

Democratic Watchman

Bellefonte, Pa., April 14, 1893.

Across the Great Desert.

Incidents of a Journey Across the Sand Plain.

The preparations for the start seem unusually slow and tedious this morning as though both men and beasts were loath to let go of this last skirt of civilization and embark on the dreary wastes of the desert.

We soon leave behind the last struggling attempts at cultivation, and the vast plain of the great desert stretches before us in all its dreary desolation.

At first we find ourselves on coarse, yellowish gravel, rising in low, gentle undulations, like the swell of ocean subsiding after a storm.

The surface is a delightful one to travel on, firm and smooth as a well kept garden path, still rising and falling in a gentle swell.

The gravel has changed its character, and now consists of small, flat, rounded pebbles, of a glossy black, with an understratum of lighter colored sand.

The sun begins to approach the western horizon, and the light is half-sun, as there is absolutely nothing to distinguish the spot among the surrounding leagues of smooth black gravel.

Many are the varieties of soil and surface to be met with in the Great Desert, but they all have one common characteristic—utter barrenness, and the absence of all forms of life.

The central deserts of Persia consists of a plateau with two central depressions. They form roughly a figure eight, of which the longer axis runs from north-west to south-east, and of which each oval is an elevated shallow basin whose edges are about 3,000 and centre about 1,000 feet above sea level.

The firm, black gravel I found chiefly on the higher ground at the edges. The coarse, loose sand is a little lower.

They are separated by a narrow neck of hilly country, which is but little less a desert than the rest but contains a few widely scattered springs of fresh water and a few miserable villages.

The climate of the great desert I have said before, remarkable for sudden and extreme variations of temperature, and the region can only be crossed with safety from October to April.

My guides informed me that these storms are sometimes accompanied by snow, in which case they are frequently fatal.

In summer the intense heat and the prevalence of the wind which we call the simoon, and the Persian had a simoon render it mad to attempt to cross this desert.

The carelessness of American exhibitors at the World's Fair is likely to cause a serious trouble in arranging the exhibits, and may delay the installation of some displays until June 1.

The possible congestion inside the park, is causing serious trouble to the railroads, for, with the track room inside the park largely taken up, the over flow of cars is forced back upon the railroads, which are more than ordinarily busy at present.

Useful Skunks.

A correspondent of the New York Tribune says that the hop-growers of Osteo County have discovered—that naturalists have long been trying to make farmers understand—that skunks, instead of being their enemies, as they formerly supposed, are among their most useful friends.

As a general thing the skunks sally forth at nightfall, but now and then they are to be seen at work in broad daylight. The proceeding is an interesting one to watch.

The skunk begins his quest on the edge of the yard, where he cocks his head over a hill of hops and listens. If a grub is at work upon one of the four trailing vines, his quick ear is sure to hear it.

Then he listens again, and if he hears nothing, proceeds to the next hill. And so he goes on till he has had his fill.

Now that the skunks are no longer molested, they have become comparatively fearless. Sometimes, we are told they keep up their operations even while the cultivator is driven between the rows.

One man rejoiced in the presence of a skunk family—two old ones and their five kittens. The young one followed their father and mother about the yard in broad day light, while people stood looking on. They were both ornamental and useful; but one day two strange dogs came along and killed them.

The Pennsylvania Railroad Company announces that the Trunk Line Passenger Committee has authorized the rail road companies to sell excursion tickets to Chicago on account of the World's Columbian Exposition on a basis of \$0 from New York by fast express trains scheduled to make the run in thirty five hours or more.

The round-trip rates from Philadelphia will be \$36.50 by fast trains, and \$29.20 by the thirty-five-hour trains, starting from New York. From Washington and Baltimore the rate will be \$34.50 by fast express trains, and \$27.60 by slow trains.

These tickets will not admit of a stop-off en route, and can be used for a continuous passage only. The tickets will be on sale from April 16th to October 30th inclusive, and will be valid for return trip until November 15th, 1893.

All the lines leading to Chicago will sell tickets good for passage going by one route returning by another, so that a person may go out by the Pennsylvania Railroad, and, if he wills, return by the New York Central, Baltimore and Ohio Erie, or any other trunk line, or go out by any other line, and return by the Pennsylvania.

