### ORIGIN OF THE TIDES.

The moon, a lady robed in white,
Rose o'er the bosom of the sea,
And whispered: Take me! by thy might,
Emorace me, seize me, set me free
From endless bondage to the night!

The brave sea rose to do her will,
And tossed his pale arms high in air.
The deeps responded with a tarill
That shook far coasts and islands fair,
Yet the pale maid rode higher still.

The bold surge, wrestling with defeat, The bold surge, wresting with defeat,
Threw foaming kisses hign—in vain.
At last he sighed: Ah, lady sweet,
Thou art too great! But thou shalt reign
My queen. My heart shall rise to greet
The daily dancing of thy feet.

—Harrict Monroe.

#### France.

Ferdinand de Lesseps Sentenced to Five Years Imprisonment .- A Fine of Three Thousand Francs is Imposed Besides .- Like Penalty In flicted Upon His Son, Charles de Lesseps .-Cuttu and Fontane Get Two Years and the Same Fine. - Eiffel to Go to Prison for Two Years and Pay Two Thousand Francs.

PARIS, Feb. 9-Ferdinand De Lesseps and his son, Charles, have been sentenced to five years' imprisonment, Cottu, Eiffel and Fontane to two years. trial. It has produced a striking effect upon the public, who approve all the other sentences but do not understand that of De I contact the contact and the c

that of De Lesseps senior. Nobody can forget the role he has played, or that it was he whom the pubvoice named "Le grand Francais." All know that he has been deemed worthy of every honor and glory. He is a member of the French Academy, a grand cross of the Legion of Honor, and was for twenty years the real representative of France when he traveled

And now he is condemned to five years' imprisonment, notwithstanding his age of four score and eight, notwithstanding the fact that his mental state is such that he can never know of his

condemnation. RECEIVING THE JUDGEMENT.

The other sentences appear to be just, especially that of Eiffel, who, as has been cabled during the trial, had public opinion against him from the first. When the judgment was read it produced a kind of stupor upon the barristers, and the public crowded into the audience chamber in the Palace of Justice, especially upon those who looked for the acquittal of De Lesseps.

ter and being a consequence of yesterday's sitting in the Chamber, when all man of Suez was impotent. the deputies appeared to monopolize virtue at any price.

CHARGES AGAINST THE DE LESSEPS, The charge of fraudulent proceedings against Ferdinand de Lesseps, Charle de Lessens, Henry Cottu and Marius Fontane was held to be proved. On this point the judgment referred to the company's methods in issuing loans, the the mendacious official bulletins and persistent puffing done by the papers at the instance of the directors. These practices, the judgment stated, when not directly originated or indorsed by the directors, had been connived at by them. Ferdinand de Lesseps, aided and abetted by his son Charles, M. Cottu and M. Fontane, had persistently concealed the operations of the Canal Company in order that the quotations of shares

might not be affected unfavorably. CRIME OF THE DIRECTORS. The directors had dealt with underwriting syndicates, which as far as their utility was concerned were fictitious and were known to be fictitious. In underwriting loans these syndicates had taken upon themselves no risks, and yet they had received enormous sums from the company. The expenses necessarily attendant upon the issue of loans had been grossly exaggerated by the directors and this exaggeration also constituted a fraudulent act.

The plea of the defence that, despite these fraudulent acts, the directors were not amenable because the loan especially in quotation had not succeeded, the decision pronounced worthless in view of the evidence that the directors had not scrupled to expose the capital of the company to the risks involved in the fresh issue and even reiterated their promises to complete the canal with the proceeds of the loan. By article 408 of the code concerning a breach of trust it was not necessary that the money should have been misappropriated or squannered, or should have benefited the directors in order that they may be found guilty. Their fraudulent intent was the same, whether or not their purpose was carried out. This intent was proved by the fact that the sums paid to Baron de Reinach, Hugo Oberndoerfer and others could be regarded as having been subscribed for the purposes to which they

M. EIFFEL'S BREACH OF TRUST. In dealing with Gustave Eiffel's breach of trust the decision said that M. get up its report, which was completed Eiffel had received 120,000,000 francs for the construction of ten locks and had promised to complete them by 1890.

