Democratic Watchman.

Bellefonte, Pa., July 31, 1896.

The Moor in Town.

Cloaked and turbaned, they glide about in slippered feet, the women shod in red, the men in bright yellow. But for their exceedingly substantial build, the Moorish women in the street might pass for ghosts, for their costume is, with this one exception, white. A long and heavy blanket of coarse homespun effectually conceals every feature but the eyes, which are touched up with antimony on the lids, and, as a rule, are sufficiently expressive. Sometimes a wide-brimmed straw hat, its edges supported by adjustable cords from the crown, is jauntily clapped on: but here ends the plate of Moorish out-door fashions. Indoors all is color, light, and glitter. Where cash is plentiful nothing is spared to make the home a paradise—in Muslim eyes; yet all is forbidden to male outsiders. But in matters of color and flowing robes the men are not far behind, and they make up abroad for any lack at home. I think no garment is more artistic and no drapery more graceful than that in which the wealthy Moor takes his daily airing, either on foot or muleback. Beneath a gauzelike woolen toga—relic of ancient art—glimpses of luscious hues are caught—crimson and purple, deep greens and "afternoon sun color," salmons and pale clear blues. A dark blue cloak, when it is cold, negligently but gracefully thrown across the shoulders, or a blue-green prayer-carpet folded beneath the arm, helps to set off the whole.

Side by side by this picture of ease and comfort, cheek by jowl, wanders the tattered negro whose eyes have been put out—a punishment now very rare. His sightless orbs follow appealingly the guidance of a little child, as one after another of the passers-by is importuned in vain. "May God bring it"—the alms—is a refusal far more conclusive than an excuse or negative, and the appeal is made to another. The narrow winding streets, ill-paved, and ofttimes ankle-deep in mud, are crowded with men and beasts; the ever-changing scene is a kaleidoscope of Eastern fancy: Ali Baba and the Forty thieves, Bluebeard, Aladdin, and the Grand Vizier all pass the corner in succession. Donkeys bearing loaded paniers of garden produce or rubbish are followed by stately officials on barrel-bodied mules, and in the coast towns a good sprinkling of European costumes, worn by foreigners and Jews, add fresh variety.

Chez lui our friend with the flowing garments is a king, with slaves to wait upon him, wives to obey him, and servants to fear his wrath. His every-day reception-room is the lobby of his stables, where he sits behind the door in rather shabby garments attending to business matters, unless he is a merchant or shopkeeper, when his store serves as an office instead. Those whom he wishes to honor are asked inside the house, after the order has been shouted to his women folk to "make a road," pausing to allow this to be accomplished, a scuffle of feet is heard, and a moment after the deserted court is entered, with no reminder of its recent occupants but the swing of the curtain in the doorway, where a dainty finger holds it back to feed inherent curiosity. Dinner may then by served or the traditional three glasses of tea, but only a slave lass or two will be seen, as they silently do the serving, after respectfully kissing the hands of the guests. No, the Moor has no home life—no family unity—not half so much as the Arab or Berber in tent or hut. It is seldom that the wife eats with the husband, and the children with the father never. Lust reigns supreme in the lives of both sexes, and no other relationships than it allows between them are dreamed of. Morals in practice they have none, though their theories are perfect enough to deceive many into thinking Islam a model system. The grand idea of their lives is to live like beasts in this world, and to trust to Mohammed and good deeds to secure their admission to a hereafter where all sins shall be lawful.

Of intellectual pleasures, occupations which should raise their social tone and feed the mind, the Moors know nothing. What study some few of them do is so bewildering in its complexity and uselessness that they gain little by it, and reading for information's sake is rare. Their evenings thus hang heavily, and if not passed in a state of lethergy from overeating, idle gossip is their only amusement. Chess and draughts are sometimes seen, but are not general. In business the Moor is keen and parsimonious, though, as results show, a poor match for the sons of Israel, who swarm on every hand. At first suspicious, if well treated he treats well, and becomes a steady if perhaps self-seeking friend.—From "Peeps into Barbary," by J. E. BUDGETT MEAKIN, in *Harper's Magazine* for August.

End of Century Events.