On board a Baltimore train pulling into Parkersburg was a man whose demeanour conveyed the impression that he was matter of fact all the way through. No foolishness, no trifling with or in the every-day affairs of this busy old life.

"Mr. Conductor, what time do we get into Parkersburg?"

"Ten-twenty," replied the official politely.

"Yes. Well, what time can I get a train west?"

"Nine-twenty."

"To-morrow?"

"To-night."

"Conductor, don't take me for a fool because my beard grows the wrong way and my clothes suggest whipperwill and pennyroyal. I'm serious."

"So am I, good friend. You can make it all right."

"I will, now how?"

"Just keep your seat."

Tourists.

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 Kansas City and other Missouri River towns, to induce harvest hands to go into the state.

The wheat crop of the state will be sixty to sixty-five million bushels and the quality is high. The grass crop is made, and is a very large one; and the early potatoes, rye, barley and oats are made, and all large. The weather has been propitious for corn, and it is the cleanest, best looking corn to be found in the country today.

Cheap rates will be made from Chicago, St. Louis and all points on the Santa Fe east of the Missouri River to all Kansas points, on August 20 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 Montauk Block, Chicago, Ill., together with reliable statistics and information about Kansas lands.

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 Butte 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, Druggists, Shoe Shops, Lumber Yards, Tailors, Hardware Stores, Banks, Carpenter Shops, Saw Mills, Soap Factories, Blacksmith Shops, Meat Markets, Bakeries, Barber Shops, Wagon Shops, Furniture Factories, Machine Shops, etc. needed and solicited by citizens in new and growing towns in Minnesota, the Dakotas and Montana. Free sites water power or 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. 37-32

Abraham Lincoln: When leaving his home at Springfield, Ill., to be inaugurated President of the United States, made a farewell address to his 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.

Up in the northwest is a great empire waiting for young and sturdy fellows to come and develop it and "grow up with the country."

All over this broad land are the young fellows, better than any referred to, seeking to better their condition and get on in life.

The country referred to lies along the Northern Pacific R. R. Here you can find pretty much anything you want. In Minnesota, 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 raising lands 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 Railroad passes through a country unparalleled. In crossing the Rocky, Bitter Root and 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 post on Lake Pend Oreille and Cour d'Alene, are alone worthy of a transcontinental trip, while they are the fisherman's Ultima Thule. The ride along Clark's Fork of the Columbia River is a day's dream. To cap the climax this is the only way to reach the far famed Yellowstone Park.

To reach and see all this the Northern Pacific Railroad furnishes 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 first and second class passengers; every riding Day coaches, with Baggage, Express, and Postal cars all drawn by powerful Baldwin Locomotives, makes a train fit for royalty itself.

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

Miscellaneous Adv's.

BOARDING.—Visitors to Philadelphia, on business or pleasure, from Lancaster will find pleasant rooms and good boarding offered by the day for week at 121 Greene Street, Central, located, Pleasant surroundings.

BREWERY FOR SALE OR RENT.—The subscriber offers her Brewery property, located one mile west of Bellefonte for sale or rent on easy terms. It consists of a large Brew House with kettles, tanks and everything complete, an excellent vault for storing beer, two dwelling houses, large stable out houses and two acres of land. Term will be easy and price or rent low. Apply on the premises to

WANTED.—Wide-awake workers everywhere for SHEPP'S Phonographs. The greatest "book on earth"; costing \$100.00; retail at \$3.75; or installments; mammoth illustrated circulars; SHEPP'S PHOTOGRAPHS; daily output over 1500 volumes.

Agents wild with success. Mr. Thos. L. Murrin, Centreville, Texas, cleared \$7,150 a day. Miss Rose Adams, Waco, Tex., \$25 in 40 minutes; Rev. J. H. Howard, Madison, Tex., \$100 in 8 hours; a banana; magnificent outfit only \$1.00. Book on record, \$1.00. Ad. Globe Bible Publishing Co., 42 Chestnut St., Phila., Pa. or 358 Dearborn St., Chicago, Ill.

