Bellefonte, Pa., Feb. 28, 1896.

WHEN SHE COMES HOME.

When she comes home again! A thousand

ways I fashion to myself the tenderness Of my glad welcome. I shall trembleyes; And touch her, as when first in the old

days
I touched her girlish hand, nor dared up-

distress;
Then silence; and the perfume of her dress;
The room will sway a little, and a haze Cloy eyesight—soulsight, even—for a space;
And tears—yes; and the ache here in the throat;
To know that I so ill deserve the place Her arms make for me; and the sobbing note

note I stay with kisses, ere the tearful face Again is hidden in the old embrace.

—James Whitcomb Kiley.

He Has Found the North Pole.

The Story of Nansen's Great Discovery Has Been Confirmed by Dispatches from Different Sources .- The Foreign Office Receives the News from Its Representative at Archangel -Absent Almost Three Years .- The Explor er's Own Account of How He Proposed to Reach His Destination.

LONDON, Feb. 26.-A dispatch from the British consul at Archangel has been received at the foreign office, in navigate and to handle in the ice, and Artic explorer, has discovered the North Pole and is now on his return from his successful voyage, is confirm-

ANOTHER CONFIRMATORY DISPATCH. LONDON, Feb. 26 .- The correspondent of the St James Gazette at St. Petersburg telegraphs that the report of Dr. Nansen's having discovered the North Pole is confirmed.

HOW NANSEN PROPOSED TO FLOAT

ACROSS THE NORTH POLE-It is of course permissible that we should still express some doubt in re gard to explorer Nansen's reported feat in discovering the North Pole and in returning from it again in safety, in spite of these "confirmations." Nevertheless, it is of interest at this time, in addition to what has already been printed in these columns, to old Vikings, whose daring deeds upon the sea have so long been celebrated in song and story. Dr. Nansen after his remen, and resulted in his receiving more than \$85,000 for the purpose, some of which was given him by public grant, and some by King Oscar, of Sweden and Norway, and other private subscribers. In 1891 he published an article in the Forum in regard to his plan for reach. ing the Pole, which was the first authoritative account of his daring adventures to appear in English language. In this article Dr. Nansen said :-

through regions where the days last six | was like one coherent mass, and the months, and the nights are no shorter; but it is not to seek pleasure that we built of solid wood. go out. People, perhaps, still exist who believe that it is of no importance fore-and aft schooner, the sails of which these regions should be thoroughly explored. The history of the human race is a continual struggle from darkness towards light. It is, therefore, to no purpose to discuss the use of knowledge; man wants to know, and when he ceases to do so, so he is no longer

In the autumn of 1892 Dr. Nansen undertook a lecture tour in England in order to raise money for his coming expedition in the Polar regions. At a meeting of the Royal geographical society in London, in November, he gave a full account of his hopes and prospects. He said on this occasion that he believed that if we took careful notice of the forces which nature herself placed at our disposal and endeavored to work with them, and not against them, we would find, if not the shortest, at all events the most certain route to the North Pole in the ocean current running north from Siberia and south by Greenland. Among many other evidences of a current running across the the Pole, Dr. Nansen said there was the drift of the wrecked Jean-nette, and there was the fact that a number of objects belonging to her or her crew were found on an ice floe near Julianshaab, on the southwest coast of Greenland, just three years after she sank. These objects must have been left on the floe either near the place where the ship sank or somewhere on the route of her crew towards the Lena

From all the facts we are justified in Polar region to the north of Franz Josef Land from the sea north of Siberia and and Bering Strait, and into the sea be-tween Spitzbergen and Greenland. The floe ice was constantly traveling with this current in a fixed route between these seas. As this was the case, the most natural way of crossing the unknown region must be to take a ticket with this ice and enter the current on the side where it ran northward-that was, somewhere near the New Siberian Islands, and let it carry one straight across those latitudes which it had pre-

vented so many from reaching. longed for—first, to build a ship so con-structed that it could withstand the August or the first days of September He had now built a wooden ship as small and strong as possible; it was just big enough to carry provisions for twelve men for five or six years, besides loons; but the equipmen t—especially necessary fuel; her size was about 600 | the steel cylinders with the compressed tons displacement with light cargo. bydrogen—was so heavy that he feared She would have an engine of 160 indi- it would be too difficult to carry them 39-37-1y

cated horse-power, give her a speed of six knots with a consumption of two and three-quarters tons of coal in twenty-four hours. With sails alone she would probably attain a speed of eight or nine knots under favorable circumstances. She would consequently be no fast vessel nor a good sailor; but this was of relatively little importance on an expedition like the present, where they would have to depend principally on the speed of the current and the ice movement, and not that of the

