Democratic Watchman.

Bellefonte, Pa., June 12, 1896.

BLOW GENTLY.

"Blow gently, winds of June. Each downy nest
Is full of unsung songs, and unspread wings,
That will respond to patient hoverings;
Soft rockings suit the rustic cradles best.

"Blow gently, winds of June! The bud is here
That soon will be transformed into the rose,
The sweetest miracle that nature knows;
A breath might mar the beauty of the year.

"So easily the song drops out of tune,
So eagerly the sun absorbs the dews,
So quickly does the rose its petals lose,
Then for their sakes, blow gently, winds of June!"

—*Mary A. Mason.*

Temperance.

Within the gates of the city are assembled a host of men whose aim in coming to the convention, which is the purpose of the gathering, is to preach temperance, or, rather, the extreme developement of the idea of temperance, which is abstinence. In Scripture times the admonition of one of the apostles was to be temperate in all things, which might have been good advice then, and might be now. But it falls on barren soil, and, like the seed of the sower, the sun withers away any growth that is made. Temperance does not mean solely the moderate use of gin, but the moderate use of everything, good, bad and fair to middling.

A brass band went up the street yesterday, tearing the air to tatters, and earning its salary like a log-chopper. It made a pretty fair grade of music. But occasionally, and at what seemed the most uncalled-for times, the gentleman who blowed the big "ta-ra-ra" would pour his soul into the music in an alarming manner. The shrill "tute-tu-ti-yute" of the small horn, carried by the man with the calloused lip, was washed ashore and dispersed in the swelling waves of sound that rolled out of the big horn.

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The artist who rattled the windows along the street with his thundering bass has a place to fill in a brass band, which nobody else can take, but the world does not hang exclusively on the cyclone that sweeps out of the bell of the Helicon bass about every fourth measure. The lead horn, the alto, the expansion trombone, with its snapping turtle fashion of drawing half its length in out of the wet, the bass drum, and all the outfit, go to make the joys and horrors that are blasted out of a brass band. The man who swells up like a favorite son boom, and in one breath collapses in the same favorite son pattern pouring all of his effort into the mouthpiece of one brass horn, is intemperate in his efforts to please, and should be taken to a gypsum works and have the lower part of his lungs filled with plaster of paris so that he cannot get so much wind action on his instrument.

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Yet the fellow who is addicted to the "boom-ta-ra-ra" habit when he blows the end of the strain on his big brass horn is not the only creature who is a victim of intemperance which needs reforming. The woman with a chocolate caramel habit and ice cream vice, who is keeping the pure food man on the jump to find for her compounds that will satisfy her consuming appetite without permitting terra-alba to conceal itself in one and tyrotoxicon to thrive in the other, is as bad as the broad man in the band with the horn that just fits around him. It is astonishing how women cultivate the ice cream and the chocolate caramel habit, but they have it about as firmly fixed as the spinster lady has the habit of doting on cats. Most of them reform when they are married, which is a fact that scientists have never given any reason for. But most likely when they begin to work the treasury for money to buy shoes for the children and flour and bacon at the same time, the appropriation for caramels is like the congressional appropriation for the rivers and harbors this year, no good unless more bonds are issued to coax in some gold.

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At the bottom of all intemperance is an American weakness of spreading all sail when we think of it, and then going away to attend to the hundred other irons that are in the fire, and forgetting the breeze that is coming. We open the throttle and throw away the valve. Our women set out for the seweng circle to make duck trousers for the Hottentot heathen, and leave the family at home with the suspenders hanging on one button. The good man of the house gets the garden habit, and spends all his spare time in April and May hoeing and planting, with not an armful of wood in the box, and the supper biscuits spoiling in the oven. When the season is done he learns that the seven wooden radvishes, and the potatoes he couldn't find for the weeds, would have to be worth $5.00 a piece to pay for the seeds and the hired help put on the garden, not counting his own labor. But you can't cure him of the habit. Next year it will be just as acute.