The evidence had shown that he had came was that "our work will be much not even purchased the specified materials necessary in the construction of these locks; in fact he had bought in WARNED BY A DESTRUCTIVE FLOOD. France all told but 1,223,000 francs' worth of materials. He had pretended, furthermore, to fulfill the obligations he had undertaken, while, in reality, he was simply misappropriating the funds. inconclusion Judge Perivier read the

sentence as given above. and Reclus on the Isthmus during the land. 1876 77, under the auspices of the Societe Internationale du Canal In

struction of it. These men were two naval lieutenants without much, if any, special qual- for the execution of the canal" on the so produces \$20. to \$30. worth of grain. Fines iffication for the work. Having paid recently demonstrated maximum danflying visits to the various previously ger to be apprehended. suggested routes from Nicaragua to the Atrato River, they seem to have instructively decided on that from Colon to practical, common sense point of view F. I. Whitney, St. Paul, Minn.

own satisfaction and that of the Societe between April 2 and 16, 1878, plus a pen. few days spent in looking about them time actually occupied in studies of the line levels, sections, character of ground &c , for the most stupendous engineering enterprise on record as having been attempted within historic times.

M. Wyse went to Bogota and got the concession, or rather the necessary modifications to that which had been tentatively granted two years before. He then returned to Paris and the details of the scheme upon which the enterprise was floated were matured from the results of this expedition.

Up to this time M. de Lesseps had no more to do with the Panama affair than President Nunez had had to do with the Suez Canal.

RAILROAD AND CANAL JOIN FORCES. Realizing that there was yet another power besides Columbia to deal with ere any practical achievement might be hoped for, namely, the Panama Railroad, M. Wyse went to New York early in 1878 and approached the directors. This resulted in a treaty by which the railroad bounds itself to aid the canal, and the canal undertook to buy out the railway when the waterway was completed at the fancy price of £2,400,000 or \$7,000,000 United States gold.

the best means of carrying through the next step-advertising the concern thoroughly and cheaply. And with the amiable assistance of the Geographithe amiable assistance of the Geographic theory of \$10,000,000. And with cal Society of Paris an advertising scheme, excelled in magnitude only by the enterprise itself, was set on foot.

scheme as a whole. were issued to "the most famous en- ing dam and but few of the "derivagineers of the whole world to assemble at Paris and to examine all the plans, all the projects and all the materials gathered by explorers concerning the interoceanic canal." To these only 100, but "most eminent persons" every one of them, responded, some of their motion and some by direction of their governments.

THE DEBUT OF DE LESSEPS. It is here that M. de Lesseps comes

in, and here his responsibility begins, whether the Congress was of his mak- thing.

As a natural consequence the "men of law" do not hesitate to qualify the judgment as having a political character and being a consequence of the c The Congress had reeched its decision

The result was that he proposed to buy out the syndicate, and an agreement was signed on July 5, 1879, the terms being the yielding of the concession on condition that should a company be floated the syndicate was to re-

shares. The swindling that has been the bane of the enterprise, may be well said to have commenced here, for the total expenses of the syndicate to that date barely topped \$200,000, so that the pro-

fit on the outlay was enormous. The advertisement had hit as never did advertisement before, and with characteristic anticipation De Lesseps saw the canal an accomplished fact with the merchant navies of the world

streaming through it. A HITCH IN THE ENTERPRISE.

But he was soon brought to earth by an unforeseen occurrence; the company would not materialize. Why? M. Wyse asserts that it was because de Lesseps went about organizing it the wrong be overcome.

Anyhow, something had to be done, and this clearly lay in the direction of

advertising. The sharks of the Paris press had not yet scented the quarry that was destined later on to drag them neck and crop into Panama slush, and so an organ was started to propagate the faith, known as the Bulletin du Canal Interoceanique The next move was de Lesseps's

triumphant visit to Panama, like a sov-

ereigh surrounded by his courtiers. The Commission Technique, with De Lesseps in personal command, arrived on the isthmus at the close of December 1879, and began its work by accepting and participating in a round of ovational festivities that stands unparalleled in the annals of Darlen, and that is saying a great deal, when we remember what