A ship's ability to break her way Mine eyes, such was my faint heart's sweet through the pack-ice did not at all depend on her speed, but on her steam power and her shape. For it was naturally the thing of importance to get a strong ship, and the most important feature in her construction was that she should be built on such lines as would give her the greatest power of resistance to the pressure of the ice. Her sides must not be perpendicular, as those of floes should get no hold of her when they were pressed together, but should the water. The vessel ought to be as small as possible, as the lighter she was | many times before. for it between the floes. As great

ship was disproportionately broad com- northern termination. pared with her length. Her breadth was about one-third of the latter. Flat ject very much; it was almost covered by the plankings, and only three inches were visible outside the ice sk n, and the sharp edges were quite rounded. On the whole, the ship would, he hoped, leave no place for the ice to catch hold review the plans of this doughty Norwegian explorer, If the North Pole is found it would be not inappropriate that it should be found by this ends, and, on the whole, resembled very hardy Norseman, a descendant of the much a Norwegian pilot-boat, or, as he was told, a Scotch buckle-boat, only that she, of course, was carvel built and that the keel and the sharp bottom were turn from his explorations in Greenland cut off. The bottom was near the keel suggested his scheme for reaching the comparatively flat, in order that the Pole, which met favor with his country- ship should have something to rest on without being capsized in case she should be completely lifted on to the siderably curved in order that the ice was also much sloped, because it would then more easily force the ice-floes under her when she was breaking her way through the ice. The thickness of sides of the ship was 28in. to 32in.—a solid mass of pitch-pine, oak, and greenheart, "It will be no holiday trip, the drift with a little pitch between. The whole ship might almost be considered as if

She would be rigged as a three masted to explore the unknown Polar regions.

This, of course shows ignorance. It is hardly necessary to mention here of provide a snug and comfortable saloon what scientific importance it is that and cabins. The principal dimensions these regions should be thoroughly exof keel, 101ft; length at water-line, 113ft; length over all, 128ft; beam at cluding the "ice-sheathing," depth moulded, 17ft; draught with light cargo, 12ft. The hull, with boilers filled, weighed about 420 tons. With a displacement of 800 tons, the vessel had consequently a bearing capacity for 380 tons of coal and cargo. Equipment and provisions were not likely to weigh much more than 60 or 70 tons; thus 300 or 320 tons' bearing capacity would be left for coal and fuel, and this was enough for about four months' steaming with full speed. Probably, however, they would not be able to make use of the engines more than two months after they had been loaded with coal for the last time. A great quantity would thus be left for

> For heating purposes they would also carry petroleum, which had the great advantages of giving light be-sides. There would also be as much electric lighting as possible by means of a dynamo or a walk-mill on deck For the cooking they would carry alcohol. The vessel was launched at Laurvik, on October 26, and was named the Fram, which meant "forward." She would certainly be the strongest vessel ever used in the Arctic regions. She had been built with great care, and he felt certain that she could be this vessel and a crew of twelve strong and well-picked men, besides an equip afford, he thought the enterprise had a gists. good prospect of success

heating and cooking during the win-

It was his intention to start next spring. The first goal would be the New Siberian Islands or the mouth of the Lena river. After some uncertainty he now though of going through the Kara Sea. On reaching the sea north of the Lena delta he should have to wait for the right moment to go northward along the western coasts of the New Siberian Islands, and try to reach Dr. Nansen said there were two methods of trying to obtain the result he methods of trying to build a shin so con.

