A VALENTINE.

Before the buds awaken, Or pink the blossoms blow, While yet the bough forsaken, Hangs ghostly in the snow, Love journeys forth elated To seek the happy shrine By lovers dedicted To good St. Valentine.

And there before the altar He kneels, beseeching grace; His heart forgets to falter, Remembering your face; And all his words are fashioned Into a single line-A lover's prayer impassioned To his saint, Valentine.

His eyes with rapture glisten,
His heart with hope is high,
He almost thinks to listen
And hear your footsteps nigh;
Ah, Sweet, when he shall find you,
And voice his prayer and mine,
Let no vain doubtings blind you—
Say yes, my Valentine!
[Felix Carmen, in the Century for February.]

The Blizzard's lcy Grip.

Business Nearly at a Stand Still Because of the Snow and the Frost -Zero Even in the South. Great Destruction of Fruit Trees and Early Vegetables .- Many Trains are Snowbound .-Frozen Pennsylvania.-The Great Blizzard Rages With Violence all Over This State .-Worst Weather for Years .- Many Trains Reported Stuck in the Allegheny Mountains.

PHILADELPHIA, Feb. 8.—The news from all points in the State is replete with disaster and distress. All trains on the Beeck Creek road have been abandoned, and from Huntingdon comes the report that the middle divisof the Pennsylvania, the Huntingdon & Broad Top and the East Broad Top are all unable to move trains. Bethlehem the Lehigh Valley, the Jersey Central and the North Pennsylvania are in the same plight, and serious fears are felt for the safety of a party of merrymakers who went out sleighing last night and have not returned.

J. F. Hoenniger, an aged baker in Lancaster, was fatally frozen while delivering bread to his customers. Trains on the Allegheny Valley and Clearfield roads have been abandoned at DuBois; does not sell tickets for points beyond the Cumberland Valley; the South Penn and the Baltimore & Cumberland this line the snow is as high as the cars. Valley roads, in the southern part of the State, are in no better shape, and coal miners all over the region are idle on account of the storm.

A strong northwest wind is blowing at Philadelphia at the rate of 38 miles an hour to-night, and the temperature is rapidly falling. Local Forecaster Day says that by to-morrow morning the mercury will have reached 8 degrees below zero, and this severe cold will continue through several days. The snow gangs of men are working against the 100 men shoveling snow. vania or Reading, and all incoming feet high in some places. trains were hours behind. Mails from NEW YORK, Feb. 8. the west and south are from five to ten and Washington on an average of four

hours behind. NEWS FROM THE MOUNTAINS.

ALTOONA, Pa. Feb. 8.—A terrific storm, unequaled in this section for years, has been raging furiously during the past 24 hours. Many of the Pennsylvania passenger trains have been annulled, and only with great difficulty do express trains get through at all. Freight traffic is practically abandoned, and street railway lines are entirely blockaded. The thermometer in this city registers 6 degrees below zero tonight, and on top of the Allegheny mountains, only a few miles west, the register is 13 degrees below zero, with a hurricane of snow drifting and blowing in all directions.

At Bellefonte the weather was the most severe ever recorded recorded, the mercury varying at different times from zero to 16 degrees below zero. Friday night was the coldest of the winter, and the storm and cold of Saturday capped the climax. The terrible wind that kept up last night and continued all day to day drifted the snow so that no trains got into or left Bellefonte, except the mail from Tyrone this morning.

The blizzard is raging to-night at

Meadville with great fury, and the the thermometer is already 4 degrees below zero at 9 o'clock. The New York. Pennsylvania and Ohio people are struggling to keep their line open, but all trains from the east and many on the western divisions have been abandoned.

The weather at Sandy Lake, Mercer county, for the past 24 hours was the most severe in many years. Passenger trains on the Western New York & Pennsylvania railroad stalled near Jackson Center at noon to-day and are still in the drifts, with no hopes of getting away until the storm moderates.

FIREMEN FROZEN. In Clearfield county the worst blizzard ever known there is raging. Beech Creek railroad has abandoned all trains, and the Pennsylvania railroad has two trains stuck in the snow and one freight derailed to-night near the town of Clearfield. Fire at 5 o'clock tonight partially destroyed Prothonotary Bloom's and George Leipold's residen-ces in Clearfield. The thermometer there registered 15 degrees below zero, and the wind was blowing a perfect gale. Many firemen were badly frozen.