Panama was in the old colonial days. But they began to get down to serious work on Jan. 5, when little Mlle. de Lesseps turned the first sod and the Bishop blended the blessings of Mother Church with the generous foam of

champagne cup.
After a month's work, less a day, the Committee of the Commission-that is, the technical of the technical-began to within ten days, the whole business be-

easier on the isthmus than in the desert

From the 21st to the end of November, or just one month before the arrival of the commission, a downpour of rain unequaled within historic times, even in the region of perpetual precipitation, occurred, which flooded the interior of the isthmus, let loose the river THE PANAMA CANAL SCANDALS. Chagres, put a temporary stop to all traffic, swept away much of the railway begins with the arrival of MM. Wyse and generally spread destruction over er for factories at various places. No charges

It would surely seem that in the pres-Societe Internationale du Canal In ence of an experience so significant as teroceanique, to explore a route for a to be almost regarded as a kindly warncanal and procure from the Columbian ing from Nature's self, and less blindly Government a concession for the con- enthusiastic body of ordinarily intelligent men, let alone a "technical" commission, would have based the "studies

Panama, following pretty closely the they appear to have ignored and based line of the Panama Railroad, which their studies on almost a minimum they appear to have surveyed to their which, eventually, De Lesseps bimself reduced yet further with the stroke of a

With the object of taking advantage on the Pacific shore. So one may call three weeks an ample allowance for the run the axis of their canal through the river, cutting its bed at twenty-five different points, the idea being to deviate the waters of this mighty stream by a system of side canal, called rigoles de derivation, which would leave the portions of the bed utilized free for the use of the canal.

But to carry out this scheme the Alto (upper) Chagres had to be dealt with, and in this connecting a dam was projected to be constructed at a place called Gamboa, above Matachin, where the Alto Chagres intersects the axis of the canal at right angles and where the canal finally takes leave of its terrible an-

This dam, 40 metres high and 1,600 long, to cost \$20,000,000, was to form a large lake to hold the river back and ing it in the Bay of Limon to the east of

The "derivations" were to cost \$15,could be undertaken save at great risk, a round sum of \$35,000,000 should have the Chagres.

ESTIMATES SLASHED.

At first DeLesseps told the commission "not to stint their estimates," but eventually, possibly having at a distance lost his keen appreciation of the menace of the Chages, and being enthusiastically desirous of rushing the visible work of the canal itself, he cut and cut

knocked off \$10,000,000. Up to the present time of writing, as the world very well knows, the installa-This was the summoning of the Paris Congress to consider and report on the other cuttings done, but not one stroke Three hundred circular invitations of work has been done on the controll-

tions" have been made. It follows, therefore, that the canal for which M. de Lesseps and his advisers have sacrificed so much of other people's money and their own reputations, or and probable liberty has been deliberately constructed at the bottom of a vast natural line of drainage, and that it is liable to annihilation at any time the rainfall should precipitate a freshet similar to that of 1879. The very foundations of the enterprise have been built on sand, or mud, which is the same

"ENGAGEMENTS" IN THE UNITED

STATES The story of his first efforts in this direction is the story of his visit to the United States, whither he proceeded from Parama, and the impression of masterly diplomacy he created must still be re-

membered by many. THE COMPANY LAUNCHED.

Immediaiely after de Lesseps returned from the New World he again essay- ing color, are a poem. Lake Pend d'Orielle pany be floated the syndicate was to receive cash out of hand to the amount of ceive cash out of hand to the amount of \$1,000,000 and an equal amount in shares.

amount asked for having been subscribed by the close of the year 1880. In the Fork of the Columbia River is a daylight following March the first meeting of the shareholders was held, and all went way to reach the far famed Yellowstone Park. merry as a marriage bell. The committee above alluded to reported that all the preliminary expenses so far incurred amounted to a charge of but 34 per cent. on the capital.

De Lesseps and his following bubbled over with rosy promises and supported them by conclusive arguments, for whatever apparent drawbacks there might le was not he the Man of Suez? and so the company was established and the work commenced.

From that day forward the history of the enterprise may be summed up in three words—waste, robbery, disaster, And while the waste was going on at Panama and the robbery in Paris, M. way, giving lectures wide of the subject de Lesseps, with an undaunted front. and deliberately dissembling as to the met each new disaster on the ground work to be done and the difficulties to that "some talls are means the happier to arise," and time and again imparted his own invincible enthusiasm to the people of France and secured instalment after instalment from their savings until there was no more left and the crowning disaster of 1888 collapsed the glittering bubble.

