

Democratic Watchman

Bellefonte, Pa., Oct. 27, 1893.

The Fatal Thirteen.

An Awful Horror on a Western Road Yesterday—Twenty-six Bodies Recovered—A Train Consisting of Thirteen Crowded Day Coaches Run Into by an Express Consisting of Palace Cars—The Wreck Takes Fire—Awful Scenes Were Witnessed.

BATTLE CREEK, Mich., October 20.—Twenty-six heaps of charred, blackened flesh, all that remains of what less than twenty-four hours ago were men, women and children in the enjoyment of life, health and happiness, rest upon the floor of an improvised morgue in the basement of a furniture store of this city.

Direct disobedience of orders on the part of the Chicago and Grand Trunk engineer and conductor, both of whom had seen long service with the company and were regarded as model employees, was the cause of the horror.

From here to the railroad yards, a distance of a mile and a half, there is a double track. When the Whitcomb special came to a full stop in the depot, the night operator handed to Conductor Scott two pieces of an order for the train to proceed to the double track east of Main street, a half mile distant, and there await the passing of the west bound Pacific express known as No. 9.

This train, which was nearly three hours late, was composed of thirteen day coaches and two baggage cars. Most of the day coaches had seen many years' service and were in poor condition to withstand a collision. Every one of the fated number was packed with eastern people, the majority of whom, taking advantage of the low rates, were on their way to take in the last week of the exposition.

The shock was so terrific that the first four of these were completely telescoped, the first coach cutting through the second and second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

To add to the horror the wreck took fire from the stoves or lamps, and as the flames mounted up the groans and shrieks of the mangled and injured were succeeded by heartrending, agonizing cries and appeals for help from the scores imprisoned by the heavy timbers or held down by the seats and iron framework. The travelers on the special, nearly all of whom had been shaken out of their berths by the shock, poured out of the cars, but before the fury of the flames they were almost powerless to render any assistance except to the injured in the fourth car.

A moment of the crash, Henry Canfield, one of the night clerks in the Grand Trunk office a short distance away pulled the fire alarm box and also telephoned to the engine house for aid. As ill fortune would have it, however, they were almost powerless to render any assistance except to the injured in the fourth car.

The fire department was promptly responding but the nearest hydrant was nearly 2,000 feet away and when a line of hose was laid, the pressure was not sufficient to throw a stream. Finally a stream was secured from another hydrant, the firemen meanwhile attacking the blazing wreck with axes, hatchets, etc., and by the time a supply of water was available the telescoped coaches had been reduced to fragments of charred timber, little more than the trucks remaining.

The firemen then commenced the gruesome work of recovering what remained of the victims, the police taking charge of the valuables. In response to the alarm from the fire station pretty nearly the entire town had turned out and the residents, assisted by their wives, devoted themselves to the relief of those injured in the four cars. These were placed in buggies and carts and taken to the Nichols' home where a corps of physicians and nurses were in waiting to minister their sufferings.

The first body was found about 6 o'clock and a few minutes after, a dozen were discovered in a heap around the stove of the second car. The task continued until twenty bodies, or portions of human beings had been brought out of the debris. As the work began, portions of satchels and valises, several gold and silver watches, pocket books containing currency and a quantity of silver money were brought to light, and turned over to the officers. When a second search of debris was

made, and it was certain that no bodies remained, the freight car which was being used as a temporary morgue, was backed down to the city depot, the charred remains transferred to an undertaker's, a wrecking crew set to work, the debris again sorted and afterwards burned.

Not until their dying day will some of the citizens, who were early on the ground, forget the scenes that they were compelled to witness and helpless to relieve. No poet can describe the last moments of Mrs. Charles Van Dusen. She had succeeded in getting half way out of the window, but her limbs were pinched by the heavy framework of the car which she had occupied with her husband and this had taken fire. Thus held, roasting from the feet up, she pleaded and begged for the help that those outside were helpless to give. Despite her terrible agony she retained consciousness to the last, and as the flames crept up and surrounded her she called out her name and address and that of friends to be notified: "I am a teacher in the Methodist Sunday school at Sprout Brook N. Y." She cried: "Say I died like a Christian."