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Next after the intemperate use of profanite and chewing gum in this country, the patent medicine habit claims, probably, the most victims. Millions of dollars' worth of patent medicines are consumed annually, and no doubt enough of the stuff could be saved, if we use no more than we need of it, to float a navy. If we could reform men and women from the patent medicine habit the money saved would more than duplicate the churches of the land, and build some new school houses to boot. The pie habit and the habit of keeping more dogs than we need, take an endless lot of money. The yellow butter habit is chronic and general. Butter as it comes from the churn is abominable now until it is dyed, so intemperate have we become in this respect. We are a nation addicted to an absurd yellow butter habit. Butter in its natural color would lead to the mobbing of the man who offered it for sale.

There is a big field for temperance work in this country, but perhaps some day we will be able to reform the intemperate use of yellow shoes, trousers that turn up half a dozen times at the bottom as though they had started to out grow the wearer, the cigarette habit, the habit of putting a dollar in the box at the ball game and only a nickel at church, etc.

Drawbacks of High Art.

"I told that lady that in order to get a good photograph she must forget where she was."

"Well?"

"She did it so thoroughly that she went away without making the required deposit."—Chicago *Record*.

Numerical Relations of Sexes.

The present has been called "Woman's Age," because women are making their way with extraordinary activity and rapidity into trades, occupations, and business and industrial pursuits that were formerly monopolized by men.

This state of things has largely resulted from the fact that whereas, formerly, the women were supported by their fathers, husband, brothers, and other male relatives in later years women have not only found it necessary to maintain themselves, but in not a few cases they have been required to care for male dependents.

Naturally, a great social movement of women out of home life, and into business, and even public careers, has had the effect to arouse to independent action many women who are not obliged to toil for their own living, and thus a great social revolution, set in motion by a variety of causes operating in concert, is rapidly approaching a culmination, the consequences of which, to politics, morality, and religion, enormous as they may grow, can be but indistinctly foreseen and imperfectly foretold.

From the rapid and remarkable development of the woman movement, the inference would seem plain enough that there is an excess of women in the population of the United States where the evolution is most active. An examination of the facts, however shows that this inference is without real foundation.

The truth is, as shown by the census of 1890, there were then in the United States nearly a million and a half more of men than women. The following figures of the population, by sex and race, as taken from the census, is interesting:—

Race.	No. of Males.	No. of Females.
White	28,210,185	26,778,003
Negro	3,725,561	3,744,479
Chinese	105,895	3,868
Japanese	1,780	259
Indians (civilized)	30,600	28,206
Indians (on reservations)	108,115	106,686
Persons of various races on reservations	74,213	61,916
Total	32,256,349	30.723,417

	Excess of— Males.	Excess of— Females.
White	1,432,182	.....
Negro	.....	18,918
Chinese	102,027	.....
Japanese	1,521	.....
Indians (civilized)	2,394	.....
Indians (on reservations)	1,429	.....
Persons of various races on reservations	12,297	.....
Total	1,532,932	18,918

The fact most remarkable, as shown by these figures, is the excess of women among the negroes. The whites show an excess of males in the proportion of 51.30 per cent. to 49.70. The civilized Indians show a preponderance of men in the ratio of 52.04 to 47.96, while the wild Indians on reservations have 50.33 per cent. of men to 49.67. The Chinese and Japanese are nearly all males, since but few of their women have ever been brought into this country.

The statistics show that of the other races native to the United States, or domesticated here by centuries of residence, the males outnumber the females in average ratio of 51.22 to 48.78; but the negroes violate this rule in a most striking manner, showing an excess of women in the proportion of 49.87 of men to 50.13 of women.

There are in the United States nearly a million and a half more males than females of the human race; but, when the distribution of sexes is considered, it is apparent that the conditions are very peculiar. There are many States in which the women predominate, and others where there is an excess of men. The States in which the women predominate are New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, Maryland, District of Columbia, Virginia, North Carolina, South Carolina and Georgia.

In all others men are in a majority, Louisiana, however, comes nearest of all to having the sexes in equal numbers, the males being 559,350, while the females are 559,237, the excess of men being 113. The States in which the deficiency of males is found are the old States of the East, which have lost their men in great numbers, partly by the civil war and partly by the emigration to the West. The men who went westward to grow up with the country were in most cases unmarried, although not a few husbands took part in the migration, leaving their wives behind. Thus it is that there is not a Western State but has an excess of men. Of the foreigners who immigrate to this country the greatest numbers are men, and they help to create the disparity of the sexes.