Hollidaysburg is shut off from communication with the outside world tonight by reason of the prevailing blizzard. No trains are running on the Altoona, Newy, Morrison's Cove and Williamsburg branches of the Pennsylvania railroad. A passenger train has been imbeded in the snow drifts near Martinsburg the greater part of the day. Snow blockades have paralyzed the trolley car service on the Logan Valley electric railway. The telephone wires are down throughout the country. storms compelled an adjournment of the Blair county courts, and business throughout the county is at a standstill.

The train which left Ebensburg this morning at 7:30 for Cresson, when about a mile out of town, stuck in a ure in Texas.

large drift at Davis cut, and was unable to move either way. The extreme cold weather prevents the railroad authorities from doing anything for the train in the way of moving it, and no at-tempt to shovel the train out until the weather moderates. Several of the Ebensburg mail carriers have almost frozen while making their daily trips to and from their offices, and were forced to give up to-day. The thermometer there registered 20 degrees below zero to-night, and is still falling.

SNOWBOUND TRAINS. Reports from Johnstown are to the effect that the mail service there is abandoned, all trains being tied up at points east or west on the Pennsylvania road and south on the Baltimore & Ohio. The Baltimore & Ohio failed to get any train through from Rockwood. A train on the Ebensburg branch of the Pennsylvania railroad stuck in a drift this morning two miles out of Johnstown, and it may require another day to extricate it.

FROZEN TO DEATH. HORNELLSVILLE, N. Y., Feb. 8.—An unknown man is said to have been frozen to death at Wellsville to-day. party tried to drive from here to Dansville, but found the snowdrifts over 40

feet high, and had to come back. HASTINGS, Neb., Feb. 8.-Reports have reached here that a family in the southeastern part of the county perished from cold last night. The father had gone to the village of Juniata for pro-visions, but was overtaken by the blizzard and frozen to death, and his family

perished during his absence.

HENNESSY, Okla., Feb. 8.—Porter Ogden, a farmer living 10 miles west of Hennessy, was found frozen to death last night. Reports are very meagre from the Cherokee outlet. The ther-mometer registered all day from 6 to 15 below, with no sign of abatement of the storm. The general belief here is that many have perished in the strip.

SITUATION AT HARRISBURG. HARRISBURG, Feb. 10. The blizzard has spent its force and the railroad companies are now devoting their energies to resurrecting their tracks. The Pennsylvania lines in all directions are in fair shape, but the Reading and Cumberland Valley roads are still greatly crippled. The Cumberland Valley does not sell tickets for points beyond Mechanicsburg. At some places along The Lebanon Valley branch of the Reading is also blocked by huge drifts. The city electric lines are gradually resuming operations and the cars in the city are running regularly. The suburban traffic is still greatly interrupted.

TOOK FIVE ENGINES TO HAUL IT.

MIDDLETOWN, Del., Feb. 10.-The train which left Baltimore at 7:20 o'clock on Friday morning arrived here tonight at 6:35, having been snow bound ceased falling after midnight, but the between Mount Pleasant and Middlewind piled in drifts, practically stop-ping railway travel. To-night, howev-thing they could to make the passengers er, the local lines are all running, and comfortable. The company have about They have wind to get the railroad lines in shape. five engines in front pulling and expect Throughout the day but few trains to get away from here by 10 o'clock to-were sent out from either the Pennsyl- morrow. The snow is in drifts twelve

snow storm since the blizzard of March hours late, and those from New York 14, 1888, started in last evening and has continued uninterrupted up to the present time. Traffic on surface street railways is much delayed, and in consequence the elevated roads are taxed beyond their capacity under normal conditions. With that capacity reduced two-thirds by the storm, the delay is most annoying. On the North and East rivers, where the storm had a clear sweep, and where the running cakes of ice added to the danger, the ferryboats stopped running when the storm was at its fiercest. They made half-hourly trips during the night, and just before dawn stopped running altogether.