## Tourists.

Look Out For Cold Weather. But ride inside of the Electric Lighted and Steam Heated Vestibule Apartment trains of the Chicago, Milwaukee & St. Paul Railway and you will be as warm, comfortable and cheerful as in your own library or boudoir To travel between Chicago, Omaha and Sioux city, in these luxuriously appointed trains, is a supreme satisfaction; and, as the somewhat ancient sdvertisement used to read, "for furth er particulars, see small bills." Small bills (and large ones, too) will be accepted for passage and sleeping car tickets. For detailed information address John R. Pott, District Passenger Agent, Williamsport. Pa.

## Wanted.

Flouring Mills at Reynolds. N. D. (\$2,000 onus); 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

General Stores, Creameries, Harness Shops, Drug Stores, Shoe Shops, Lumber Yards, Tai or 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 pow whatever for information which may ilead to the securing of locations by interested par-

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 sheep, cattle and horse country in America Millions of acres of Government Land still to As a matter of fact, though, the com-

Information and publications sent free by

#### Tourists.

Are You Going West.

Of Chicago? To points in Illinoise, Iowa Missouri, Minnesota, Wisconsin, Northern Michigan, South or North Dakota, Colorada California, Oregon or Washington. To any point West, North-West or South-West. Send for a new map of the Chicago, Milwaukee & St. Paul Railway system which is geo. graphically correct. It, with an appendix giving va'uable information will be mailed free. Call on or address: John R. Pott, District Passenger Agent, Williamsport, Pa.

#### Sixty Million Bushel of Wheat-A Bushel for Every Inhabitant of the United States. The Kansas Crop of '92.

Never in the history of Kansas has that state had such bountiful crops as this year. The farmers cannot get enough hands to harvest the crop, and the Santa Fe Railroad has made special rates from Bansas City and other Missouri River towns, to induce harvest hands to go into the state. The wheat crop of regulate the flow of its waters through the "derivations," eventually dischargbushels and the quality is high. The grass crop is made, and is a very large one; the early potatoes, rye, barley and oat crops are made, and all large. The weather has been 000,000, so that ere any serious work propitious for corn, and it is the cleanest, best looking corn to be found in the country to day. Cheap rates will be made from Chicago been expended upon the controlling of St Louis and all points on the Santa Fe east of the Missouri River, to all Kansas point, on August 30 and September 27, and these excursions will give a chance for eastern farmers to see what the great Sunflower State can do. A good map of Kansas will be mailed free upon application to Jno. J. Byrne, 723 Monadnock Block, Chicago, Ill., together with reliable statistics and information about Kansas lands. 38 4 3m

## Abraham Lincoln

States, made a farewell address to his old friends and neighbors, in which he said neighbors give your boys a chance."

The words come with as much force to-day as they did thirty years ago.

How give them this chance? ing for young and sturdy fellows to come and develope it and "grow up with the country." All over this broad land are the young fellows, Price 5 cents a copy .. better their condition and get on in life.

Here is the chance! The country referred to lies along the Northern Pacific R. R. Here you can find pretty much anything you want. In Minneso a, and in the Red River Valley of North Dakota, the finest of prairie lands fitted for wheat and grain, or as well for diversified farming. N Western North Dakota, and Montana, are stock ranges limitless in extent, clothed with

the most nutritious of grasses. If fruit farming region is wanted there is the whole state of Washington to select from As for scenic delights the Northern Pacific ed. In crossing the Rocky, Bitter Root and Cascade mountains, the greatest mountains. Cascade mountains, the greatest mountain scenery to be seen in the United States from car windows is found. The wonderful Bad Lands, wonderful in graceful form and glowing color, are a poem. Lake Pend d'Orielle To reach and see all this the Northern Pa-To reach and see all this the Northern Pacific Railroad furnish trains and service of unsurpassed excellence. The most approved and comfortable Palace Sleeping cars: the best Dining cars that can be made; Pullman Tourist cars good for both first and second class passengers; easy riding Day coaches, with Eaggage, Express, and Postal cars all drawn by powerful Baldwin Locomotives makes a train fit for royalty itself.