New Siberian Islands, and try to load the furthest possible point north in open water. This would probably be in the first days of September. pressure of the ice, and living in this The current caused by the warm water ship, to float across with this ice; or from the Lena river would certainly be second to take only boats along, en a great help to them, as it seemed to be camp on an ice-floe, and live there of great influence during the summer, while floating across. His plan was based on the use of both these methods. He had now huilt a mordon thin.

in a small ship, and as they were also very expensive he feared that he should

have to give them up. When they could get no further they would have nothing left but to run into the ice at the most favorable spot, and from there trust entirely to the current running across the Polar region. The ice would perhaps soon began to press, but it would only lift their strong ship. There was a possibility that the ship, in spite of all precautions, might be quoted below, good for use going on crushed in the ice; but if this happened special train mentioned below, or on the expedition would have another re- train No. 4 leaving Pittsburg at 8:10 source. It would now be time to use p. m., returning on any regular train the ice as quarters instead of the ship, except the Pennsylvania Limited. and they would have to move all their Special train of parlor cars and day provisions, coal, boats, etc., to an ice- coaches will be run on the following floe, and camp there. For this purpose he had built two big boats, 29 feet long. 9 feet broad, with flat bottoms. They had a deck, and were so big that the whole crew could live even in one of them. Thus the journey could be continued. The only difference would be snips generally were, but must slope that they would have two small ships from bulkwarks to the keel, so that the standing on the ice instead of the big standing on the ice instead of the big one lying between the floes. When they emerged into open water on this glide downwards along her sides and side of the Pole there would not be any under her, thus tending to lift her out of great difficulty in returning home in the boats; such a thing had been done the more easily she would be lifted by tion that the only difficulty would be to the ice, and the less pressure there would be on her sides. It was also beria; when this was done they must was done they must be carried somewhere northward. and Smithfield Street, and Union test of the felt was also be carried somewhere northward. it was easier to find good and safe places gions would some day be crossed. It for it between the floes. As great might be possible that the current would length was a weakness during the not carry them exactly across the Pole, pressure and twisting of the pack-ice, but it could not easily be very far off, the ship ought also to be as short as her and the principle thing was to explore necessary bearing capacity would allow. | the unknown Polar regions, not to reach The result of this in connection with exactly that mathematical point in the very sloping sides was that the new which the axis of our globe has its

When Dr. Nansen had finished his speech he was warmly applauded by sides were avoided as much as possible the members of the geographical sonear the places that would be most ex- ciety, though some members expressed posed to the attack of the ice, and the doubt as to the virtue of his plan as old the doorkeepers of the House strict inhull and plump and rounded forms. explorers and Arctic experts have done structions not to present any more There were no sharp, projecting cormany times, both before and since. In cards to him, as he was greatly anners; every edge was broken and view of this new report, however, which rounded. Even the keel did not pro- is said to be "confirmed," it is of interest to know accurately what his plans for the expedition were, and to speculate, for we can yet do nothing else, as to how far he succeeded in carry ing them out to the desired conclusion

News from Archangel.

Dr. Nordenskield's Opinion on Nansen's Ex ploration. London, Feb. 26 .- The British vice-

consul at Archangel, it is now known, received the news of Dr. Nansen's salety from the Governor of Archangel. It is not stated whence the latter obtained his information. STOCKHOLM, Feb. 17 .- Dr. Otto Nor-

denskjold, the distinguished Artic exice. Both stem and stern were con- plorer, says he thinks it probable Nansen's ship, the Fram, became imbedded should get no hold there. The stem in the ice north of Kara sea or in the vicinity of Cape Cheliuskin, and, re- rivaled equipment of solid vestibuled trains of maining fast, was carried with the palace sleeping cars, and dining cars drift as far as 78 degrees north latitude. Here in all likelihood land was met with, and Dr. Nansen started for best of facilities for reaching Cripple Creek. the pole with sledges and skis. Dr. ly likely to reach the pole in this man. Passenger and Ticket Agent Chicago & North ner, the distance of 1,200 or 1,500 kilo meters being too great. Dr. Nordenskjold thinks Dr. Nansen left the Fram in the autumn for Northern

Where the Tax-payers Money is Going

Siberia.

HARRISBURG, Feb. 26 .- Captain Delaney, superintendent of public grounds water-line amidship, excluding the "ice. and buildings, reports that the Lien-sheathing," 33ft; greatest beam, ex-tenant Governor's new apartments will tenant Governor's new apartments will 36ft; | be about completed within a fortnight. They will be the handsomest suite on the Hill, and during the sessions of the Legislature will be used by the Senators as a private place for consultation or rest. A private elevator wil connect the Senate Chamber, which is just beneath it. The Governor's private room has also been fitted up very handsomely and rescued from the depredations of the buffalo moths which had entirely destroyed the carpet

placed on it barely a year since.

