Democratic Watchman.

Bellefonte, Pa., Jan. 8, 1897.

GOOD ADVICE.

How foolish is the pessimist,
Despondent and forlorn,
Who always when he gets a rose
Goes hunting for a thorn.

The optimist has better sense,
The charm of life he knows,
He doesn't mind a scratch or two
If he can get the rose.

So do not be a pessimist,
Cankered with discontent;
The optimist has heaps of fun
That doesn't cost a cent.

—Sommerville Journal.

Reception at the White House.

New Year's Day was Observed in a Grand Manner. The Weather Raw and Cloudy.—The President, His Cabinet and Their Families Exchanged Greetings with High Dignitaries—The Reception a Brilliant Success.

New Year's Day broke raw and cloudy over the national capital, but the weather was not allowed to mar the success of the great annual reception given by the chief magistrate at the executive mansion to official and unofficial Washington.

The reception this year was a brilliant success. For three hours, from 11 o'clock till 2 o'clock in the afternoon, the reception contined. The cabinet and diplomatic corps, the judges of the supreme court, the senators and representatives and the other dignitaries of the government arrived in regular order, and after passing through the parlors and exchanging many greetings with the receiving party, gathered in the East room. Here appeared the full brilliancy of the occasion. The elegantly gowned ladies, the members of the diplomatic corps in full court costume and the officers of the army and navy in uniform, moving through the throng, made a kaleidoscopic picture of colors.

The general public stood in line for hours outside the White House gates until the officials had all been received. Then for over an hour they streamed in.

The first of the apartments to be entered by callers upon passing through the lobby—the Red room, so called from the prevailing tone of the hangings and upholsterings—was least lavishly bedecked with flowers, largely because it was intended only for a waiting room.

FAMOUS BLUE PARLOR.

But just adjoining it the Blue parlor, famous in the history of receptions, was decorated with exquisite taste. Tall palms, interspersed with azalias, foliage plants and gigantic ferns, hid from view the closely drawn curtains, which shut the light of day from the rooms. Solid banks of the rarest flowers covered the mantles, and a beautiful and unique runner of ivy crept along the cornice and around the doorways. Over all streamed the soft light from a hundred electric globes, suspended in crystal chandeliers and placed around the walls, and the effect of the lighting up on the delicate robin's egg blue tint of the silken tapestry which covered the walls, and the golden and blue upholstery of the massive furnishings, was extremely effective.

Very appropriately, the decorations of the next of the suits—the Green room—were of an emerald cast, and while there was an apparent absence of flowers an inspection of what seemed to be only foliage disclosed the presence of many rare and curious orchids and prettily marked grasses and small palms, all imbedded in green jardinieres.

The East room was the glory of the house. Since the last reception it had been renovated completely and it was fairly resplendent with gold and silver and white. In its vast proportions the contents of a whole conservatory of plants and flowers were swallowed up without, in any sense, crowding the decorations.

GIGANTIC PYRAMID OF GREEN.

In the magnificent East window stood a gigantic pyramid of green, made up of stately palms and rubber plants towering up toward the high ceiling, founded in masses of ferns and grasses interspersed with big blazing red poinsettas.

The three great crystal chandeliers were the centres of perfect jungles of creepers and asparagus and smilax, while on the mantels were enameled jardinieres filled with quaint Chinese primroses and cinerarias and other bright hued flowers.

Promptly at 11 o'clock the signal was given from the western stairway and the Marine Band struck up the familiar strain of "Hail to the Chief," as the President and Mrs. Cleveland descended the stairway arm in arm, then came the Vice President and Mrs. Stevenson, the Secretary of State and Mrs. Olney, the Secretary of the Treasury and Mrs. Carlisle, the Secretary of War and Mrs. Lamont, the Attorney General and Mrs. Harmon, the Postmaster General and Mrs. Wilson, the Secretary of the Navy and Miss Herbert, the Secretary of the Interior and Mrs. Francis, the Secretary of Agriculture and Mrs. Morton.

All passed along the wide corridor that separates the north and south of the mansion and through the golden gate which guards the doorway of the blue-room. The men of the Cabinet stepped out of line very quickly, but their feminine representatives, whether wife, daughter or sister, become important figures in a White House reception.