Remarkable events seem to attend the closing years of the centuries of modern times. To mention only a few: In 1492 America was discovered. Toward the close of the next century, in 1588, occurred the great victory of Elizabeth's fleet over the Spanish armada, a victory that gave England the naval supremacy which she has maintained to this day.

In the next century the American revolution began in 1776. It was followed by the first outbreaks of revolution in France in 1789. Following these, brought to the surface by them, came the exploits of Napoleon. Just 100 years ago this June, Napoleon was plundering and ruining Italy despoiling her of her choisest art works, desecrating her churches and harrying and humiliating Pope Pius VI. It is not much wonder Italy does not love France. To this day the guides in Rome show visitors the ruin wrought in one of the most beautiful churches by Napoleon's cavalry horses that were stabled there. Yet some people make a demigod of Napoleon Bonaparte.

The closing years of our own century witness the rise of Japan to be one of the great powers of the earth. They witness also a revolution quieter but farther reaching than any wrought by war. It is a moral revolution, reaching down to the very roots of systems heretofore believed to be infallible. It is a revolution in men's minds, changing the economic, social, industrial and political relations of mankind. It is none the less tremendous because it is quiet. Coming centuries will look back to the closing years of the nineteenth century as a period that marked the beginning of stupendous changes for the race.

——Mrs. Ellen Spencer Mussey, who is making a reputation as a lawyer in Washington, is the widow of the late General R. a D. Mussey, who made a creditable record in the civil war.

Jas. G. Blaine's Silver Speech.

Argument of the Man from Maine in Favor of the Constitution's Money.

The WATCHMAN has many readers who were admirers of the late JAMES G. BLAINE, the greatest statesman the Republican party ever had written in its ranks. To some there is no such convincing argument as the words of a man who is admired and, with the hope of winning a few to the great cause of free silver, we publiah extracts from Mr. Blaine's speech, made in the Senate, Feb. 7th, 1878, when the great debate for the recoinage of silver was on.

"Mr. President—The discussion on the question of remonitizing silver has been prolonged and exhaustive. I may not expect to add much to its value, but I promise not to add much to its length. I shall endeavor to consider facts rather than theories, to state conclusions rather than arguments.

"I believe gold and silver coin to be the money of the constitution—indeed, the money of the American people anterior to the constitution, money which the organic law of the republic recognized as independent of its own existence. No power was conferred on congress to declare that either metal should not be money. Congress has, therefore, in my judgement, no more power to demonetize silver than to demonetize gold: no more power to demonetize either than to demonetize both. In this statement I am but repeating the weighty dictum of the first of constitutional lawyers, 'I am certainly of the opinion,' said Mr. Webster, 'that gold and silver, at fixed rates by congress, constitute the legal standard of value in this country, and that neither congress nor any state has authority to establish any other standard or to displace this standard.' Few persons can be found, I apprehend, who will maintain that congress possesses the power to demonetize both gold and silver, or that congress could be justified in prohibiting the coinage of both: and yet in logic and legal construction it would be difficult to show where and why the power of congress over silver is greater than over gold—greater over either than over both. If, therefore, silver has been demonetized, I am in favor of remonetizing it. If its coinage has been prohibited, I am in favor of ordering it to be resumed. If it has been restricted, I am in favor of ordering it to be enlarged.

* * *

On the much-vexed question of a bimetallic standard, my own views are sufficiently indicated in the remarks I have made. I believe the struggle now going on in this country, and in other countries, for a single gold standard, would, if successful, produce disaster in the end throughout the commercial world. The destruction of silver as money, and the establishment of gold as the sole unit of value, must have a a ruinous effect upon all forms of property except those investments which yield a a fixed return in money. These would be enormously enchanced in value, and would gain a disproportionate, and therefore unfair, advantage over every other species of property. If, as the most reliable statistics affirm, there are nearly seven thousand millions of coin or bullion in the world, not very unequally divided between gold and silver, it is impossible to strike out of existence as money without results which will prove distressing to millions, and utterly disastrous to tens of thousands. Alexander Hamilton, in his able and invaluable report in 1791 on the establishment of a mint, declared that 'to annul the use of either gold or silver as money is to abridge the quantity of circulating medium, and is liable to all the objections which arise from a comparison of the benefits of a full circulation with the evils of a scanty circulation.' I take no risk in saying that the benefits of a full circulation, and the evils of a scanty circulation, are both immeasurably greater to-day than they were when Mr. Hamilton uttered these weighty words, always provided that the circulation is one of actual money, and not of depreciated 'promises to pay.'