It appears from the census of 1890 that there is an excess of women in the cities aud of men in the country. The respective populations by sex of the cities and country, taking the figures for the cities and towns as low as those of 2,500 peple, is given, as follows:—

	No. of Males.	No. of Females.
Country	20,708,894	19,180,931
City	11,358,986	11,373,439

	Excess of— Males.	Excess of— Females.
Country	1,527,963	.....
City	.....	14,453

The proponderance of women in cities has commonly been attributed to the fact that there they find greater scope and opportunity for self-support, and this is undoubtedly the true explanation under the conditions which are impelling the sex to extraordinary effort for self-help. It must be noted that in the Old-World countries of Asia, except where the female population is limited by the general murder of the infants of that sex, the excess of women is provided for by the system of polygamous relations.

In Christian countries, where monogamy is the rule, there ought to be some general distribution of the population, so that there would not be communities where there are thousands more of men than women, or thousands more of women than men. The super-abundant women of the Eastern cities would be a grand blessing to the lonely and enforced bachelor-dom of the Far Western States and Territories, and yet there is no provision in the social system of the boasted age of civilization to accomplish the exchange. A civilization which fails to remedy such an evil is grossly defectivs.—*New Orleans Picayune.*

——We see the reason why Japan is buying American rails in the extraordinary development of railways in the empire. There are now in Japan nearly 600 miles of state railway and 1,650 miles owned by companies, with 1,150 miles of additional line under way and new companies seeking authority for the construction of 2,000 miles more. Hitherto most of the steel rails have been obtained from England, but Germany and the United States are beginning to compete, as shown by the late Carnegie contract for 10,000 tons furnished by the Braddock mill at less than the English bid, and said to be $7 a ton less than the combine rate to American purchasers. Over a hundred American locomotives have been ordered for Japan in the last five years. The Japanese themselves have begun to build locomotives and manufacture rails, and they can undersell the foreign makers but are unable to supply the demand.

Meade and Hancock.

Two fine monuments were added to the Gettysburg battlefield collection on Friday, when statues of General Meade and Hancock were erected on the historic site where they battled so bravely and successfully for the cause of the Union. The honors paid to these distinguished men, in placing them, in the form which they appeared in life, on the field where they did so nobly, are a credit to the nation. Seated on their still chargers they will watch over the place where the national contest between union and disunion was decided. Of all the brave men who fought in the federal armies at Gettysburg none is more closely associated with the contest than Meade and Hancock.

Both of them measured up to the demands of that terrible event. In Meade's hands was the direction of operations over a large battlefield, and opposed to him was the flower of the southern army led by that great captain, Robert E. Lee, the intrepid and chivalrous, whose fame as a leader might cause even the bravest to fear. But, calm and determined, he faced the situation that met him, with all its possibilities and miscalculations and misadventures' and of plans overthrown by the enemy. But he showed himself to be a thorough soldier, and by his command of the Union forces at Gettysburg achieved a reputation that ought to be lasting.

What praise can be given to Hancock, justly termed the superb? To his vigorous action, his daring, his spirited movements, the success of the battle was largely indebted Meade planned and Hancock executed and in that execution almost lost his life for the cause he championed. The field of Gettysburg has nothing on it more befitting its sacred character than the statues of these two eminent soldiers,

——In the death of Austin Corbin the country has lost one of its most resourceful captains of industry. Born in New Hampshire, and a Yankee of the Yankees in his physical and mental characteristics, Mr. Corbin attained his earlier success in life in the West; but he became most famous through his identification with the commercial interests of this section of the country. His consolidation of the little railroads of Long Island into a great system, and the consequent developement of that beautiful and healthful place, which had previously lain waste, into a vast suburb and kitchen farm for New York, was an achievement fit to crown a lifetime of well-applied business energy. An undertaking, however, more directly affecting the affairs of this community was his rehabilitation of the Philadelphia and Reading railroad and the combination of the same with the Central Railroad of New Jersey.