Those seeking for new homes should take this train and go and spy out the land ahead. To be prepared write to CHAS. S. FEE, G. P. & T. A. St. Paul, Minn.

# New Advertisements.

ATHAND

In a dangerous emergency, Ayer's Cherry Pectoral is prompt to act and sure to cure. A dose taken on the first symptoms of Croup or Bronchitis, checks further progress of these complaints. It softens the phlegm, soothes the inflamed membrane, and induces sleep. As a remedy for colds, coughs, loss of voice, la grippe, pneumonia, and even consumption, in its early

stages. AYER'S CHERRY PECTORAL excels all similar preparations, It is endorsed by leading physicians, is agreeable to the taste, does not interfere with digestion, and needs to be taken usually in small doses. "From repeated tests in my own family, Ayer's Cherry Pectoral has

proved itself a very efficient remedy for colds, coughs, and the var-ious disorders of the throat and lungs,"-A. W. Barlett, Pittsburg, "For the last 25 years I have been

taking Ayer's Cherry Pectoral for lung troubles, and am assured that its use has SAVEDMYLIFE

I have recommended it to hundreds. I find the most effective way of taking this medicine is in small and frequent doses."-T. M. Matthews, P. M. Sherman Ohio. "My wife suffered from a cold; nothing helped her but Ayer's Cherry Pectorel which effected a cure."—R. Amero, Plympton, N. S. ER'S CHERRY PECTORAA Prepared by Dr. J. C. Ayer & Co., Lowell, Mass. Prompt to act, sure to cure.

## New Advertisements.

YOHN C. MILLER

PRACTICAL ACCOUNTANT.

REAL ESTATE AND COLLECTION

AGENCY.

Rents or Sells property of all kinds. Does a general collection business, opens or closes books for firms or individuals. Special attention given to collection rents and business accounts. and business accounts.

If you have any real estate for sale or rent or wish to rent or buy property, call and see me at room 13, Criders Exchange, Allegheny street, Bellefonte, Pa.

37-13-1y

JUST ARRIVED.

A complete line of Ladies Union Suits FROM 50 CENTS UP

A beautiful assortment of trimming furs. Childrens coats from \$1.25 up.

LADIES WOOL HOSE

at 18 cents, better ones for ALWAYS PLENTY OF BARGAINS AT

No. 9, Spring Street, Bellefonte, Pa 37 43 1v

THE SUN.

During 1893 The Sun will be of surpassing When leaving his home at Springfield, Ill., excellence and will print more rews and more to be inaugurated President of the United

THE SUNDAY SUN

Up in the northwest is a great empire wait- is the greatest Sunday Newspaper in the

.. By mail, \$2 a yea

THE SUN, New York

Insurance.

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. C. WEAVER, GENERAL INSURANCE

GENERAL INSURANCE AGENTS,

## Druggist.

R. JAS. A. THOMPSON & CO.

APOTHECARIES,

ALLEGHENY ST., BELLEFONTE, PA. DEALERS IN-

PURE ‡ DRUGS, ‡ MEDICINES

TOILET ; ARTICLES and every thing kept in a first class Drug

# Miscellaneous Adv's.

THE PENN IRON ROOFING & CORRUGATING CO., Limited. SHEET IRON & STEEL MANUFACTURERS in all its branches for BUILDING PURPOSE. INTERIOR & EXTERIOR. Circulars and prices upon application. G. M. RHULE, Ag't. 36 10 tf. Philipsburg, Ps

THE WILLER MANUFACTUR-ING CO. Sole Manufacturers of THE WILLER SLIDING BLINDS, THE WILLER FOLDING BLINDS,

REGULAR INSIDE FOLDING BLINDS, WILLER SLIDING WINDOW SCREENS. And custom made SCREEN DOORS for STAIR WORK in all its branches ready to put up in any part of the country. Write for catalogue. GEO. M.KHULE, Ag't 3610 tf. Philipsburg, Pa.

WANTED.—Wide-awake workers everywhere for Shepp's Phoro-GRAPHS of the World;" the greatest book on earth; costing \$100,000; retail at \$3,25, cash or installments; mammoth illustrated circu-lars and terms free; daily output over 1500 volumes.