"In the report from which I have already quoted, Mr. Hamilton argues at length in favor of a double standard' and all the subsequent experience of ninety years has brought out no clearer statement of the case, or developed a more complete comprehension of this subtle and difficult subject. 'On the whole' says Mr. Hamilton, 'it seems most advisable not to attach the unit exclusively to either of the metals, because this cannot be done effectually without destroying the office and character of them as money, and reducing it to the situation of mere merchandise.' Mr. Hamilton wisely concludes that this reduction of either of the metals to mere merchandise (I again quote his exact words) 'would probably be a greater evil than occasional variations in the unit from the fluctuations in the relative value of the metals, especially if care be taken to regulate the proportion between them, with an eye to their average commercial value.' I do not think that this country, holding so vast a proportion of the world's supply of silver in its mountains and its mines, can afford to reduce the metal to the 'situation of merchandise.' If silver ceases to be used as money in Europe and America, the mines of the Pacific slope will be closed and dead. Mining enterprises of the gigantic scale existing in this country cannot be carried on to provide backs for mirrors, and to manufacture cream pitchers and sugar-bowls. A source of incalculable wealth to this entire country is destroyed the moment silver is permanently disused as money. It is for us to check that tendency and bring the continent of Europe back to the full recognition of the value of the metal as a medium of exchange.

Taking No Chances.

Hotel clerk (suspiciously)—"Your bundle has come apart. May I ask what that queer thing is?"

Guest—"This is a new patent fire escape. I always carry it, so in case of fire I can let myself down from the hotel window. See?"

Clerk (thoughtfully)—"I see. Our terms for guests with fire escapes, sir, are invariable cash in advance."—*New York Weekly.*

——It is not growing like a tree
In bulk, doth make man better be;
Or standing long an oak, three thousand year,
To fall a log at last, dry, bald and sere.
A lily of a day
Is fairer far in May.
Although it fall that night,
It was the plant and flower of light.
In small proportions we just beauties see,
And in short measure life may perfect be.
—*Ben Jonson.*

——A student of the Bible has discovered that but one man is authentically on record as having told an absolutely true fish story, and he is dead. Peter said: 'We toiled all night and caught nothing.'

Midsummer Drinks.

Which are Cool and Wholesome and May be Made at Home.

SARSAPARILLA MEAD.

Take three pounds of sugar, three ounces of tartaric acid, one ounce each of cream of tartar, flour and essence of sarsaparilla and three quarts of water. Strain and bottle it; then let it stand ten days before using.

RASPBERRY VINEGAR.

Mash two quarts of raspberries in an earthen vessel; put them in a large stone bottle or jar, and pour over them two quarts of good vinegar. Cork the jar slightly and let the juice distill in the sun two or three weeks; then filter clear and bottle it, corking it well.

OAT MEAL DRINKS.

First put into a large pan a quarter of a pound of fine fresh oat meal, six ounces of white sugar and half a lemon cut into small pieces. Mix with a little warm water; then pour over it one gallon of boiling water, stirring all together thoroughly, and use when cold. This makes a most refreshing and strengthening drink. If preferred raspberry vinegar, citric acid or any other flavoring may be used instead of the lemon. More oat meal may be used if preferred.

LEMONADE SYRUP.

With one pound of sugar mix the grated yellow rind of six lemons, moisten the sugar with as much water as it will absorb and boil it to a clear syrup. Add the juice of twelve lemons, stirring it in well over the fire, but do not let it boil after the juice is added. Bottle the syrup at once and cork it when cold. Mix a little of this syrup with cold water when lemonade is wanted.

RASPBERRRY VINEGAR WITH SUGAR.