——The whirligig of time brings its revenges. When Speaker Reed made Major McKinley chairman of the committee on Ways and Means and then jammed through the House without debate the monstrosity known as the McKinley tariff act—which was licked into a more tolerable shape in the Senate—he dug a pit into which he himself has tumbled. Instantly the country repudiated McKinley and his tariff act; but under the operation of one of those puzzling revulsions of popular sentiment which defy all pre-calculation McKinley has suddenly been pushed to the front and Reed remanded to the rear. The Republican hosts insist upon putting up the manikin in preference to the man. And to make disappointment more bitter, the McKinley managers have had assurance to ask Speaker Reed to play second fiddle while the procession moves on!—*Allentown Item.*

——"Dear me," exclaimed the soda water girl, in great apparent agitation. "Now, that gentleman winked at me twice, and I can't tell for the life of me what kind of a mash he means."—*Detroit Tribune.*

His Revenge Was Complete.

This is a story about a girl and a man. The girl lives over in Georgetown, where she is distinctly the belle. I don't know where the man lives; but during business hours he is to be found in a bank not far from the Fifteenth street cable transfer. He is a blonde and is a favorite in the exclusive set in which the Georgetown girl moves. He and she had words—once upon a day. They had so many words, in fact, that the girl, who is said to have more than a bit of temper, ordered him never to presume to speak to her again so long as he lived. She forbade him to recognize her, even, and said that she wouid make it a point to forget that she had ever met him. This was last winter. The other day she went into the bank in which he is employed, to have a check cashed. The blonde young man appeared at the window. He took the check and examined it carefully. It was a broiling hot day. The Georgetown girl was in a hurry. She hadn't an acquaintance within half an hour's walk. The blonde young man handed the check back.

"Very sorry, madam," said he, "but you'll have to get somebody to identify you before I can cash the check."

And she had to do it.

"A fearful crank, an awful croak,
My wife has come to be."
So said a friend, one dreary day,
In confidence to me.

"Did'st e'er inquire," said I to him
"What pains and aches she knows?
As like as not she's tortured by
Some one of woman's woes."

Uterine disorders especially depress the spirits and sap the energies and vital force. For these distressing complaints, functional irregularities, unnatural discharges, constant pains, weak back, lassitude, dullness, sinking sensations and all weaknesses, peculiar to women, Dr. Pierce's Favorite Prescription is the specific.

——Reed's Congress draws its salary regularly and that's all it does to.

DO NOT DO THIS.—Do not be induced to buy any other if you have made up your mind to take Hood's Sarsaparilla. Remember that Hood's Sarsaparilla cures when all others fail. Do not give up in despair because other medicines have failed to help you. Take Hood's Sarsaparilla faithfully and you may reasonably expect to be cured.

Hood's Pills are purely vegetable, carefully prepared from the best ingredients. 25c.

Tourists.

Half Rates to San Francisco.

On June 15th, 16th, 23rd and 24th, 1896, The North-Western Line (Chicago & North-Western Railway), the famous "California in 3 Days" route, will sell excursion tickets to the San Francisco and return at half rates, one fare for the round trip, good returning 60 days from date of sale. For full information apply to ticket agents of connecting lines or address

H. A. Gross, G. E. P. A., 423 Broadway, New York.

Half Rates to Milwaukee.

On account of the International Convention of the B. Y. P. U., the North-Western Line will, from July 15th to 18th, 1896, inclusive, sell excursion tickets to Milwaukee and return at one fare for the round trip. The Chicago & North-Western R'y is the "Lake Shore" route between Chicago and Milwaukee, and makes the run between the two cities in less than two hours. For full information apply to ticket agents of connecting lines or address

H. A. Gross, G. E. P. A., 423 Broadway, New York.

T. P. Vaille, S. E. P. A., 112 South Fourth street, Philadelphia, Pa.

Illuminating Oil.

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GIVES THE BEST LIGHT IN THE WORLD.

AND IS ABSOLUTELY SAFE.

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Castoria. Castoria.

WHAT IS

CASTORIA

Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrup, and Castor Oil. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms allays Feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhœa and Wind Colic. Castoria relieves Teething troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

CASTORIA.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."

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111 So. Oxford St., Brooklyn, N. Y.

"Our physicians in the children's department have spoken highly of their experience in their outside practice with Castoria, and although we only have among our medical supplies what is known as regular products, yet we are free to confess that the merits of Castoria has won us to look with favor upon it."

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"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."

Dr. G. C. OSGOOD,
Lowell, Mass.