The Jersey Central railroad was completely blocked up at 9:30. No cars had reached the depot at Jersey City, and as a consequence thousands are snow bound and unable to reach this city. Traffic on the New York Central railroad was practically suspended today. The Empire State express, which was the only through train sent from the Grand Central station this morning, got as far as Cold Springs, where it was delayed indefinitely. The first mail, which left at 10 o'clock, carrying no passenger coaches, stalled just behind the express. After the mail train was dispatched it was decided to suspend traffic entirely, and send out nothing but occasional local trains, running as far as Croton, until the storm had aba-

ted. BELOW ZERO DOWN SOUTH.

NASHVILLE, Tenn., Feb. 8 .- It is the coldest here, with one exception, in 25 years, the thermometer averaging 6 degrees below zero. At Memphis it is 10 degrees below zero, the coldest since January 9, 1886. At Chattanooga, 3 below zero, the lowest since 1886. Howling northwest wind. At Lexington, Ky., the thermometer at the State college weather observatory registered 14 below zero at 6 this morning, the lowest since 1872.

JACKSONVIILE, Fla., Feb. 8.-Palm Beach, on Lake Worth, was the warmest point on the mainland of the whole United States this morning, the mercury showing 35 degrees above zero. On top of the freezing temperature last storm was increasing. This is unprecedented in that Florida latitude. The mercury fell to 14 above zero in Jacksonville. The coldest points in the state were 18 at Titusville, 22 at Tampa, 28 at Jupiter. At Key West and Palm Beach the mercury dropped from 54 to 35. These were the only points in the state above freezing. Orange and other fruit trees are probably all killed outright, except the oldest and toughest of them, for they were naked, budding and full of sap, and therefore particularly susceptible to cold. The loss will reach millions of dollars. All early vegetables are ruined, and 100,000 boxes of strawberries, which would have been mark eted are now beyond hope.

contain millions of land and are inclosed with fences that extend for miles. It takes an express train four hours and age, he trembled slightly.

"What did he say about his child, Is-

Mr. Cleveland's Cat Boat Gone.

The Ruth Washed Away by the Stoam and Beating Herself to Pieces Against a Railroad

Bridge. BUZZARDS Bay, Mass., Feb. 8.—The blizzard from the South struck Cape Cod with all its fury soon after mid-night. No storm for many years has and I held his head, while Mamba done so much damage in so short a cut his throat." time. At Buzzards Bay the full sweep of the elements was experienced. The damage in this section is large. The scene about the President's summer home, Gray Gables, this morning, was The President's favorite cat wild. boat, the Ruth, which had been hauled up on the ways near his house, was washed away and carried round the point into Back river and is breaking itself to pieces against the Back river railroad bridge.

Murder of Emin Pasha.

The Story from the Lips of Those Who Killed Him .- United States Agent Mohun Captures the Assassins and Cleverly Extracts a Confession From Them.

The details of the murder of Emin Pasha, whose death stirred the whole throat was tight, and with one movecivilized world, are first made public in the February number of the Century. half off. The blood spurted over us, The story is told by R. Dorsey Mohun, and the pasha was dead. We held to United States agent in the Congo Free him for a few moments; then we arose, were discovered by Mr. Mohun's sergeant, who had been a member of Stanley's expedition for the relief of Emin. They were arrested, and a confession was skilfully drawn from them by Mr. Mohun. The murderers were hanged last May. The leading points in their confession are as follows:

Ismailia began by stating that he had been in the service of Emin Pasha, having been loaned to him by Said to take charge of his caravan on the march from the Unyoro. I asked him if he had been well treated on the road, and if he had any cause of complaint to make against Emin Pasha He answered that he had none; that he had always been treated with the greatest kindness, and that the pasha had frequently given him pieces of cloth for himself and for his three women; that he liked the pasha very much, and had no feeling of hatred against him. Mamba broke in saying that he also liked the pasha, and that he was very sorry

Mamba then turned to me and said "I do not want to help to kill the pasha but I knew that Kibonge was a much bigger chief than my master Said, and that if I did not obey he would probably kill me; so I told Ismailia that I would do as I was ordered."