Then the side of the car gave way and she fell back into the flames. Her husband had meanwhile been rescued from the next car, into which he had been driven by the force of the collision. Both limbs were fractured and he had also received internal injuries. He retained consciousness until his death this afternoon, but was kept in ignorance of the fate of his wife. In his last breath he asked Rev. Dr. George B. Culp to send his love to the two children that he had left at home and also give them his watch. He was 47 years old and a deacon in the Methodist church of his native village. Many of the articles found in the debris may lead to the identification of some at least of the long list of unrecognizable dead. These include a handkerchief E. Wirtz, a card of A. Allen & Co., 61 Bay street, Toronto; a card of Meriden Fire Insurance company, Meriden, Conn., with pencil writing that cannot be read; a lady's watch with name engraved Ann Richard and case number 7,071; an envelope addressed to Gagon Roberts, postmark New York city; a letter addressed to Miss Warren Carlisle, New York; a bundle of papers with card inscribed Henry Opperman, passenger agent, 849 Broadway, New York.

That William Lewis Wilson, of Evanston, is one of the victims is evident from the contents of the valise that partially escaped the flames it contained some underwear and linen, a copy of the rules of the League of American Wheelmen with his name and the words "Northwestern University" on the fly leaf, a number of engraved cards together with a number of cards marked "Miss L. B. Hayes" and enclosed in a box, showing that they had been printed by George Muir, of Evanston.

Other articles found included a chain of gold beads, three watches and a Bible. This is wet and partially burned. This is on the title page the following: "Emblem for St. Clement's Class, an Anchor, Hebrews vi 19, Teacher J. S. Arch, Easter, 1888." The name is so near the edge that it could not have been Archibald, but a short name like Archer or Wicker. A slip of paper in the Bible, but probably not connected with it as shown by marks of burning upon it, had the following: "Illinois, October 8, 1893.

After the wreck Engineer Woolley, of the special train, remained upon the spot and viewed the horror that had been caused by his neglect of orders. After the last of the injured had been taken away he went to his home. This afternoon warrants were sworn out by prosecuting Attorney Clark, charging Woolley and Conductor Scott with manslaughter. A search by Deputy Sheriff King developed the fact that Scott had suddenly gone to Port Huron and a telegram was sent to the police officials at that place requesting his arrest. Woolley was found at his home and taken before Justice Henry, who set the preliminary hearing for Monday and fixed bail at \$3,000. After this had been done Woolley, who was on the verge of distraction, physically and mentally, asked permission to make a statement which the justice reduced to writing: "When my engine was coupled on the train at the depot," he began, "Conductor Scott asked me if I was ready to go. I said no; that I had not oiled my engine yet. I took my oil can and got off the side farthest from the depot, on the north side. Scott came around on the north side of the engine and handed me my orders, and said to me: 'No. 9 has gone through.' He said the dispatcher is crazy about us not getting out of here. I hurried up and got through oiling my engine, got up in the cab, and by that time Conductor Scott was over near the platform; he asked me: 'I was ready to go. I asked him if he was sure No. 9 had gone through. He said: 'Yes, she has.' My fireman heard that. After he said that No. 9 had gone through I asked him how the board was. He said: 'All clear; look out for the board at Bellevue.' I got up on my seat and started the engine. I did not pass any switch engine, as has been reported, on the double track. After I got into the yards I saw a headlight; I thought at first it was the switch engine, but in a moment I saw that she was coming too fast. I shut the throttle and reversed the engine. My train came to a stop and was standing still when No. 9 struck my engine. I went to get off but before I could do so I was thrown against the tank and my side was hurt. I asked my fireman after the wreck if he remembered what Scott said to me. He said he did. He told me that No. 9 had gone through. I saw Scott after the wreck. He was much excited. I asked him in regard to the order again. He muttered out something and said he thought that No. 9 had gone. My side has been very sore all day. I have been lying down all day and was not able to come out."

Conductor B. M. Scott returned to the city to-night and was at once arrested on a warrant charged with criminal negligence. He was taken before Justice Henry and gave bonds in \$3,000 to appear on Monday. He made a brief statement to the effect that he gave the engineer a duplicate of the order he received; that he supposed he understood it; that he afterwards went into the baggage car and did not know that the engineer had gone over the siding and taken the

double track until the collision occurred. Up to 10.30 p. m. Engineer Woolley had been unable to find a bondsman and he will probably remain in jail until the hearing.

A Halloween Party.

ELLYE H. GLOVER, "This season of the year is to the Brownies' heart most dear." If this is true of the Brownies, goblins and all that weird company who are supposed to hold high carnival on the night of Oct. 31st, it is also true that Halloween is a time looked forward to and long remembered by all the young people who are fortunate to be invited to a real Halloween party.