Hereafter for all public receptions and all entertainments given to the Legislature, heads of departments, etc. in fact for all social functions save those of a purely private nature, the Executive Mansion will not be used any more. The large and handsome apartments of the Governor in the new building will be used instead. The large reception room will be used as a ball room.

ABSOLUTELY PURE GRAPE JUICE. -Speer's Unfermented Grape Juice is so perfectly divested of all fermenting principle by electricity and fumigation, that if uncorked and half a bottle used and well corked up again immediately and placed upside down in a cool place, From all the facts we are justified in drawing the conclusion, said he, that a combination of circumstances. With to come in contact with the air in a warm temperature it will absorb the fermenting germ from the air and will not ment for five or six years, as good in all respects as modern appliances could slightly alcoholic. For sale by drug-

-First pickpocket. - "Ever been through Texas?" Second pickpocket "Yes; and Texans."

Low Rates to Washington, D. C. Special Ten Day Excursion via Peunsylvania

Railroad

The next of the series of low-rate excursions to Washington, D. C. via Pennsylvania Railroad, will leave Pittsburg, March 5, 1896.

Excursion tickets, permitting of stopover in Baltimore in either direction within limit, will be sold at rates

schedule :-Rate train leaves ...\$ 9 00 8.00 A. M. ... 8 95 8.10 A. M. ... 7 35 11.40 P. M. ... 7 25 10.09 A. M. ... 7 25 10.09 A. M. ... 7 25 10.14 A. M. ... 7 25 10.14 A. M. ... 7 25 10.23 A. M. ... 7 25 12.03 P. M. ... 7 25 12.35 "... 7 30 "... Pittsburg...... East Liberty.. Altoona..... Bellwood . Clearfield .. Philipsburg | 12.03 P. M. | 12.05 P. M. |

not be sufficient to warrant the running of special train, the company reserves It was his convic- the right to carry participants in this excursion on regular train.

agent western district, 110 Fifth Avenue, Pitisburg.

How Ex-Congressman Lawler Drew the Line on His Wife.

Since the death of ex-Congressman Frank Lawler, of Chicago, a number of anecdotes concerning him have been told, especially in Washington, where he is well remembered. It is related of Lawler that on one occasion he gave cards to him, as he was greatly annoyed by callers, who were taking up half his time in the lobbies.

Mrs. Lawler one day approached a doorkeeper who had held his position but a short time, and who did not know her. She asked to see Congressman Lawler. "Sorry, madam," he said politely, "Mr. Lawler will see no one." 'Oh, yes," said Mrs. Lawler, "he will see me. You just tell him his wife is out here." "That won't do," said the doorkeeper-"that racket is worked on members every day.'

Tourists.

Cripple Creek, Colorado.

Is now attracting attention in all parts of the world, on account of the marvelous discover ies of gold which have been made in that vicinity. The North-Western Line, with its un and free reclining chair cars, between Chicago and Colorado, offers the For tickets and full information apply to tick Nordenskjold opines that he was hard et agents, or address W. B. Kniskern, General

New Advertisements.

GRAVE COMPLICATIONS.

OFTEN ARISE FROM LITTLE THINGS-MR. JAMES ROBERTS A SCRANTON.

IENCE.

CITIZEN, HAS AN EXPER

Little things are constantly occurring that we do not attach much importance to at the time. They don't seem to amount to much, and perhaps only annoy us a little while. We unfortunately cannot see what effect they are to have in the future. Mr. James Roberts, a citizen of Scranton, residing at 1605 Laf, yette street, told our representative something of his experiences that clearly demonstrates what a little thing may grow to if it is overlooked. It seems Mr. Roberts caught a severe cold about three years ago, and at the time chills followed, and he had severe sweating attacks, which were often so bad he found it necessary to change his clothes. The complaint grew worse and bladder difficulties set in. A soreness and pain existed in the lower portion of the abdomen. Urinary troubles followed, the urine was dark colored, depositing sediment. The kidneys were not performing their proper functions, and this was at root a kidney disorder. It was a difficult matter to even rise from a chair to a straight position without causing pain, and for a great portion of the time he was rendered incapable to work. Then he noticed the words of praise sounded for Doan's Kidney Pills, and getting a box at Matthews Bros., drug store he began taking them. With the second day of their use he felt a change for the better, and now he gets around and is working with comparative ease and comfort. Most of the bad symptoms have entirely left, and they are all rapidly disappearings. Mr. Roberts is still taking Doan's Kidney Pills. He says that they are curing him, and that the greatest remedy of its kind is Doan's Kidney Pills.