Mash the fruit in an earthen bowl. To every pound of raspberries add a pint of vinegar; cover and let it stand two or three days. Then press it through a jelly bag. To every pint add half a pound of loaf sugar and set the juice on the fire to come to a boil, taking off any scum that rises. Allow five minutes' gentle boiling, set it to get cool, then pour into small bottles and cork well.

CURRANT VINEGAR.

A fine vinegar may be made from currants by simply pressing the fruit to a mash, let it stand over night, then strain the juice off clear and fill the bottles to the brim. Set them, uncorked, in the sun or in a warm place until fermentation ceases. Any little impurity that rises skim off with a piece of blotting paper, and cork the bottles well. White currants are excellent for a delicate, pale vinegar.

A teaspoonful of these vinegars or of the lemonade syrup will often be relished in the iced tea, which forms such a popular drink for the summer luncheon, and will give a pleasant change from the flavor of the usual slice of lemon.

Reduced Rates to the Seashore.

Extremely Low-Rate Excursions via Pennsylvania Railroad.

Every one, old and young, needs rest and recreation at some time during the heated summer term, and where can it be obtained better than at the seashore.

No other place can compare with Southern New Jersey in seaside resorts, either in point of number or of excellence. Atlantic City is the most popular resort in America, and Cape May, Sea Isle City, Ocean City, Avalon, Anglesea, Wildwood, and Holly Beach do not fall far short of Atlantic City's high standard.

The Pennsylvania railroad company, whose object always is to give its patrons the cheapest rates compatible with good service, has arranged for excursions to the seashore from Erie, Fassett, Dauphin, and intermediate stations (including stations branch roads), August 6th and 20th.

Excursion tickets, good for 10 days, will be sold at *extremely low-rates.*

Passengers may, if they so desire, go to Atlantic City via the *Delaware river bridge route*, the *only all-rail line* from points in Pennsylvania to Atlantic City.

For information in regard to rates, time of trains, etc., consult small bills or apply to nearest ticket agent.

——A high-up physician here who has studied seasickness is authority for the statement that bromide of sodium will make life on the old ocean quite pleasant. He says: "I began three days before sailing to prepare for a preventive of an attack of seasickness. I took 100 grains of bromide in divided doses each day for three days before I started and kept up the treatment four days after sailing. I was not sick at all in crossing the Atlantic. I experienced no ill-effects whatever from the use of the medicine." A thorough bromisation, according to the doctor. will enable all voyagers to overcome the distressing illness caused by the rocking and the rolling on the bosom of the broad Atlantic or the choppy swells of the English Channel.

——To the doubting, who are afraid we would have a fifty four-cent dollar in the event that silver is remonetized, we merely want to state that in 1873, the time it was demonetized, the amount of silver that is now in a dollar was worth 103 cents. When the Government again recognizes silver as part of the "coin," it was designed by the Constitution to be, gold will seek its natural level and there will be no more premiums for the Shylocks of Wall street.

——Weak and nervous describes the condition of thousands of people at this season. They have no appetite, cannot sleep, and complain of the prostrating effect of warmer weather. This condition may be remedied by Hood's Sarsaparilla, which creates an appetite and tones up all the organs. It gives good health by making the blood pure.

Hood's pills are the best after-dinner pills, assist digestion, cure headache.

——If the struggle goes on in this country for a gold standard and is successful, it will cause disaster throughout the commercial world.—James G. Blaine.

TO MAKE NEW BLOOD FOR OLD PEOPLE.—Old and infirm persons need some mild tonic or gentle stimulant, especially in warm weather. The wine made in New Jersey by Mr. Speer, called Speer's Port Wine, makes new healthy blood by reason of the iron in the soil. It is used by the most eminent physicians and in hospitals as the best tonic wine known. Speer's claret is also the purest.

——"Youth isn't a crime." Bryan is not the only young man who early won fame. Alexander the Great, Pompey, Napoleon, Pitt and a host of others were famous before forty.

——To read the remarks on Bryan's oratory in the Republican press one would think that it was a crime to be eloquent.

Bird Day in the Schools.