Ismailia, continuing, said: "I then went back to Kinena's, and on the veranda of the chief's house Emin Pasha was seated, surrounded by a few of his soldiers. He was writing at his table, and many birds and bugs were scattered around. These he had caught coming from the Aruwimi. The first letter, which Mamba had brought, was in front of him; and he was laughing, and seemed in cheerful spirits at the thought of leaving next morning for Kibonge. Kinena came up with a few men who were carrying guns. Kinena had in his hand the letter which I had given him. He stopped near the pasha, reading to himself. When he had finished he said: 'Pasha, as you are going to leave to-morrow for a twelve march, don't you think you had better send your men into the plantations, and get bananas, manioc, and peanuts for the long march which you have before you? Tell your men to get all they wish; and I hope that you won't think of paying me for them, as it is my present to you, and is in return for many little things which you have given me and my women since you have been my guest.' The pasha looked up, and thanked Kinena very much. He then told one of his orderlies to have

done. "When they arrived, Kinena said: "Tell the men to leave their arms on the side of the veranda, because if they go into the plantations carrying guns, the women working there will become frightened and run away.' Thereupon Emin's men, numbering thirty or forty, placed their guns on the veranda, and departed. The plantations were an hour's walk from the house. During the time it to took the men to go to the plantations Kinena talked to Emin, expressing his regret at his departure. Mamba and I were standing next to the pasha, and at a sign from the chief we seized him by the arms as he was sitting in his chair. He turned and asked what we meant. Kinena looked at him, and said, 'Pasha, you have got to die?' Emin turned, and exclaimed rather angrily: 'What do you mean? Is this a joke? What do you mean by seizing me in this manner? What are you talking about my dying for? Who are you that you can give orders for a man to die? Kinena replied: 'I do not give the orders. I receive them from Kibonge, who is my chief; and when Kibonge gives an or-

the bugler call the men, which was

der to me I obey it.' "Three of Kinena's men came and assisted us in holding Emin, who was struggling to free himself and to get at his revolver lying on the table; but his efforts were fruitless, and we forced him back into his chair. Then Emin told Kinena that it was all a mistake, as he had just received a letter from Kibonge night, Tampa reports snow falling at that morning saying that he should daybreak, and at 9 o'clock the snow have safe conduct to his village, and that the letter was on his table in front of him. Kinena replied, 'Pasha, you read Arabic, don't you?'

"Yes. "'Then read this,' holding the second letter close to Emin's eyes, as the pasha was nearly blind.

"Emin read the letter, and saw that it was true. Drawing a long breath he turned and said: Well, you may kill me, but don't think that I am the only white man in this country. There are many others who will be willing to avenge my death; and let me tell you that in less than two years from now there won't be an Arab left in the entire country now held by your peo-

I asked Ismailia if Emin showed any Some of the ranches in the West signs of fear, and he said that he showed none; but when he spoke of having care taken of his daughter, two years of

mailia ?" I asked.

"He said: 'My child is not bad; she is good. Send her to Said ben Abedi at Kibonge, and ask him to look out for

Ismailia continued : "At a sign from Kinena, the pasha was lifted out of his chair and thrown flat on his back. One

Mamba here put in a vigorous protest saying he had not cut his throat. But Ismailia stuck to his estatement, and swore that it was Mamba who acted as executioner. Mamba said that it was another slave, but that he stood by and watched the murder being committed; and a wrangle ensued between the two, Ismailia accusing and Mamba denying. I let this continue for a few moments; but as no information of importance resulted, I stopped them both, and then told Ismailia to continue, for I should assume that Mamba had used the knife. Mamba looked rather discouraged at this declaration, but said nothing; and I firmly believe it was he who beheaded Emin.

Ismailia then said: "Emin made no effort at resistance. His head was drawn back until the skin across his ment of the knife Mamba cut the head half off. The blood spurted over us, Two of the murderers of Emin and left the body where it was. Afterward Mamba severed the head from the body, and Kinena had it packed in a small box and sent on to Kibonge, to

show that his orders had been obeyed. The reason, it appears to me, for Ki bonge's having sent the head to Ny-angwe was that he desired to show Munie-Mohara, who had almost as much influence as Tippoo Tib, that he (Kibonge) was as big a chief in his own country, and could kill a white man as well as Munie-Mohara, who had ordered the destruction of Hodister's expe-

Hood's Pills become the favorite cathartic with everyone who tries them.

The canal connecting the Baltic with the North Sea, 59 miles in length, is now finished, except a few minor de-

Mrs. Emily Thorne, who resides at Toledo, Washington, says she has never been able to procure any medicine for rheumatism that relieves the pain so quickly and effectually as Champerlain's Pain Balm, and that she has also used it for lame back with great success. For sale by F. P. Green.