"Castoria is the best remedy for children of which I am acquainted. I hope the day is not far distant when mothers will consider the interest of their children, instead of the various quack nostrums which are destroying their loved ones, by forcing opium, morphine, soothing syrup and other hurtful agents down their throats, thereby sending them to premature graves."

Dr. J. F. KINCHLOE,
Conway, Ark.

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THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

1-15-3m.

Tourists.

Splendid Opportunities.

For home-seekers and others desirous of changing their locations are offered in the great states of Wisconsin, Iowa, Minnesota, South Dakota and Nebraska. Fertile and productive land is for sale on the most reasonable terms, and there are many openings for all classes of men, particularly farmers and dairymen. Those interested will be furnished full information, free of charge, upon application to W. B. KNISKERN, 22 Fifth Avenue, Chicago, Ill. 41-24.

Reduced Rates to Denver and Portland.

The North-Western Line (Chicago & North-Western R'y.) announces the sale of excursion tickets at very low rates from Chicago to Portland, Oregon, and return on June 10th and 11th, and from Chicago to Denver, Col., and return on June 13th and 14th. For full information apply to ticket agents of connecting lines or address

H. A. Gross, G. E. P. A., 423 Broadway, New York.

T. P. Vaille, S. E. P. A., 112 South Fourth street, Philadelphia, Pa.

Three for A Dollar.

Three what? Three charmingly executed posters in colors, drawn by W. W. Denslow, Ethel Reed and Ray Brown, will be sent free of postage to any address on receipt of one dollar. All who are afflicted with the "poster craze" will immediately embrace this rare opportunity, as but a limited number of the posters will be issued. The scarcity of a good thing enhances its value. Address GEO. H. HEAFFORD, general passenger agent of the Chicago, Milwaukee & St. Paul railway, old colony building, Chicago, Ill. 41-23-2t.

New Advertisements.

ANOTHER CONTRACT.

COMPLETED BY THE INVENTOR OF CUNNINGHAM'S COMPOSITE. A UNIQUE EXPERIENCE BEFALLS THE PATENTEE.

If this experience were published in Bellefonte about a resident of Maine or Montana, we would expect our readers to harbor some suspicion about the incident. At least we are safe in saying that public utterance made in Belleoonte by Mr. John Stubbs of Alaska would not be half as interesting as a sentence or two from Mr. M. Cunningham No. 17 Bishop St., the well known paving contractor. When such men as he come out flat-footed and endorse the claims made for an article in which he has no interest, there must be something beyond ordinary merits behind it. If Mr. Cunningham's pavement were under discussion, we would expect him to stay with it by argument, reasoning and proof, but when the merits of a proprietary medicine are in question, a business in which he has neither wealth or reputation at stake and he stays by it and produces proof for his convictions we are bound to accept his testimony. Read it, he says: "I am not prepared to explain my trouble from a physicians standpoint. It is sufficient to know that I had a little backache that no doubt arose from the kidneys, but my chief trouble was in the bladder. I was always worse in the winter season and when in this condition it amounted to annoyance. I tried Doan's Kidney Pills for it. They did me a world of good. So much in fact, that I advised Mr. Yeager proprietor of the Brant House to try them likewise. I told him I got mine at F. Potts Green's pharmacy. He tried a box, and found them like I did, up to the specifications. You can refer to me. I can recommend Doan's Kidney Pills."

People all over Bellefonte are talking like this about the Old Quaker Remedy.

Doan's Kidney Pills are sold for 50 cents per box, six boxes for $2.50, mailed to any address on receipt of price by Foster—Milburn Co., Buffalo, N. Y., sole agents for the United States. 41-20

We are selling a good grade of tea—green—black or mixed at 28cts per. lb. Try it.

SECHLER & CO.

Travelers Guide.

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

Condensed Time Table.