CHECK-WEIGHMAN'S RECORDED, ruled and numbered up to 150 with name of mill and date printed in full, on extra heavy paper, furnished in any quantity on days' notice by the

Sheriff's Sales. Sheriff's Sales. Sheriff's Sales.

THE SUN. During 1893 The Sun will be of surpassing excellence and will print more news and more pure literature than ever before in its history.

THE SUNDAY SUN is the greatest Sunday Newspaper in the world.

Insurance. J. C. WEAVER, GENERAL INSURANCE Agent, Bellefonte, Pa. Policies issued in Standard Cash Companies at lowest rates.

FARMER'S SUPPLIES. CHEAP FUEL! BEST FUEL

McAlmont & Co. have recently purchased a CRUSHER by which they crush and prepare coke—chestnut, stove and egg sizes, for use in cook stoves, ranges, as well as all classes of heating stoves and furnaces for use in houses, churches, school houses and shops.

There is twice the bulk in a ton of coke, that there is in a ton of hard coal; but there is more carbon, actual burning material, than there is in a ton of hard coal. It all burns—there is no sludge or clinker to contend with, hence there is a large gain to the consumer in this particular

BECAUSE THERE IS NO WASTE. Some persons have found fault with it because it makes too hot a fire. This is caused, because of the use of too much coke at a time, which requires too much draft, when, through combustion takes place it creates too much heat hence the complaint. Learn how much coke you need in your stove and how much draft you should turn on to make the necessary heat and you will prefer to use coke to hard coal and your experience will save you money.

This coke is furnished at our yard or orders transmitted to us by telephone 1162, and 1163 will receive prompt attention.

MCCALMONT & CO.

New Advertisements.

JOHN C. MILLER. PRACTICAL ACCOUNTANT. REAL ESTATE AND COLLECTION AGENCY.

Rent 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.

JUST ARRIVED. A complete line of Ladies Union Suits FROM 50 CENTS UP

LADIES WOL HOSE at 18 cents, better ones for more money.

ALWAYS PLENTY OF BARGAINS AT 37 43 1y CASH BAZAAR, No. 3, Spring Street, Bellefonte, Pa.

THE SUN. 38-2sm Address THE SUN, New York.

Insurance. J. C. WEAVER, GENERAL INSURANCE Agent, Bellefonte, Pa. Policies issued in Standard Cash Companies at lowest rates.

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MCCALMONT & CO.

Railway Guide.

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

VIA TYONE—WESTWARD. Leave Bellefonte, 5.35 a. m., arrive at Tyone, 6.52 a. m., at Altoona, 7.50 a. m., at Pottsville, 12.10 p. m.

VIA TYONE—EASTWARD. Leave Bellefonte, 5.35 a. m., arrive at Tyone, 6.52 a. m., at Altoona, 7.50 a. m., at Pottsville, 12.10 p. m.

VIA LOCK HAVEN—NORTHWARD. Leave Bellefonte, 5.35 a. m., arrive at Lock Haven, 10.37 a. m.

VIA LOCK HAVEN—EASTWARD. Leave Bellefonte, 5.35 a. m., arrive at Lock Haven, 10.37 a. m.

VIA LEWISBURG. Leave Bellefonte, 5.35 a. m., arrive at Lewisburg, 9.40 a. m.

TYONE & CLEARFIELD. WESTWARD. Leave Tyone, 6.52 a. m., arrive at Clearfield, 8.10 a. m.

TYONE & CLEARFIELD. EASTWARD. Leave Clearfield, 8.10 a. m., arrive at Tyone, 9.28 a. m.

LEWISBURG & TYONE RAILROAD. Schedule in effect December 18th, 1892.

WESTWARD. Leave Lewisburg, 5.35 a. m., arrive at Tyone, 6.52 a. m.

EASTWARD. Leave Tyone, 6.52 a. m., arrive at Lewisburg, 8.10 a. m.

LEWISBURG & TYONE RAILROAD. Schedule in effect December 18th, 1892.

WESTWARD. Leave Lewisburg, 5.35 a. m., arrive at Tyone, 6.52 a. m.

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