MRS. CLEVELAND'S HANDSOME DRESS

The gown that Mrs. Cleveland choose for her last morning reception, was an exquisite one of heavy corded silk, in a shade of gray, so dull that only a very beautiful woman would care to wear it at any hour, much less at 11 o'clock in the morning. The full round skirt was severely plain, while the bodice was of white chiffon embroidered in seed pearls and tiny gold spangles, with the favorite bolero of the silk also pearl embroidered, and soft folded girdle of the same material as the skirt. The sleeves were particularly modish and graceful, fitting the wearer's perfectly molded arms very closely, but with drooping ears of silk, caught on the shoulder with small pearl ornaments. She wore no jewels but a single diamond pin, which fastened her high chiffon collar and dainty diamond-edged side combs which held her soft, dark hair close to her well-shaped head. At her belt she had a large bunch of violets.

Though a trifle paler than usual, she was as handsome as ever. She had a pleasant smile and greeting for each of the eight thousand visitors who passed before her. She will be remembered as the most charming, as well as the most beautiful, mistress the White House has yet known.

As soon as the receiving party had taken their places in the blue room, the door into the red room room was opened and the reception began with the entry of the members of the diplomatic Corps, headed by Sir Julian Pauncefote, the English ambassador, and Lady Pauncefote. All wore full court costume. The red fez of the Turkish minister and the striking robes of the Chinese minister and representatives of other Oriental countries added to the effectiveness of the scene. The Korean minister and his suite, wearing their small black, box like hats, attracted much attention.

After the diplomatic corps had been received, Chief Justice Fuller and other members of the supreme court and others of the federal judiciary, accompanied by their ladies followed. These in turn, were succeeded at 12:25, by the senators, representatives, the commissioners of the District of Columbia, the judicial officers of the district, ex-ministers of the cabinet and ex-ministers.

The congressional contingent was noticeably small. Senator Sherman, of Ohio, and Senator Morrill, of Vermont, came through first of the Senators, and Representatives Sayers, of Texas, of the Representatives.

ARMY AND NAVY CORPS.

At 11:40 the representatives of the army and navy corps and the officers of the militia of the district were received. Major General Miles, the commander of the army, and Adjutant General Ruggles headed the officers of the army, who were resplendent in full uniform.

All of the officers stationed at Fort Myers were in line. Admiral Ramsay and Commodore Matthews headed the officers of the navy, and Colonel Hayward and his staff those of the Marine corps.

At noon came Secretary Langley and the regents of the Smithsonian institution; Mr. Proctor, the president and other members of the civil service commisson; Mr. Morrison and members of the interstate commerce commission; Commissioner of Labor Wright Assistant Secretary Curtis of the treaury department Assistant Postmaster General Jones, Assistant Secretary Rockhill, of the state department, and other assistant secretaries and bureau chiefs.

At 1:15 came the Associated Veterans of the war of 1846, the Grand Army of the Republic, Loyal legion, the Union Veteran legion and the members of the Oldest Inhabitants.

By 12:25 the general public was admitted. The earlier arrivals all had taken their leave, and much of the brilliancy of the reception room had departed.

Character and Hypnotism.

An Individual's Strength is Power Against All Control.

There would be little indeed in hypnotism and the scientific world might rightly ignore its importance as a subject of investigation if it were proved to have nothing more in it than the dominance of one will over another or the power of so-called "suggestion" to control human minds, says *Harper's Bazar*.

But, as with any other subject worth investigating, much more is revealed to the student of hypnotism than that which he at first sets out to discover. No sooner, for instance, has he established beyond question proofs of the power of mind over mind and of "suggestion" in control, than he is forced to recognize how little potency lies in either when compared to that great power of resistance to them which is generated by an individual's own strength of character.

No hypnotism in the world, as a great authority has shown, can make a really temperate person, when under hypnotic control, simulate or yield to drunkenness; nor can a truly modest person be induced to do that which would, in waking hours, savor of immodesty. The man with true dignity of soul keeps his dignity intact, and one of real kindness of nature shows no glimmer of harsh feeling.