SHEPP'S PHOTOGRAPHS OF THE WORLD OF THE WORLD
Agents wild with success. Mr. Thos. L. Martin, Centreville, Texas, cleared \$711 in 9 days.
Miss Rose Adams, Wooster, ., \$23 in 40 minutes; Rev. J. Howard Madison, Lyons, N. Y., \$101 in 8 hours; a bonanza; magnificent outfit only \$1.00. Books on credit. Freight paid.
Ad. Globe Bible Publishing Co., 723 Chestnut St., Phila., Pa. or 358 Dearborn St., Chicago Ill.

CHECK-WEIGHMAN'S RE-with name of mine and date line printed in full, on extra heavy paper, furnished in any quanity on to days' notice by the. WATCHMAN JOB ROOMS.

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 receive 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.

Address DR. JUDD. Detroit, Mich.

ents Wanted.

Railway Guide.

PENNSYLVANIA RAILROAD AND BRANCHES. Dec. 18th, 1892.

Leave Belletonte, 5.35 a. m., arrive at Tyrone.
6.52 a. m., at Altorna, 7.40 a. m., at Pittsburg, 12.10 p. m.
Leave Relletonte, 10.28 a. m., arrive at Tyrone.
11.55 s. m. at Altorna, 1.45 p. m., at Pittsburg, 6.50 p. m.
Leave Belletonte, 5.15 p. m., arrive at Tyrone.
6.33, at Altorna at 7.25, at Pittsburg at 11.20
VIA TYRONE—EASTWARD.

via tyrone—Eastward. Leave Bellefonte, 5.35 a.m., arrive at Tyrone 6,55, at Harrisburg 10.30 a.m., at Philadel

6:55, at Harrisburg 10:30 a. m., at Philadelphia, 1.25 p. in.

Leave Belletonie 10:28 a. m., arrive at Tyrone, 11:55 a. m., at Harrisburg, 3:20 p. m., at Philadelphia, 6:50 p. m.

Leave Bellefonte, 5:15 p. m., arrive at Tyrone, 6:33 at Harrisburg at 10:20 p. m., at Philadelphia, 4:25 a. n..

VIA LOCK HAVEN—NORTHWARD.

Leave Bellefonte, 9:32 a. m., arrive at Lock Haven, 10:37 a. m.

Leave Bellefonte, 4:30 p. m., arrive at Lock Haven, 5:25 p. m., at Renovo, 9. p. m.

Leave Bellefonte at 8:45 p. m., arrive at Lock Haven at 9:50 p. m.

Leave Bellefonte at 8.45 p. m., arrive at Lock
Haven at 9.50 p. m.

VIA LOCK HAVEN—EASTWARD.
Leave Bellefonte, 9.32 a. m., arrive at Lock Haven, 10.37, leave Williamsport, 12:39 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, 5.25. p. m.; Williamsport, 6.45 p. m.,
Harrisburg, 10.05 p. m.

Harrisburg, 10.05 p. m.

Leave Bellefonte, 8.45 p. m., arrive at Lock Haven, 10.10 p. m., leave Williamsport, 12.26 a. m., leave Harrisburg, 3.45 a. m., arrive at Philadelphia at 6.50 a. m.

Leave Bellefonte at 6.20 a. m., arrive at Lewisburg at 9.60 a. m., Harrisburg, 11.40 a. m.

Philadelphia, 3.00 p. m.

Leave Bellefonte, 2.15 p. m., arrive at Lewisburg, 4.47, at Harrisburg, 7.05 p. m., Philadelphia, 4.47, at Harrisburg, 4.4