One that was gotten up on the spur of the moment was such a success that, although years have passed since it occurred, it is still referred to by those who were there as the best Halloween party they ever attended. It was given by two young ladies who dressed in costumes of the olden time. The house was lit with candles, and the bright glow from the open fire made a very pretty effect in the rooms. The guests were asked to come informally, and only about twenty invited, and these were people well-known to each other and congenial in every way.

When the door bell rang, the hostess, with their candles went to the entrance and invited the people in, saying that "Mehitable and Jerusha Jane" were very glad to see them. This was hardly the reception they expected, and some at first did not recognize the girls, but they soon entered into the joke. After all had arrived they danced an old-time quadrille, the music being furnished by that long-suffering friend who is always ready to play. This being over, all sat down on the floor and promised upon their honor to pass under the shawl that was spread down, whatever was passed to them. A kid glove filled with sand and left outdoors to get cold after it had been soaked in water is about as ghastly an object as one can imagine. The screams and laughter were enough to rouse the neighborhood. No one guessed what it was.

The next thing on the program was the game, "Going to Jerusalem." Place one less chair in a row than there are guests; then march around to music. When the latter stops, all try to get a seat. The one who was left at the last had to pay the penalty of telling a ghost story, and we all sat around the grate and listened to a very thrilling tale, which made all the more startling by the appearance of a jack-o'-lantern at the window. Then came fortune telling, of which there are many ways. Chestnuts were roasted and all waited breathlessly to see how they popped. Apples were peeled most carefully and the paring, tossed on the floor to see what letter was formed, for mntals made on Halloween are supposed to be lucky, and all are required to try their fate.

The refreshments were very simple, consisting of cake, doughnuts, coffee, pop-corn, nuts and apples. The place of honor on the table was occupied by the large cake containing a ring, thimble and purse of money. It did not take long to find out who was to be married first, who was to be the old maid or bachelor and to whom the coin would bring great riches.

The snap dragon was a great success and very ghastly. A platter was covered with raisins, alcohol poured over them with a little salt. The room was darkened and the snap dragon lit, the young people tried to secure a raisin before the fire died down. The light made was ghastly in the extreme. The burning of the snap dragon is supposed to be an old English custom. To add interest to the evening before the guests depart, little slips of paper may be given them containing their fate for the year, such as "Wealth," "Success," "Love," etc. A pretty way to end the party is for all to join hands at midnight and sing "Auld Lang Syne."

There are many things that are supposed to be done on Halloween, such as walking up stairs backwards with a mirror, and it is said the face of your true love will appear in the glass, and time-honored custom of putting ones shoes under their pillow and saying, "I place my shoes in the shape of a T, In hopes my true love I shall see," Has been done by many a maiden. May all who try their fate this coming October 31, find the oracles propitious.

Mrs. Brown.—I'm tired out this morning I was up half the night with the toothache. Mrs. Jones (sympathetically)—That's too bad. I hope you've seen a dentist this morning. Mrs. Brown.—Oh, it was my husband's tooth that ached.

No flower rhetoric can tell the merit of Hood's Sarsaparilla as well as the cures accomplished by this excellent medicine. Camphor is cultivated in Japan.

Tourists.

Luxurious Traveling. The climax of comfortable and luxurious traveling is apparently reached by the Chicago, Milwaukee and St. Paul Railway, Ease and comfort go with the traveler making a trip from Chicago to St. Paul, Minneapolis, Omaha or Sioux City over this road. Their superb electric-lighted vestibule trains leaving Chicago for these points early every evening are great favorites, nothing being left undone by the officials or employees to ensure a most enjoyable trip. Excellent dining service is maintained and buffet library cars are attached to the train, where current periodicals may be perused while smoking a cigar with all the pleasure of one's own "den" at home. Electric lights placed in every berth enable the traveler to spend his wakeful hours, after retiring over his favorite novel or other reading matter. Private compartment cars are run between Chicago, St. Paul and Minneapolis. In fact, everything that goes to ensure comfort and security is provided. The trip from Chicago any of the above named cities requires but a night's run, bringing one at the destination ready for breakfast and business in the morning. All coupon ticket agents have tickets on sale via Chicago Milwaukee and St. Paul Railway, or call on or address Joo. R. Pott, district passenger agent, Williamsport, Pa.

OLD MUSIC BOXES CAREFULLY REPAIRED AND IMPROVED and at low prices. New Cylinders with any kind of tunes made to order.