And thus, as can readily be seen, one more proof from an unexpected source has been added to those already in our possession going to show the value and power of character, of that which a man inherently and intrinsically is, rather than that which he appears to be. It makes out, too, even a harder case against Adam, who need never have yielded to Eve but for a weakness in himself.

Spoiled a Funeral.

Supposed Dead Boy Sits Up in His Coffin During the Singing.

Frank Dougherty, aged 14, of Wilmington, Del., was supposed to have died Tuesday. His funeral was set for Friday. A wake was arranged for Thursday night, and began early and continued until daybreak. Dennis McDougall, a cousin of Mrs. Dougherty, had been very fond of the young man, and showed his reverence of Frank's memory by remaining beside the coffin all night.

While the others were asleep he kissed the lips of the supposed dead boy, and noticed that the lips moved faintly. The mourners were arouse, but after waiting six hours preparations for the funeral service were resumed.

The mourners formed in a circle about the coffin and were singing a hymn when suddenly the corpse sat up in the coffin and opened its eyes.

The doctors say that he is now on the road to complete recovery.

Locomotives Going Abroad.

The growing importance of our trade in the exportation of locomotives is seen in some statistics for 1896, gathered by the Railroad *Gazette*.

The total number of locomotives built in the United States during the year was 1175, an increase of 74 over that of the previous year. Of these, 309 were for foreign railroads, the bulk going to South America. Japan and Russia were also good buyers, the former country having already placed orders for seventy engines for the new year. Many of the locomotives were of the highest standard and have given the utmost satisfaction.

The growth of the trade is seen in the fact that in 1894 only eighty were exported.

Forty-five Stars for the Flag.

The American flag on and after next Fourth of July will have 45 stars. A notice has been sent to the army and navy officials to that effect. An order has been issued also to the custodians of public buildings throughout the United States to begin at once to put in the additional stars in all old flags or secure new ones which must comply with the order. There will be six rows of stars. The first, third and fifth rows will have eight stars each, and the second, fourth and sixth, seven stars each.

——Miss Mary E. Garrett, of Baltimore, daughter of John W. Garrett, asks $7,000 a year from the estate for the care of her brother, Henry S. Garrett, weak minded. She also wants $150,000 for the Baltimore Poor Association.

——No crime in the year that has just ended is more horrible than the one perpetrated by train wreckers in Alabama, by which more than twenty lives were destroyed. But, while we view with feelings of horror the fiendish deed, we think that measures should be adopted by railroad companies which will reduce to the minimum the danger from villains who can be guilty of the perpetration of such a crime. The fiends, in the case under discussion, deliberately removed a rail, knowing, of course, that a fatal wreck must necessarily follow. Their intention probably was to plunder the bodies of the dead, dying and wounded, for no other explanation can be given.

——Poisons engendered by food fermenting in a dyspeptic stomach are the direct cause of rheumatism, gout, bronchitis, liver and kidney complaints, asthma, pneumonia and many nervous ailments.

These results are prevented by the use of the Shaker Digestive Cordial, a remedy discovered and prepared by the Shakers of Mount Lebanon, N. Y. It is in itself a food and has power to digest other food *taken with it*. Thus it rests the diseased stomach and finally masters the worst cases of dyspepsia. It acts promptly and fresh strength and increase of weight soon follows. The first dose, taken immediately after eating, abates the pain and distress so dreaded by dyspeptics. Trial bottles—enough to prove its merit—10 cents.

Laxol is the best medicine for children. Doctors recommend it in place of Castor Oil.

——The Greek cross to be erected to the memory of the late Lord Tennyson on the cliffs at Farringdon will be unveiled by a royal dedicatress. Princess Beatrice, seventh child and fourth daughter of Queen Victoria, will, in her capacity as Governor of the Isle of Wight, perform this service in honor of the Queen's great laureate. The Princess and the Queen are both reputed to be ardent admirers of the poetry of Tennyson.

School Report.