Read Up. Exp. No. 37	Read Up. Mail. No. 33	May 17th, 1896.	Read Down. Exp. No. 30	Read Down. Mail. No. 36
P. M.	P. M.		A. M.	P. M.
	1 55	Ar.....Patton.....Lv		†3 30
	1 34	.....Westover.....		3 52
9 25	1 10	.....Mahaffey.....	†5 00	4 15
9 00	12 35	Lv.....Kerrmoor.....Ar	5 25	4 42
8 50	12 25	.....Gazzam.....	5 35	4 52
8 43	12 18	Ar.....Kerrmoor.....Lv	5 41	4 58
8 38	12 13	.....New Millport.....	5 46	5 03
8 32	12 07	.....Olanta.....	5 52	5 09
8 25	12 00	.....Mitchells.....	5 58	5 15
8 05	11 40	Lv...Clearfield Junc....Ar	6 15	5 34
7 55	11 31	.....CLEARFIELD.....	6 25	5 45 / 6 10
7 45	11 21	Ar...Clearfield Junc....Lv	6 35	6 19
7 37	11 12	.....Woodland.....	6 45	6 29
7 31	11 05	.....Bigler.....	6 52	6 34
7 23	10 58	.....Wallaceton.....	6 57	6 40
7 15	10 50	.....Morrisdale Mines....	7 06	6 48
7 07	10 41	Lv.....Munson.....Ar	7 15	6 57
6 35	10 16	Lv PHILIPSBU'G Ar	7 40	7 27
7 27	11 01	Ar PHILIPSBU'G Lv	6 55	6 35
7 05	10 36	Ar.....Munson.....Lv	7 17	7 00
7 00	10 32	.....Winburne.....	7 22	7 03
6 40	10 12	.....PEALE.....	7 40	7 25
6 20	9 50	.....Gillintown.....	7 57	7 44
6 13	9 43	.....SNOW SHOE.....	8 04	7 52
5 18	8 48	.....BEECH CREEK.....	8 48	8 42
5 05	8 33	.....Mill Hall.....	9 01	8 53
4 58	8 25	.....LOCK HAVEN.....	9 07	8 58
4 47	8 15	.....Youngdale.....	9 16	9 07
4 35	8 00	JERSEY SHORE JUNC.	9 29	9 18
4 30	7 55	.....JERSEY SHORE.....	9 30	9 20
†4 00	†7 05	.....WILLIAMSPORT.....	10 05	9 55
P. M.	A. M.	Lv. Ar.	A. M.	P. M.
P. M.	A. M.	Phila. & Reading R. R.	A. M.	P. M.
†2 40	*6 55	Ar.....W'MSPORT.....Lv	†10 20	*11 30
†8 35	*11 30	Lv.....PHILA.....Ar	5 08	7 10
†4 30		Lv....N. Y. via Tam....Ar	6 00	
	‖7 30	Lv....N. Y. via Phila....Ar	b7 25	‡9 30
A. M.	A. M.		P. M.	A. M.

*Daily. †Week-days. ‖6.00 P. M. Sunday. ‡10-55 A. M. Sunday. "b" New York passengers traveling via Philadelphia on 10.20 A. M. train from Williamsport, will change cars at Columbus Ave., Philadelphia.

CONNECTIONS.—At Williamsport with Philadelphia and Reading R. R. At Jersey Shore with Fall Brook Railway. At Mill Hall with Central Railroad of Pennsylvania. At Philipsburg with Pennsylvania Railroad and Altoona & Philipsburg Connecting Railroad. At Clearfield with Buffalo Rochester & Pittsburg Railway. At Mahaffey and Patton with Cambria & Clearfield Division of Pennsylvania Railroad. At Mahaffey with Pennsylvania & North-Western Railroad.

A. G. PALMER, Superintendent. F. E. HERRIMAN, Gen'l Passenger Agent, Philadelphia, Pa.

Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.

May 18th, 1896.

TYRONE AND CLEARFIELD, R. R.