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THE TIMES

Central Railroad Guide.

CENTRAL RAILROAD OF ... PENNSYLVANIA. Condensed Time Table

Condensed Time	rable.	7 36 3 2
READ DOWN	READ UP.	7 38 3 28 7 41 3 26
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N. York, via Phila. 3 7 30 † 4 30
A. M. (Foot of Liberty St.) P M. A. M. Daily, † Week Days 26.00 p. m. Sunday

1 10.10 a. m. Sunday. Philadelphia and New York SLEEPING CARS attached to Beech Creek R. R. train passing Mill Hall, East bound at 9.37 p. m. West bound at 8.16 a. m.

J. W. GEPHART, General Superintendent.

BEECH CREEK RAILROAD, N. Y. C. & H. R. R. R. Co., Let Condensed Time Table.

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P. M. A. M. Phila.& Reading RR P. M. P. M. P. M. 12 40 46 55 Ar W'MSPORT Lv. 13 55 11 15 (Reading Terminal) (Reading Terminal) 7 12 7 12 (Reading Terminal) 8 7 30 Lv..NEW YORK...Ar A. M. P. M. (Foot of Liberty St.) A. M. A. M.

*Daily. †Week-days. ‡6.00 p. m. Sundays §10.55 a. m. Sundays. Through Pullman Buffet Sleeping Carbetween Clearfield, & Philadelphia daily, except Sunday.

CONNECTIONS.—At Williamsport with Philadelphia and Reading R. R. At Jersey Shore with the Fall Brook Ry. At Mill Hall with Central R. R. of Penna. At Philipsburg with Pennsylvania Railroad. At Clearfield with Buffalo, Rochester & Pittsburg Railway. At Mahaffey and Patton with Cambria & Clearfield. Division of Pennsylvania Railroad At Mahaffey with Pennsylvania & Northwestern Railroad.

F. E. HERRIMAN, F. E. HERRIMAN.

Railway Guide.

DENNSYLVANIA RAILROAD AND BRANCHES. Nov. 26th, 1894.

Leave Bellefonte, 5.24 a. m., arrive at Tyrone, 6.40 a. m., at Altoena, 7.40 a. m., at Pitteburg, 12.10 p. m.

Leave Bellefonte, 10.34 a. m., arrive at Tyrone, 11.52 a. m., at Altoena, 1.45 p. m., at Pitteburg, 6.50 b. m.

11.52 a.m., at Altoona, 1.45 p. m., at Pittsburg, 6.50 p. m.
Leave Bellefonte, 5.14 p. m., arrive at Tyrone, 6.35, at Altoona at 7.40, at Pittsburg at 11.30. VIA TYBONE—EASTWARD.
Leave Bellefonte, 5.24 a.m., arrive at Tyrone 6.40, at Harrisburg, 9.30 a.m., at Philadel phia, 12.17 p. m.
Leave Bellefonte 10.34 a.m., arrive at Tyrone, 11.52 a.m., at Harrisburg, 3.20 p. m., at Philadelphia, 6.50 p. m.
Leave Bellefonte, 5.14 p. m., arrive at Tyrone, 6.35 at Harrisburg at 10.20 p. m.
VIA LOCK HAVEN—NORTHWARD.

VIA LOCK HAVEN—NORTHWARD.
Leave Bellefonte, 9.33 a. m., arrive at Loca
Haven, 10.35 a. m.
Leave Bellefonte, 4.52 p. m., arrive at Lock Ha

Haven, 10.35 a. m.

Leave Bellefonte, 4.52 p. m., arrive at Lock Haven, 5.49 p. m.

Leave Bellefonte at 8.43 p. m., arrive at Lock Haven at 9.40 p. m.

VIA LOCK HAVEN—EASTWARD.

Leave Bellefonte, 9.33 a. m., arrive at Lock Haven, 10.35, leave Williamsport, 12.40 p. m., arrive at Harrisburg, 3.30 p. m., at Philadelphia st 6.50 p. m.

Leave Bellefonte, 4.52 p. m.: arrive at Lock Haven, 5.49 p. m., Williamsport, 7.00 p. m., Harrisburg, 10.00 p. m.

