on the way from Paris. The captive will be named "Christopher Columbus"; the others are the Presidential nominees of the Republican and Democratic parties.

At the opening of the park, June 25 a race will be run between the two free balloons. The Manager of the Company, which is incorporated with a capital of \$110,000, is Jules Juvenet, a French civil engineer.

An Open Question.

BY MARGARET SUTTON BRISCOE AND M. A. R.

The altar in the Church of our Saviour at Kiev was brilliantly illuminated. Before the image of the Virgin Mother, selected as the guardian of young wives, burned a great candle, and lesser lights twinkled before the other icons.

At the foot of the altar knelt the bride and groom, and behind them stood their relatives in a half-circle. Back of these again the body of the church was crowded with wedding guests, for the bride was the daughter of a high official; and, besides, she had a story; not a very long story, nor a remarkable one, but the man kneeling beside her was not her first love.

Rumor whispers that the bride's first love have been rudely broken by her father's orders, and the living question in the church is, "Has rumor been correct?"

The congregation are divided in their opinions. Half believe no; half, yes. The topic has been the agitation of the community ever since the announcement of the marriage.

Now they only wait for the priest to say, "Hast thou ever pledged thy troth to another before promising to be this man's true wife?" and the question will be settled forever. The bride and groom rose and advanced to the table set below the altar, where the priest awaited them. She was fair, slender, and her light hair curled in a soft mass over her head and played hide-and-seek about her dainty ears and the nape of her shapely neck.

She stood blushing under the white tulle veil, which covered her from head to foot, for the groom the church was alive with whispers. "He is insignificant-looking." "He is clever." "What did she see in him?" "She did not love him."

"She adores him." "And always, an I over and over again, 'What will she answer?'"

The bride lit the candle which she held in her hand at one of the lighted shrines, and the service began. The silence was breathless from the opening, but as the time for the solemn and momentous question arrives, a slight rustle proclaims that all bend forward to hear.

Dust At Sea.

The British ship Berean, which recently made the voyage from Tasmania around Cape Horn to England, encountered a remarkable, but not unusual phenomenon at sea, viz., a storm of dust.

After crossing the equator she fell into the northeast trade winds and when about 600 miles west of the Cape De Verde Islands, the nearest land, the Berean's sails and rigging were thinly coated with a very fine powderly dust of a dark yellow or saffron color, scarcely discernible on or near the deck, but profuse on the highest part of the rigging, so that the sails appeared "tanned."

Fine dust falling on vessels in the Atlantic near the Cape De Verde archipelago has often been reported, but it has so often been of a reddish hue that it is known among sailors as "red fog," and has been generally supposed to come from South America. The observation on board the Berean appears to overthrow this conclusion to determine the African origin both of the Atlantic dust and the so-called "blood-rains" of southern Europe.

Admiral Smyth many years ago reported, during his stay in Sicily, on the 14th of March, 1814, a "blood rain," which fell in large, muddy, drops, and deposited a very minute sand of a yellow-red color, quite similar to that now reported by the Berean. He then regarded it as "sirocco dust" from the African desert, "crowning the beautiful theory of atmospheric circulation."

Both on the Atlantic Ocean and in Europe these rains of dust have almost invariably fallen between January and April—a period of the year in which the Sahara is most arid.

Cholera infantum has lost its terrors since the introduction of Chamberlain's Colic, Cholera and Diarrhoea Remedy. When that remedy is used and the treatment as directed with each bottle is followed, a cure is certain.

Mr. A. W. Walters, a prominent merchant at Waterbury, Ill., says: "I cured my baby boy of cholera infantum after several other remedies had failed. The child was so low that he seemed almost beyond the aid of human hands or reach of any medicine." 25 and 50 cent bottles for sale by F. P. Green, Druggist.

LEMON CUSTARD.—Boil the rind of one grated lemon and the juice of half a lemon in half a pint of water, add the yolks of seven eggs beaten to a cream and sweeten. Stir it one way until it thickens. When taken with the fire add a spoonful of brandy. Pineapple custard may be made in the same way only substituting pineapple juice for the lemon.

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.

Insurance.

J. C. WEAVER, GENERAL INSURANCE AGENT, Bellefonte, Pa. Policies written in Standard Cash Companies at lowest rates.

GEO. L. POTTER & CO., GENERAL INSURANCE AGENTS, Represent the best companies, and write policies in Mutual and Stock Companies at reasonable rates. Office in First building, opp. the Court House.

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THE OLDEST AND BEST.—All business promptly and carefully attended to. Office, Conrad House, Bellefonte, Pa. 36 36 ly CHAS. SMITH, Agt.

WHY WE REPRESENT THE NORTHWESTERN. MUTUAL LIFE INSURANCE CO. IT IS A STRONG COMPANY. Total assets \$42,353,012.96 Total liabilities 35,821,687.98 Net surplus 6,531,324.98

IT IS A PROSPEROUS COMPANY. Ins. in force Jan. 1, '91 \$238,988,807.00 Increase during 1890 95,002,884.00 Increase in assets in 1890 5,237,042.55 Increase in surplus in 1890 891,377.65 Total income in 1890 11,119,373.05 Increase over 1889 1,739,819.05

IT IS A CAREFUL COMPANY. Death-loss incurred during 1890, per \$100 insured \$0.60 Ditto, next lowest Co. 11.40 Average of the 9 largest competing companies 14.90 Death loss at \$50 per \$100 2,122,290.25 Increase had rate been \$1.50 3,289,549.50 Amount saved 1,167,259.25 Assets in first mortgage bonds 3 per cent 1,167,259.25 Ditto, 9 largest competing co's 36 Ditto in railroad and other fluctuating securities None Penn. Mutual. 32 per cent

IT IS A WELL MANAGED COMPANY. Rate of interest earned in 90... 6.92 Average rate of 9 leading competitors 5.15 Interest income had rate been 5.15 per cent 1,910,553 Interest gained 285,543

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.