Northward. Express.	Northward. Day Express.	Northward. Mail.	May, 18, 1896.	Southward. Express.	Southward. Day Express.	Southward. Mail.
P.M.	P. M.	A. M.	Lv. Ar.	A. M.	A. M.	P.M.
7 30	3 15	8 20	.....Tyrone	6 35	11 20	6 12
7 36	3 21	8 26	...E. Tyrone.....	6 29	11 14	6 06
7 38	3 23	8 28	.....Tyrone S.....	.....	11 14	6 04
7 41	3 26	8 31	.....Vail.....	6 25	11 09	6 01
7 51	3 36	8 42	...Vanscoyoc....	6 18	11 02	5 53
7 55	3 40	8 47	..... Gardner.....	6 15	10 59	5 50
8 04	3 49	8 57	...Mt. Pleasant..	6 07	10 51	5 41
8 11	3 55	9 05	.....Summit.....	6 00	10 44	5 34
8 16	3 59	9 09	..Sandy Ridge...	5 54	10 38	5 27
8 18	4 01	9 11	.....Retort.....	5 51	10 35	5 23
8 19	4 02	9 13	.....Powelton	5 49	10 33	5 21
8 27	4 08	9 21	.....Osceola.....	5 39	10 23	5 10
.....	4 11	9 24	..Osceola Junc..	.....	.....	5 06
8 31	4 16	9 31	.... .Boynton.....	5 35	10 19	5 03
8 35	4 19	9 35	.....Steiners..	5 31	10 15	4 58
8 36	4 23	9 42	...Philipsburg...	5 30	10 14	4 57
8 41	4 28	9 47	.....Graham.....	5 26	10 09	4 52
8 46	4 33	9 52	....Blue Ball.....	5 21	10 04	4 46
8 52	4 39	9 58	...Wallaceton ...	5 16	9 58	4 39
8 57	4 44	10 04	.....Bigler	5 11	9 53	4 33
9 03	4 50	10 10	.....Woodland....	5 06	9 47	4 27
9 06	4 53	10 13	... Mineral Sp...	5 05	9 44	4 24
9 10	4 57	10 17	... ...Barrett.....	5 01	9 40	4 20
9 15	5 02	10 22	.....Leonard.....	4 56	9 35	4 15
9 19	5 06	10 28	.....Clearfield.....	4 52	9 31	4 09
9 24	5 11	10 34	... Riverview.....	4 58	9 26	4 03
9 30	5 17	10 41	...Sus. Bridge...	4 43	9 20	3 56
9 35	5 22	10 46	..Curwensville ..	4 39	9 15	3 51
.....	.....	10 52	.....Rustic.....	.....	.....	3 35
.....	.....	11 02	.....Stronach.....	.....	.....	3 25
.....	.....	11 06	....Grampian.....	.....	.....	3 21
P.M.	P. M.	A. M.	Ar. Lv.	A. M.	A. M.	P.M.

BALD EAGLE VALLEY BRANCH.

Westward. Express	Westward. Express	Westward. Mail	May 18, 1896.	Eastward. Mail	Eastward. Express	Eastward. Express
P.M.	P. M.	A. M.	Arr. Lv.	A. M.	P. M.	P.M.
6 17	2 40	11 10	.....Tyrone.....	8 10	12 35	7 25
6 11	2 34	11 04	..East Tyrone...	8 16	12 41	7 31
6 07	2 30	11 00	....Vail.....	8 20	12 45	7 35
6 03	2 26	10 56	...Bald Eagle....	8 24	12 49	7 39
5 57	2 20	10 49	.....Dix.....	8 30	12 55	7 45
5 54	2 17	10 46	.....Fowler.....	8 33	12 58	7 48
5 52	2 15	10 44	.....Hannah.....	8 35	1 00	7 50
5 44	2 07	10 36	..Port Matilda...	8 42	1 07	7 57
5 36	2 00	10 28	..... Martha.....	8 49	1 14	8 04
5 28	1 53	10 20	.....Julian.....	8 58	1 22	8 13
5 19	1 44	10 11	.....Unionville...	9 07	1 30	8 22
5 12	1 37	10 04	Snow Shoe Int.	9 15	1 37	8 30
5 09	1 33	10 01	...Milesburg....	9 18	1 40	8 33
5 01	1 24	9 53	....Bellefonte....	9 28	1 49	8 41
4 49	1 12	9 41	.....Milesburg ...	9 41	2 02	8 53
4 41	1 04	9 34	.....Curtin.....	9 49	2 11	9 01
4 37	1 00	9 30	..Mount Eagle...	9 53	2 15	9 05
4 31	12 54	9 24	.....Howard.....	9 59	2 21	9 11
4 22	12 45	9 15	.....Eagleville....	10 08	2 30	9 20
4 19	12 42	9 12	..Beech Creek...	10 11	2 33	9 23
4 08	12 31	9 01	.....Mill Hall.....	10 22	2 44	9 34
4 06	12 29	8 59	...Flemington...	10 24	2 46	9 36
4 02	12 25	8 55	...Lock Haven..	10 30	2 50	9 40
P.M.	P. M.	A. M.	Lv. Arr.	A. M.	P. M.	P.M.