GAUTSCHI & SONS, 1030 Chestnut St., Philadelphia, Pa. Manufactured at St. Sordis, Switzerland. Established 1824.

Music Boxes.

OPHEA MUSIC BOXES Are the sweetest, most complete tone-sustaining, durable, and perfect Musical Boxes made, and any number of tunes can be obtained for them. Delightful family, wedding, anniversary, and holiday gift. Buy direct of the makers, the oldest, most reliable, and responsible firm. Inspect! Inspect! No Music Box can be guaranteed to wear well without Gautschi's patented Safety Tune Change and Parachute. Manufacturers Headquarters for Gem and Concert Roll Organs; prices on file and 12 dollars, extra Rollers with new tunes can be had at any time for the low price of only 25 cents, also Symphonions and Polyphones at Lowest Prices. Factory Established 1824.

OLD MUSIC BOXES CAREFULLY REPAIRED AND IMPROVED and at low prices. New Cylinders with any kind of tunes made to order.

Tourists.

Cheap Excursions to the West.

An exceptionally favorable opportunity for visiting the richest and most productive sections of the west and northwest will be afforded by the series of low rate harvest excursions which have been arranged by the North-Western Line. Tickets for these excursions will be sold on August 23d, September 12th and October 10th, 1893, to points in Northwestern Iowa, Western Minnesota, North Dakota, South Dakota, Manitoba, Nebraska, Colorado Wyoming and Utah, and will be good for return passage within twenty days from date of sale. Stop-over privileges will be allowed on going trip in territory to which the tickets are sold. For further information, call on or address Ticket Agents of connecting lines. Circulars giving rates and detailed information will be mailed, free, upon application to W. A. Thrall, General Passenger and Ticket Agent, Chicago & North-Western Railroad, Chicago. 31 st.

How Families Go to California.

There are still many who do not know of the regular semi-monthly family excursions to California over the "Sunset Route" of the Southern Pacific Company (via New Orleans). Families, individual parties or parties of friends wishing to travel together, who do not care to indulge in the luxury of a Pullman palace car, have no excuse to deny themselves the greatest treat of a lifetime in a visit to California; for, although only the second, or cheapest rate is charged, the trains are regular express trains, the sleeping cars are comfortable, have clean, fresh bedding, roomy lavatories and dressing rooms, and are kept perfectly clean and sweet. Every excursion is attended by a special agent of the Southern Pacific Company, and his sole business is to see to the wants of the passengers; without any extra cost to them.

The "Sunset Route" has singular attractions for those acquainted with the charms of the South. New Orleans is one of the most interesting cities in the world. The traveler will find many strange and interesting things, and upon arriving in California, he will see its famous orange groves and beautiful vineyards and orchards all the way to San Francisco.

The following agents of the Southern Pacific Company will give any desired information concerning rates, time of leaving any point, etc.: E. Hawley, Assistant General Traffic Manager, 343 Broadway, New York; E. E. Currier, New England Agent, 122 Washington Street, Boston, Mass.; R. J. Smith, Agent, 49 South Third Street, Philadelphia, Pa.; Geo. C. Herring, Agent, 201 Telephone Building, Pittsburg, Pa.; W. G. Neimyer, General Western Agent, 230 Clark Street, Chicago, Ill.; W. H. Connor, Commercial Agent, Chamber of Commerce Building, Cincinnati, O.; W. C. Watson, General Passenger Agent, New Orleans, La.; T. H. Goodman, General Passenger Agent, San Francisco, Cal. 38-42-2t

Cottolene.

OUT OF THE FRYING PAN.—Has come not a little knowledge as to cookery—what to do, as well as what not to do, as well as what to use.

COTTOLENE.

the most pure and perfect and popular cooking material for all frying and shortening purposes.

PROGRESSIVE COOKING.

is the natural outcome of the age, and it teaches us not to use lard but rather the new shortening.

COTTOLENE.

which is far cleaner, and more digestible than lard can be. The success of Cottolene has called out worthless imitations under similar names. Look out for these! Ask your grocer for Cottolene, and be sure that you get it.

Send three cents in stamps to N. K. FAIRBANK & CO., Chicago, Ill., for handsome Cottolene Cook Book, containing six hundred receipts, prepared by nine eminent authorities on cooking.

Music Boxes.