No remedy has ever been so successful with both old and young in righting the kidneys' action when deranged, and no medicine ever compounded has received such words of praise as Doan's Kidney Pills. Tis easy to prove our statements. Watch for them they may be neighbors of yours, whom you cannot doubt, no matter how sceptical you may be.

Doan's Kidney Pills are for sale by all dealers. Price 50 cents. Mailed by F

Illuminating Oil.

A SK FOR THE BOOKLET ON "LIGHT

-BURN - CROWN - ACME - OIL.-

0-AN1-0

GIVES THE BEST LIGHT IN THE WORLD

Tourists.

Baptist | Anniversary at Portland, Oregon.

For this meeting, to be held in May next, the Chicago, Milwaukee & St. Paul railway will sell excursion tickets at one fare for the round trip. This company has its own line between Chicago and St. Paul and Chicago and Omaha and runs solid vestibuled electric lighted trains every day in the year. Close connection is made at both Omaha and St. Paul with through trans-continental trains on connecting roads.

Any information desired concerning routes rates, etc., will be cheerfully furnished on application to John R. Pott, district passenger agent, Williamsport, Pa., or to any coupon ticket agent in the United States or Canada. 41-8-2t

Prosperous Farmers.

Yankton Press and Dakotian: In Yankton county, South Dakota, there are at least one thousand farmers who came here poor as the proverbial turkey of Job, and who to-day count their worldly possessions by thousands. Many of them started in with a house built of sod, and almost empty handed so far as horses and cattle go. To day they occupy fine dwelling houses, have large barns, fine horses, cattle, hogs and sheep, granaries filled with grain, fruit orchards, and money in hand. We mention this to show that South Dakota farmers are the prosperous class. Prosperity is the rule-not the exception. With fair prices for grain and live stock they would be rolling in wealth. Prices, however, have nothing to do with the fertility of the soil and the favorable character of the climate. These natural advantages are here to stay and assure prosperity to the farming classes.

A copy of an illustrated pamphlet on "Irrigation in South Dakota," just issued by the Chicago, Milwaukee and St. Paul railway, can be had by addressing John R. Pott, district passenger agent, Williamsport, Pa.

New Advertisements.

THE ACCIDENTS OF LIFE.

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Be Your Own Agent. NO MEDICAL EXAMINATION REQUIRED

Central Railroad Guide.

MENTRAL RAILROAD OF . . . PENNSYLVANIA.

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*Daily, † Week Days & 6.00 P. M. Sunday † 10.10 a. m. Sunday.

Philadelphia SLEEPING CAR attached to Philadelphia and Reading R. R. train passing Williamsport; East bound at 11.15 p. m. Westbound at 6.55 a. m. Pullman Parlor Cars on Day trains between Williamsport and Philadelphia. A. M. P. M.

J. W. GEPHART.

BEECH CREEK RAILROAD, N. Y. C. & H. R. R. R. Co., Lesse

Condensed Time Table.								
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*Daily. †Week-days. 26.00 P.M. Sunday
110.55 A.M. Sunday.

Connections.—At Williamsport with Philadelphia and Reading R. R. /t Jersey Shore
Junc. 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.

Gen'l Pass'r Agent Philadelphia, Pa.

Railway Guide.

DENNSYLVANIA RAILROAD AND BRANCHES. May 20th, 1895.

May 20th, 1895.

VIA TYBONE—WESTWARD.

Leave Bellefonte, 5.26 a.m. arrive at Tyrone. 6.40 a.m., at Altocna, 7.40 a.m., at Pittsburg, 12.10 p.m.

Leave Bellefonte, 10.09 a.m., arrive at Tyrone, 11.25 a.m. et Altoona, 1.45 p.m., at Pittsburg, 6.50 p.m.

Leave Bellefonte, 5.15 p.m., arrive at Tyrone, 6.33, at Altoona at 7.40, at Pittsburg at 11.30 via tyrone—Eastward.

Leave Bellefonte, 5.26 a.m., arrive at Tyrone 6.40, at Harrisburg 9.30 a.m., at Philadei phia, 12.17 p.m.