THE COMPANY'S INTEREST RECEIPTS EXCEED HER DEATH CLAIMS. Interest receipts in 1890 \$2,196,562 Death claims in 1890 2,122,290

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. Risks, plans and further information furnished on request. District Agent, W. C. HEINLE, BELLEFONTE, PA. 6-35-ly

SAFE INVESTMENT SECURITIES, MUNICIPAL BONDS, INDUSTRIAL STOCKS, CORPORATION BONDS, APPROVED BANK STOCKS. Carefully selected, tried, safe, pay good interest.

DESIRABLE INVESTMENT PROPERTIES IN PROSPEROUS CITIES. For full particulars and references, write to ESCHBACH, McDONALD & CO., 15 to 25 Whitehall St., New York. 36-38-ly

Electric Belts. FREE. Trial. Why suffer from the bad effects of the La Grippe, Lamé 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, \$5, \$10, and \$15, if satisfied. Also, Electric Trusses and Box Batteries. Costs nothing to try. Guaranteed 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. Address DR. JUDD, Detroit, Mich. 37 13 ly

Tourists.

Speaking of Flying.

Some run, some fly, and some are limited in their 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 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. Lomad, Genl. Pass. & Ticket Agt., Omaha, Neb.

IN THE FIRST PLACE. "The Overland Flyer" of the Union Pacific System is today as it has been, for years, the most popular as well as the fastest Daily Transcontinental Train. The Flyer is a solid vestibule 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."

Table with columns: Leave, Arrive, Leave, Arrive, Leave, Arrive. Rows for various routes and times.

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.

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. 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 Stores, Lumber Yards, Tailor Shops, Hardware Stores, Banks, Carpenter Shops, Meat Markets, Bakeries, Barber Shops, Waggon 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. Fine 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.

Suggestion for a Summer Trip. If you wish to take the trip of a lifetime, purchase the low rate excursion tickets sold by all principal lines in the United States and Canada via the Northern Pacific Railroad to Yellowstone National Park, Pacific coast and Alaska.

The trip is made with the highest degree of comfort in the elegant vestibule trains of the Northern Pacific Railroad, which carry dining cars are luxurious Pullman sleeping cars from Chicago, St. Paul and Minneapolis to Montana and the Pacific coast, without change, and special Pullman sleepers from St. Paul and Minneapolis to Yellowstone Park.

The scenery en route is the most magnificent to be found in the seven states through which the road passes. Beautiful mountains, rivers, valleys, lakes and plains follow each other in rapid succession to delight the tourist, who will also find interest in the agricultural, mining, lumbering, industrial and other interests associated with the development of the great Northwest.

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Railway Guide.

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

VIA TYRONE—WESTWARD. Leave Bellefonte, 6:35 a. m., arrive at Tyrone, 6:55 a. m.; Altoona, 7:45 a. m., at Philadelphia, 12:45 p. m. Leave Bellefonte, 8:25 a. m., arrive at Tyrone, 8:45 a. m.; Altoona, 9:35 a. m., at Philadelphia, 2:35 p. m. Leave Bellefonte, 10:25 a. m., arrive at Tyrone, 10:45 a. m.; Altoona, 11:35 a. m., at Philadelphia, 4:25 p. m.

Table for BALD EAGLE VALLEY. Columns: WESTWARD, EASTWARD, TIME, Nov. 16, 1891. Rows for various stations and times.

Table for TYRONE & CLEARFIELD. Columns: NORTHWARD, SOUTHWARD, TIME, Nov. 16, 1891. Rows for various stations and times.

BELLEFONTE & SNOW SHOE BRANCH. Time Table in effect on and after Nov. 16, 1891. Leave Snow Shoe, except Sunday 6:45 a. m. Leave Bellefonte, except Sunday 10:30 a. m. 5:25 p. m.

Table for LEWISBURG & TYRONE RAILROAD. Schedule in effect November 15th, 1891. Columns: WESTWARD, EASTWARD, TIME, Nov. 16, 1891. Rows for various stations and times.

Table for LEWISBURG & TYRONE RAILROAD. Upper End. Columns: WESTWARD, EASTWARD, TIME, Nov. 16, 1891. Rows for various stations and times.

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On the Red Bank branch trains will run as follows: Going east will leave Red Bank at 8:00 a. m. and 5:35 p. m. Stormstown at 8:05 a. m. and 5:40 p. m. Mattern at 8:12 a. m. and 5:47 p. m. Graysdale at 8:17 a. m. and 5:52 p. m. Mattern J. at 8:20 a. m. and 5:55 p. m. Going west will leave Mattern J. at 7:14 a. m. and 5:13 p. m. Graysdale at 7:19 a. m. and 5:18 p. m. Mattern at 7:24 a. m. and 5:23 p. m. Stormstown at 7:29 a. m. and 5:28 p. m. Red Bank at 7:35 a. m. and 5:30 p. m. THOS. A. SHOOKMAN, Sup't.