OPHEA MUSIC BOXES Are the sweetest, most complete tone-sustaining, durable, and perfect Musical Boxes made, and any number of tunes can be obtained for them. Delightful family, wedding, anniversary, and holiday gift. Buy direct of the makers, the oldest, most reliable, and responsible firm. Inspect! Inspect! No Music Box can be guaranteed to wear well without Gautschi's patented Safety Tune Change and Parachute. Manufacturers Headquarters for Gem and Concert Roll Organs; prices on file and 12 dollars, extra Rollers with new tunes can be had at any time for the low price of only 25 cents, also Symphonions and Polyphones at Lowest Prices. Factory Established 1824.

OLD MUSIC BOXES CAREFULLY REPAIRED AND IMPROVED and at low prices. New Cylinders with any kind of tunes made to order.

Sechler & Co.

SECHLER & CO.—\* GROCERS—BUSH HOUSE BLOCK.

—O—

—HEAD QUARTERS FOR—

FINE GROCERIES, TEAS,

SPICES AND FRUITS

—X—

IN TEAS we have Oologs, Gun-Powder, Imperial, Young Hyson, Japan English Breakfast, and our Fine Blend Tea is something that will please any one who appreciates a cup of Royal Tea.

IN SPICES, Cinnamon, Cloves, Allspice, Nutmeg, Mace, Ginger, Cayenne Pepper, Mustard all strictly pure goods.

IN COFFEES AND CHOCOLATE, Mocha—genuine, Java—Old Government, Rio—Finest Brazilian. All excellent quality and always fresh roasted. Baker's Premium Chocolate and Breakfast Cocoa, Van Houten's Cocoa, Wilbur's Chocolate, and German Sweet Chocolate.

IN COOKING EXTRACTS we keep a line of Joseph Burnett & Co's, (Boston) goods, they are the finest we can find, also a line of Knight's extracts.

BEANS, California Limas, New York Marrow and Pea Beans, dried Green Peas.

RICE New Crop Carolina Head Rice.

DOMESTIC CANNED FRUITS AND VEGETABLES, TOMATOES, Cottage, Home and Worthington Brands—Corn, Persian and Mountain Brands—Corn Granules, Lima Beans and Succotash, Dew Drop brand. GREEN Peas, Early June, Scottish chief and Cecelia brands. PINE APPLE sliced and grated, Strawberries and White Cherries, Dew Drop brand. Boston Baked Beans.

CALIFORNIA CANNED FRUITS, Yellow Crawford, Lemon, Orange, and White Heath Peaches, White Cherries and Apricots.

IMPORTED VEGETABLES AND FRUITS, French Peas and Mushrooms, Preserved Cherries, Strawberries, Brandy Cherries and Crossed Blackwell's Jams all in glass.

MISCELLANEOUS, Pure Maple Syrup, Honey strained and in comb, Plain, Pudding, Armour's Corned Beef, Potted Tongue and Ham, Condensed milk, Dunkam's Shred Cocoa nut, Rich Mild Cream Cheese, Small Family Cheese, Bradford County Dairy Butter, Buckwheat Flour, Corn Flour, Gluten Flour, Vienna Flour.

Fine Confectioners and Cut Leaf Sugars Extra Fine New Crop New Orleans Syrup, Pure White Sugar Table Syrup, Pure Cider Vinegar.

NUTS, Princess Paper Shell, California and Borden Almonds, Assorted Nuts, English Walnuts, Pecans extra large, Cream Nuts, Fresh Roasted Peanuts, Cocoa Nuts extra quality.

IN CONFECTIONERY, we have Fine Mixtures, Cream Chocolates, Roast Almonds, Cream Dates, Rose and Vanilla, Jordan Almonds, French Glace Fruits, Fine Chocolate Caramels, Chocolate Marsh Malloes, Cocoa Nuts, Chocolate Matroids, Lozenges, Clear Toys, and a large assortment of fine goods in this line all carefully selected.

FRANCO AMERICAN SOUPS, French Bouillon, Consomme, Ose Tail, Mock Turtle, Mulligatawny, and Terrapin.

OLIVE OIL, S. Sea & Co's 1/2 Pint, Pints and Quarts. The finest article in the World pronounced it pure.

PICKLES IN GLASS, Crasse & Blackwell's Chow Chou, Gherkins, Mixed, White Onions, Cauliflower, Picadilli, and Walnuts.

CEREAL GOODS, Oat Meal, Rolled Oat, Cracked Wheat, Pearl Barley, Breakfast and Dinner Hominy, Macaroni and Vermacelli.

MEATS, Fine Sugar Cured Hams, Breakfast Bacon and Dried Beef, White Rose Lard.