Leave Bellefonte, 8.43 p. m., arrive at Lock Haven, 9.40 p. m., leave Williamsport, 12.25 a. m., arrive Harrisburg, 3.22 a. m., arrive at Philadelphia at 6.52 a. m.

VIA LEWISBURG.

Leave Bellefonte at 6.20 a. m., arrive at Lewisburg at 9.00 a. m., Harrisburg, 11.30 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 11.15 p. m.

BALD EAGLE VALLEY. WESTWARD. EASTWARD.

EFONTE & SNOW SHOE BRANCH.

LEWISBURG & TYRONE RAILROAD.

WESTW	ARD.					E	AST	WAI	BD.
111	103			114		112			
			STATI	ONS.			-		
P. M.							M.	P.	
1 58	5 40		Monta	ndon			10		55
2 08	6 15		Lewis	burg		9	00	4	47
2 17	6 99		Bie	hl			52	4	39
2 22	6 90		Vick	hure	••••				35
2 31	0 40		.Miffli	phure.	•••••	0	90	. 4	27
2 43	0 37		Millr	Broom	•••••	0	25	4	15
2 45	0 50		Glen	Tron	******	0	17		07
2 51	0 08		Gren	iron	•••••	0	11	*	01
3 11	7 18		.Cherr	y Run.		7	57	3	48
3 30	7 38		Cob	urn		7	38	3	30
3 47	7 55	R	ising	Spring	8	7	21		14
4 01	8 09		.Centre	Hall		7	06		
4 07			Gre			7	00	2	54
4 13	8 23		Linder	Hall.		6	52	2	47
4 18	8 28		Oak	Hall		6	47	2	42
4 22	8 32		Lem	ont		6	43		37
4 27	8 37		Dale S	ummit		6	38	2	33
4 37			Pleasa			6	28	2	23
4 45	8 55		Belle	fonte		6	20	2	15
P. M.	A. M.					A.	M.	P.	M
LI	EWISE	URG	2 & T	RON	E R	IR	OA	D.	
WESTW	ARD.	100	Upper	End.			EAS	TWA	RD
	MI	Mi	Nov	. 26,	Mi		MI		

A. M. P. M.Scotia..... A
10 00 4 50Scotia.....
10 19 5 07 ...Fairbrook.
10 33 5 19 Pa. Furnace
10 40 5 25 ...Hostler ...
10 51 5 35 ...Hostler ...
10 58 5 41 FurnaceRd
11 01 5 44 Dungarvin.
11 10 5 52 ...W. *ark...
11 10 5 52 ...W. *ark...
11 20 6 10 Penuington
11 32 9 12 ...Stover....
11 40 6 20 ...Tyrone...

BELLEFONTE CENTRAL RAIL-To take effect November 26, 1894. WESTWARD EASTWARD. $\begin{vmatrix} \dagger_{12}^{\text{No}} \end{vmatrix}$ † No.8 | † No. 2 | STATIONS. $\begin{vmatrix} \dagger_{12}^{\text{No}} \end{vmatrix}$

P.M. P. M. A. M. Ar. Lv. A.M. A. M. P. M. 6 45 2 45 8 45 Bellefonte. 7 00 10 50 4 55 6 38 2 39 8 40 ...Coleville... 7 07 10 57 5 60 6 35 2 286 8 37 ...Morris. f 7 10 11 02 5 03 6 32 2 33 8 85 ...Whitmer.f 7 14 11 07 5 06 6 27 2 28 8 31 ...Hunters... 7 20 11 13 5 11 6 24 2 26 8 28 ...Fillmore.f 7 23 11 16 5 15 6 19 2 21 8 24 ...Brialy... f 7 30 11 22 5 20 6 15 2 18 8 20 ...Waddle... 7 35 11 25 5 25 6 12 2 12 8 18 Scotia Cr.f 7 38 11 28 5 27 6 02 2 00 8 07 Krumrine.f 7 47 11 40 5 37 5 59 1 55 8 04 ...Struble.f 7 50 11 44 5 40 5 57 1 52 8 22 Univ. Inn. f 7 54 11 48 5 43 5 55 1 50 8 00 StateColl'ge 7 55 11 50 5 45

"f" stop on flag. † Daily except Sunday. F. H. THOMAS, Supt. TF you want printing of any de-

scription the -WATCHMAN OFFICEis the place to have it done.