LEWISBURG & TYRONE RAILROAD.

Eastward. Mail.	Eastward. Exp.	May 18th, 1896. Stations.	Westward. Exp.	Westward. Mail.
P. M.	A. M.	Lv. Ar.	A. M.	P. M.
2 15	6 20	.....Bellefonte.....	8 55	4 15
2 21	.....	.....Axemann.....	8 50	4 10
2 24	6 28	.....Pleasant Gap....	8 47	4 07
2 27	6 31	.....Peru.....	8 44	4 03
2 34	6 38	....Dale Summit.....	8 37	3 58
2 38	6 43	.....Lemont.....	8 32	3 53
2 43	6 47	.....Oak Hall.....	8 28	3 48
2 48	6 52	.....Linden Hall.....	8 23	3 44
2 55	7 00	.....Gregg.....	8 16	3 37
3 02	7 06	.....Centre Hall.....	8 09	3 31
3 10	7 14	.....Penn's Cave.....	8 02	3 23
3 17	7 21	.....Rising Spring.....	7 55	3 17
3 25	7 30	.....Zerby.....	7 45	3 08
3 32	7 38	.....Coburn.....	7 38	3 02
3 38	7 45	.....Ingleby.....	7 31	2 56
3 41	7 48	.....Paddy Mountain.....	7 27	2 53
3 49	7 57	.....Cherry Run.....	7 18	2 45
3 52	8 01	.....Lindale.....	7 14	2 41
3 59	8 08	.....Pardee.....	7 07	3 34
4 07	8 34	.....Glen Iron.....	6 58	2 25
4 15	8 25	.....Milmont	6 50	2 18
4 17	8 27	.....Swengle.....	6 47	2 16
4 22	8 33	.....Barber.....	6 42	2 12
4 27	8 38	..... Mifflinburg.....	6 37	2 07
4 35	8 47	.....Vicksburg.....	6 28	1 58
4 39	8 52	.....Biehl.....	6 23	1 53
4 47	9 00	.....Lewisburg.....	6 15	1 45
4 55	9 10	.....Montandon.....	5 40	1 35
P. M.	A. M.	Ar. Lv.	A. M.	P. M.

LEWISBURG & TYRONE RAILROAD.

Westward. Mixed.	Westward. Mixed.	May, 18, 1896. Upper End.	Eastward. Mixed.	Eastward. Mixed.
	P. M.	A. M.	Ar. Lve.	A. M.	P. M.	
.....	4 40	9 20	.....Scotia.....	10 00	4 50	.....
.....	4 23	9 03	.... Fairbrook....	10 19	5 07	.....
.....	4 17	8 57	... ...Musser.....	10 26	5 13	.....
.....	4 11	8 51	Penn. Furnace	10 33	5 19	.....
.....	4 05	8 45	.....Hostler.....	10 40	5 25	.....
.....	3 59	8 39	.... .Marengo.....	10 46	5 31	.....
.....	3 55	8 35	....Loveville. ...	10 51	5 35	.....
.....	3 49	8 29	.Furnace Road.	10 58	5 41	.....
.....	3 46	8 26	....Dungarvin...	11 01	5 44	.....
.....	3 38	8 18	Warrior's Mark	11 10	5 52	.....
.....	3 29	8 09	...Pennington...	11 20	6 01	.....
.....	3 18	7 58	.....Stover.....	11 32	6 12	.....
.....	3 10	7 50	..... Tyrone.....	11 40	6 20	.....
	P. M.	A. M.	Lve. Ar.	A. M.	P. M.	

BELLEFONTE & SNOW SHOE BRANCH.

Time Table in effect on and after May 18, 1896.

Leave Snow Shoe, except Sunday.....3 51 p. m.
Arrive in Bellefonte..... 5 46 p. m.
Leave Bellefonte, except Sunday..... 9 58 a. m.
Arrive in Snow Shoe.....11 49 a. m.

CENTRAL RAILROAD OF PENNA.

Condensed Time Table.

| Read Down No 1 | Read Down No 5 | Read Down No 3 | May 18, 1896. | Read Up. No 6 | Read Up. No 4 | Read Up