21 128			EAGLE VAI			MA ARL
MAIL.	DAY DAY EXPRESS.	EXPRESS.	Dec. 19, 1892.	MAIL.	DAY DAY	EXPRESS.
P. M.	A. M.		Arr. Lv.	A. M.	P. M.	Р. М.
6 33	11 55	6 52	Tyrone	8 10		7 2
6 27	11 48	6 45	E. Tyrone	8 17		7 3
6 23	11 43	6 42	Vail		3 20	7 3
6 19	11 38		Bald Eagle	8 25	3 24	7 3
	11 32		Dix	8 30	3 30	7 4
	11 29	6 30	Fowler	8 32	3 33	7 4
6 08	11 26		Hannah		3 37	7 5
6 01	11 17		Pt. Matilda.		3 44	7 5
5 54		6 13	Martha		3 52	8.0
5 45			Julian		4 01	8 1
5 36		5 55	.Unionville.		4 10	8 2
5 28		5 48	S.S. Int		£ 17	8 3
5 25		5 45	.Milesburg		4 20	
5 15	10 28		.Bellefonte.		4 30	
5 05	10 18		Milesburg.		4 40	
4 57	10 C9	5 18	Curtin		4 46	9 (
4 50	10 02		Mt. Eagle		4 50	
4 44	9 54	5 07			4 57	9 5
4 35	9 45	4 59	Eagleville.		5 05	9 3
4 33			Bch. Creek.		5 08	9 4
4 21	9 31	4 46	Mill Hall		5 19	
4 18	9 29		Flemin'ton.		5 22	
4 15	9 25		Lck. Haven		5 25	
P. M.	A. M.	A M.	AY FOR	A. M.	A. M.	P. B

9 24 4 58 10 13 ...Barrett.... 5 12 9 43 4 12 9 28 5 02 10 17 ..Leonard... 5 09 9 433 4 12 9 35 5 08 10 21 ..Clearfield... 5 04 9 36 4 07 9 40 5 11 10 28 ..Riverview... 5 00 9 32 4 02 9 47 5 16 10 33 Sus. Bridge 4 54 9 24 3 56 9 55 5 25 10 38 Curwensv'e 4 50 9 20 2 5 0 P. M. P. M. A. M. BELLEFONTE & SNOW SHOE BRANCH.

Time Table in effect on and after Dec. 19, 1892. Leave Snow Shoe, except Sunday...... 645 LEWISBURG & TYRONE RAILROAD. Schedule in effect December 18th, 1892.

EASTWARD.

EASTWARD

Mixed. A. M. P. M. Scotia.... 10 00 4 50 ....Scotia.... 10 18 5 05 ..Fairbrook. 5 15 Pa. Furnace 5 21 ... Hostler ... 5 26 ...Marengo... 5 32 ..Loveville ... 5 39 FurnaceRd ... 10 58 5 39 Furnacekd 8 31 3 45 ... 11 02 5 43 Dungarvin. 8 27 3 45 ... 11 20 6 33 Pennington 8 10 3 38 ... 11 20 6 35 Pennington 8 10 3 30 ... 11 32 6 15 ... Stover ... 7 58 3 18 ... 11 40 6 25 ... Tyrone ... 7 50 3 10 ...

Upper End.

WESTWARD.

BELLEFONTE CENTRAL RAILROAD. To take effect April 4, 1892. ASTWARD. Ac. Ex Mail. Ac. Ex. Mail. STATIONS.

P.M. P. M. A. M. Ar. Lv. A.M. A. M. P. 6 35 3 50 9 05 Bellefonte. 3 30 10 30 6 28 3 44 8 59 ...Coleville... 6 37 10 36 6 22 3 38 8 52 ...Whitmer... 6 44 10 43 6 19 3 35 8 49 ...Linns... 6 47 10 46 6 17 3 33 8 47 ...Hunters... 6 50 10 49 6 14 3 31 8 44 ...Fillmore... 6 53 10 52 6 11 3 8 8 8 49 ...Linns... 6 50 10 49 6 14 3 31 8 44 ...Fillmore... 6 53 10 52 3 31 8 44 ....Fillmore... 6 53 10 32 3 28 8 40 ....Sellers... 6 57 10 56 3 26 8 38 ....Brialy... 7 00 10 58 3 23 8 35 ....Waddle... 7 05 11 01 33 20 8 30 Mattern Ju 7 08 11 03 3 08 8 18 ....Krumrine... 7 21 11 13 3 00 8 10 StateColl'ge 7 30 11 20

On the Red Bank branch trains will run as Red Bank at 8 00 a. m Stormstown at 8 05 Mattern at 8 12 Graysdale at 8 17 Mattern Ju. at 8 20 Going west will LEAVE: and 5 13 p.m

Mattern Ju. 7 14 a. m. Graysdale 7 19 Mattern 7 24 Stormetown 7 29 Red Bank