Leave Bellefonte 10.09 a.m., arrive at Tyrone, 11.25 a.m., at Harrisburg, 2.40 p.m., at Philadelphia, 5.47 p.m.

Leave Bellefonte, 5.15 p.m., arrive at Tyrone 6.33 at Harrisburg at 10.20 p.m.

VIA LOCK HAVEN—NORTHWARD.

Leave Bellefonte, 9.28 a.m., arrive at Lock Haven, 10.30 a.m.

Leave Bellefonte, 4.50 p.m., arrive at Lock Haven, 5.49 p.m.

Leave Bellefonte at 8.41 p.m., arrive at Lock

Leave Bellefonte, 4.50 p. m., arrive at Lock Haven, 5.49 p. m.

Leave Bellefonte at 8.41 p. m., arrive at Lock Haven at 9.40 p. m.

VIA LOCK HAYEN—EASTWARD.

Leave Bellefonte, 9.28 a. m., arrive at Lock Haven, 10.30, leave Williamsport, 12.35 p. m., arrive at Harrisburg, 3.20 p. m., at Philadelphia at 6.23 p. m.

Leave Bellefonte, 4.50 p. m.: arrive at Lock Haven, 5.49. p. m.; arrive 6.45 Williamsport leave 7.00 p. m., Harrisburg, 10.00 p. m.

Leave Bellefonte, 8.41 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.

Philadelphia at 6.52 a. m.
VIA LEWISBURG.
Leave Beliefonte at 6.20 a. m., arrive at Lewis
burg at 9.00 a. m., Harrisburg, 11.30 a. m.
Philadelphia, 3.00 p. m.
Leave Beliefonte, 2.15 p. m., arrive at Lewisburg, 4.47, at Harrisburg, 7.10 p. m., Philadelphia at 11.15 p. m.

BALD EAGLE VALLEY. WESTWARD. May 20, 1895.

TYRONE & CLEARFIELD

EFONTE & SNOW SHOE BRANCH. ime Table in effect on and after

May 20, 1895. now Shoe, except Sunday.....3 00 p. m n Bellefonte,......4 43 p. m

LEWISBURG & TYRONE RAILROAD. Schedule in effect May 19th, 1895. WESTWARD. EASTWARD 111 | 103 114 | 112 STATIONS. P. M. A. M. 1 58 5 40 2 08 6 15 A. M. P. M. 9 10 4 56 9 00 4 47 Montandon 8 52 8 47 8 38 8 25 8 17 ...Cherry Run... 7 57 3 48Gregg..... ...Linden Hall.Oak Ha!l...Lemont... 4 22 8 32 ... 4 27 8 37 ... 4 37 8 47 ... 4 45 8 55Dale Summit..... Pleasant Gap..... Bellefonte.....

BELLEFONTE CENTRAL RAIL ROAD.
To take effect May 20, 1895.

EASTWARD. WESTWARD †No † No.8 †No. 2 STATIONS. | †No † No.7 | † No P.M. P. M. A. M. Ar. Lv. A.M. A. M. P. M. 6 45 3 25 8 45 Bellefonte. 6 30 10 30 4 55 6 33 11 9 3 40 ...Coleville... 6 37 10 37 5 00 6 35 3 16 8 37 ...Morris. f 6 40 10 42 5 03 6 32 3 13 8 35 ...Whitmer. f 6 44 10 47 5 06 6 27 3 08 8 31 ...Hunters... 6 50 10 53 5 11 6 24 3 06 8 28 ...Fillmore. f 6 53 10 56 5 15 6 19 3 01 8 24 ...Brialy.. f 7 00 11 02 5 20 6 15 2 58 8 20 ...Waddie... 7 05 11 05 5 25 6 12 2 52 8 18 Scotia Cr. f 7 08 11 08 5 27 5 69 2 35 8 04 ...Struble. f 7 20 11 24 6 40 5 77 2 32 8 32 Univ. Inn... f 7 20 11 24 5 40 5 77 2 30 8 00 StateColl'ge 7 30 11 30 5 45 "f" stop on flag. † Daily except Sunday.

TF you want printing of any de WATCHMAN OFFICEis the place to have it done.

F. H. THOMAS, Supt.

AND IS ABSOLUTELY SAFE.