Mr. C. A. Babcock is superintendent of the public schools of Oil City, Pa. Some years ago this estimable gentleman began the systematic instruction of his pupils in ornithology. It is not so much the bones and the anatomy and Latin names of the birds he taught the young ones as the necessity of sparing them, that they might fulfill their mission of being useful and ornamental. The professor showed the young ones how beautiful the birds were. He caused them to listen to the music of the feathered songsters. He taught them, too, how much good the little creatures do to man in destroying grubs and insects injurious to fruit and crops. Finally he taught them the murderous cruelty of robbing birds' nests and cutting off so many bright and innocent little lives.

Professor Babcock instituted a "bird day" in the schools for the purpose of celebrating the beauty and use of man's feathered friends. It was a great success, and bird day came to be as important and festive an occasion as Arbor day. One may venture to hope, however, that the good professor excluded the pestiferous British sparrow from the protection he taught the children to extend to other birds. This ugly little brute drives away the bright colored, musical, native American birds. Besides that he destroys thousands of bushels of grain and fruit for the farmers every year. He defiles houses, barns, trees, shrubbery and vines. The cup of his iniquity is full. If Professor Babcock has not already done so, we beg him to rule this wretch out of the plan of bird protection.

The work done in the Oil City schools was so good that it attracted the notice of the United States agricultural department. Secretary of Agriculture J. Sterling Morton has set the stamp of his approval on bird day and written a letter recommending its observance in all the schools of the Union.

Let us have a bird day by all means. The moral, musical, affectionate, artistic and scientific instincts of the human biped will all be cultivated at once by its observance. Best of all, American birds and their music will increase rapidly in the country and village. It is astonishing though the world is so many thousand years old, how little is known of birds. Dr. Bowdler Sharpe, a British authority, says mankind do not even have accurate knowledge of the migration of birds. So let us have bird day. Maybe grown people can learn something from it too.

——What is the difference between a sentence and a cat? One has its pause at the end of its clause, and the other its claws at the end of its paws.

——What is the difference between a cow and a rickety chair? The one gives milk and the other gives whey (way).

——Why are the little birds depressed early on a summer morning? Because their little bills are all over dew (due).

——What are the greatest astronomers? The stars, because they have studded the heavens for ages.

——The school system of the Greater New York will be at least the second biggest in the world.

——Why is a cat's tail like the earth? It is fur to the end.

In Memoriam.

WHEREAS, Death has again visited our Grange, and removed from our midst, a worthy sister Sarah J. Ryman, therefore be it

Resolved, That, while we bow in humble submission to the will of our Heavenly Father, who doeth all things well and for our good, we mourn for our beloved sister as a worthy member of our Grange and a true friend and kind neighbor.

Resolved, That we tender our sincere sympathy to the husband and children, who have lost their best friend. Our prayer is that they may be enabled to look to Him who alone can comfort and sustain them in their sad bereavement.

Resolved, That in token of our love and esteem for our dear sister, our charter be draped in mourning for thirty days.

Resolved, That these proceedings be placed upon the minute book and a copy furnished to the family and a copy forwarded to the *Patron* and other local journals.

NETTIE POORMAN,
M. M. WEAVER,
JULIA HARVEY. } Committee

Tourists.

Harvest Excursions.

In order to give everyone an opportunity to see the grand crops in the Western states and enable the intending settler to secure a home, the Chicago, Milwaukee & St. Paul R'y has arranged to run a series of harvest excursions to South and North Dakota, and to other states in the West, Northwest and Southwest on the following dates: July 21, August 4 and 28, September 1, 15 29 and October 6 and 20, at the low rate of two dollars more than ONE FARE for the round trip. Tickets will be good for return on any Tuesday or Friday within twenty-one days from date of sale. For rates, time of trains and further details apply to any coupon ticket agent in the East or South, or address John R. Pott, District Passenger agent, Williamsportt Pa. 41-28-3t.

Tours in Beautiful Acadia.

One Night at Sea to a Foreign Land by the Tourists' Favorite Line.