GREEN FRUITS, Florida Oranges, Messina Lemons, White Almeria Grapes, Catawba Grapes, and Jersey Cranberries.

CURED FRUITS, Evaporated California Pared and unpared Peaches, and Apricots.

RAISINS, Imperial Cluster, Fine Layers, Ondaras, Valencia, Sultana and California Seedless and Loose Muscates.

FISH, New Mackerel very fine, Codfish boneless and caperated, SALMAGUNDINE, Magnolia, Astoria and Glacier brand Hoeg's Spiced Salmon, Shrimps, Lobsters, Crab Meats and Speed Oysters, Sardines, French 1/2 and 3/4 Boneless.

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. Stottstown at 8 15 and 5 50 Mattern at 8 25 and 5 55 Graysdale at 8 35 and 6 00 Mattern Jr. at 8 50 /

GOING WEST WILL LEAVE: Mattern Jr. 7 14 a. m. and 5 13 p. m. Graysdale 7 21 and 5 20 Mattern 7 24 and 5 20 Stottstown 7 29 and 5 23 Red Bank 7 35 and 5 25

SECHLER & CO. BELLEFONTE, PA.

Railway Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.

Dec. 1892.

VIA TYRONE—WESTWARD. Leave Bellefonte, 6.35 a. m., arrive at Tyrone, 6.52 a. m., at Altoona, 7.40 a. m., at Pittsburg, 12.10 p. m. Leave Bellefonte, 10.23 a. m., arrive at Tyrone, 11.55 a. m., at Altoona, 1.45 p. m., at Pittsburg, 6.50 p. m. Leave Bellefonte, 1.15 p. m., arrive at Tyrone, 6.33, at Altoona at 7.25, at Pittsburg at 11.12.

VIA TYRONE—EASTWARD. Leave Bellefonte, 6.35 a. m., arrive at Tyrone, 6.52, at Harrisburg, 10.30 a. m., at Philadelphia, 1.25 p. m. Leave Bellefonte, 10.23 a. m., arrive at Tyrone, 11.55 a. m., at Harrisburg, 3.20 p. m., at Philadelphia, 6.50 p. m. Leave Bellefonte, 1.15 p. m., arrive at Tyrone, 6.33 at Harrisburg at 10.30 p. m., at Philadelphia, 4.25 a. m.

VIA LOCK HAVEN—WESTWARD. Leave Bellefonte, 9.32 a. m., arrive at Lock Haven, 10.37 a. m. Leave Bellefonte, 10.23 a. 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.

VIA LOCK HAVEN—EASTWARD. Leave Bellefonte, 9.32 a. m., arrive at Lock Haven, 10.37, leave Williamsport, 12.30 p. m., at Harrisburg, 3.30 p. m., at Philadelphia at 6.50 a. 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. Leave Bellefonte, 8.45 p. m., arrive at Lock Haven, 10.10 p. m., leave Williamsport, 12.25 a. m., leave Harrisburg, 3.45 a. m., arrive at Philadelphia at 6.50 a. m.

VIA LEWISBURG. Leave Bellefonte at 6.30 a. m., arrive at Lewisburg at 9.00 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 at 10.55 p. m.

BAIRD EAGLE VALLEY.

Table with columns for WESTWARD and EASTWARD, listing times for various stations like Altoona, Tyrone, and Harrisburg.

TYRONE & CLEARFIELD.

Table with columns for WESTWARD and EASTWARD, listing times for stations like Tyrone, Clearfield, and Altoona.

BELLEFONTE & SNOW SHOE BRANCH.

Table with columns for WESTWARD and EASTWARD, listing times for stations like Bellefonte, Snow Shoe, and Altoona.

LEWISBURG & TYRONE RAILROAD.

Table with columns for WESTWARD and EASTWARD, listing times for stations like Lewisburg, Tyrone, and Altoona.

LEWISBURG & TYRONE RAILROAD.

Table with columns for WESTWARD and EASTWARD, listing times for stations like Lewisburg, Tyrone, and Altoona.

BELLEFONTE CENTRAL RAILROAD.

Table with columns for WESTWARD and EASTWARD, listing times for stations like Bellefonte, Altoona, and Harrisburg.

On the Red Bank branch trains will run as follows:

Table with columns for GOING EAST WILL LEAVE and GOING WEST WILL LEAVE, listing times for stations like Red Bank, Stottstown, Mattern, Graysdale, and Mattern Jr.

SECHLER & CO. BELLEFONTE, PA.