The Plant Steamship Line—the Tourists' Favorite Route from Boston to the Maritime Provinces—takes pleasure in announcing the inauguration of its summer schedule of sailings. Beginning June 23rd the SS. "Halifax" and SS. "Olivette" will leave the north side of Lewis wharf, 20 Atlantic Avenue, Boston, every Tuesday and Saturday at 12 noon. The SS. "Halifax" sails to Halifax, N. S., Hawkesbury, C.B., and Charlottetown, P. E. I. The SS. "Olivette" sails direct to Halifax, both ships making connection at the ports named for all points reached by rail and water lines in the Maritime Provinces, and providing for tourists every comfort and luxury possible to modern travel.

The Plant Steamship Company has compiled a book of tours, covering the principal interesting routes of travel in the land of the Acadians. These tours are designed to afford the patrons of this line the greatest possible variety and pleasure, and are so arranged that monotony and retraveling are avoided.

Tourist and ticket agents of all railway and steamship lines in the principal cities will be pleased to give any desired information about the Plant Steamship Line and a postal card requesting Tour Books and Folders is all that is necessary to secure these valuable guides to enjoyable travel in a delightful summer land.

"Acadia and Thereabouts," issued by the Plant Steamship Company, and one of the handsomest and most interesting souvenir books of tourist literature ever issued, will be mailed to any address on receipt of ten cents in stamps. Address B. F. Blake, Assistant General Passenger Agent, 207 Washington street, Boston, Mass.

New Advertisements.

A BELLEFONTE MAN.

MAKES A PUBLIC STATEMENT ON A SUBJECT OF INTEREST TO OUR CITIZENS.

Mr B. Steel who is now selling books may never occupy the presidential chair. He may never aspire to be Mayor of Bellefonte but he is none the less an honest employe, none the less active, and none the less intelligent. No one in the city would deny that he is not an authority on lumber and every one after reading his statement must come to the conclusion that his opinion of the old Quaker remedy is backed up by positive personal experience. Read his statement carefully. "I, like a great many other people went to F. Potts Green's drug store and procured a box of Doan's Kidney Pills for my back. I had very little faith in their virtue for nowadays advertisers will do anything and say anything to get their mixtures on the market. However. in spite of the feeling, I tried them. In fact I had to try something. I was struck in the back eight or nine years ago while helping to build a house for a cousin. Ever since then I have had trouble with my back, not continually but at intervals, it always seemed to pass away of its own accord and return just as mysteriously. A cold sometimes caused a recurrence and this may have been at the bottom of the last attack. The trouble was centered in the right kidney and I could feel the shape of it, as I imagined I could from the soreness. I could press it with my thumb and it would cause increased pain. When my back was at its worst I was troubled with urinary trouble that lasted three or four weeks. Well, Doan's Kidney Pills helped me from the start. I must confess they relieved me in such a short time that it surprised me to find them act so quickly. You are at liberty to make these facts known."

Doan's Kidney Pills are sold by all dealers, price 50 cents per box, or six boxes for $2.50. Sent by mail on receipt of price. Foster-Milburn Co., Sole agents for the U. S., Buffalo, N. Y. 41-7

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STABLE AND FARM

SPECIALTIES.

MICA AXLE GREASE.
Best in the world for heavy wagons.

NEW YORK CARRIAGE GREASE.
For light wagons and heavy carriages.

BOSTON COACH AXLE OIL.
Cheaper and better than castor oil.

STANDARD LEATHER OIL.
Best leather preserver in the world.

EUREKA HARNESS OIL.
The best harness oil made.

RUDDY HARVESTER OIL.
A fine heavy body, for farm machinery.

FAVORITE.
Sewing machine oil. Gun oil.

ELECTRIC.
Cycle lubricating oil, Cycle lantern oil,

COACH AND CARRIAGE CANDLES
FOR SALE EVERYWHERE. 39-37-1y

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 }	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.		A. M.	P. M.
†2 40	*6 55	..Phila. & Reading R. R..	†10 20	*11 30
†8 35	*11 30	Ar.....W'MSPORT.....Lv	5 08	7 10
		Lv.....PHILA.....Ar		
†4 30		Lv....N. Y. via Tam...Ar	6 00	
	‖7 30	Lv...N. Y. via Phila....Ar	b 7 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 28	..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	.....Inglebly.....	7 31	2 55
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 17	.....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