Following is a report of Eagle rolling mill school, Boggs township, for the month ending Jan. 1st., 1897. No. of pupils enrolled: boys, 16; girls, 13; total, 29. Those who were present every day are Flora Gearheart, Austin Deters, Joseph and Howard Spear. Those missing one day are Irene and Orpha Spear, Hattie Adams, Effie Bickle and Joseph Adams. Those not missing any words in spelling are Irene and Orpha Spear, Flora Gearheart, Laura Bryan, Austin Deters, Joseph and Howard Spear, Claire Butler and Thomas Adams. Parents and citizens are invited to visit the school.

M. V. THOMAS, Teacher.

Tourists.

Letters from Farmers.

In South and North Dakota, relating their own personal experience in those states, have been published in pamphlet form by the Chicago, Milwaukee & St. Paul railway, and as these letters are extremely interesting, and the pamphlet is finely illustrated, one copy will be sent to any address, on receipt of a two-cent postage stamp. Apply to John R. Pott, District Passenger Agent, 486 William Street, Williamsport Pa. 42-1-3t

Every Day Excursions.

To all parts of the world can be arranged for any day in the year, for one or more persons, upon application to any principal ticket agent of the Chicago, Milwaukee & St. Paul railway. Itineraries carefully prepared for excursions to California, Florida, Mexico, China, Japan, and to any part of Europe. Estimates furnished, including all expenses. Tickets furnished for the complete journey. It is not necessary to wait for any so-called "Personally Conducted Excursions." In these days of progressive enlightenment, with the English language spoken in every land under the sun, one does not need to depend upon the services of guides for sight-seeing, but can go it alone or in small family parties, with great comfort and security, and at one's own convenience. Write to John R. Pott, district passenger agent, Chicago, Milwaukee & St. Paul railway Williamsport, Pa., for details if you are contemplating a trip. 41-48-3t.

Pennsylvania Railroad Company.

Personally Conducted Tours—Matchless in Every Feature.

CALIFORNIA.

Three tours to CALIFORNIA and the PACIFIC COAST will leave Harrisburg, Altoona, and Pittsburg January 27, February 24, and March 27, 1897. Five weeks in California on the first tour, and four weeks on the second. Passengers on the third tour may return on regular trains within nine months. Stop will be made at New Orleans for Mardi-Gras festivities on the second tour.

Rates from all points on the Penna. R. R. System: First tour, $310.00; second tour, $350.00; third tour, $210,00. From Pittsburg, $5.00 less for each tour.

FLORIDA.

Jacksonville tours, allowing two weeks in Florida, will leave New York and Philadelphia January 26, February 9 and 23, and March 9, 1897. Rate, covering expenses en route in both directions, $53.00 from Pittsburg, and proportionate rates from other points.

For detailed itineraries and other information, apply at ticket agencies, or address Thos. E. Watt, Pass. agent western district, 360 Fifth Avenue, Pittsburg, Pa. 41-48-3m

Tourists.

The Crop Outlook in South Dakota for 1897.

It requires but a small amount of rain-fall in South Dakota to mature the crop. During 1896 South Dakota had, up to September 30th, three and seven-tenth inches more of rain-fall than for any of the previous sixteen years. Since September 30th there has been added at least three or four inches to the excess, making a gain of nearly eight inches more than the average. Early in November there were heavy rains, depositing over two inches, and since then there have been heavy snows, and about a foot of snow covered the ground on November 25th. Dakota farmers have abundance of hay and great supplies of oats, barley and corn. Wheat has advanced about seventy cents a bushel in local market, and prospects for further advance are good. The ground will come out in the spring better soaked than ever before. The prospect for better prices next year is good. There are thousands of people in the east who could do no better than go to South Dakota now and buy their seed and feed for next year, and move out in the spring. First-class farming land in South Dakota, along the lines of Chicago, Milwaukee & St. Paul railway, can now be bought at from $10 to $15 an acre. The creamery industay and stock-raising in South Dakota will greatly increase during 1897. For further information address W. E. Powell, General immigration agent, 410 Old Colony building, Chicago, or H. F. Hunter, immigration agent for South Dakota, 295 Dearborn street, Chicago, Ill. 41-48-2t.

New Advertisements.

JAS. RINE TALKS.

EVERYBODY KNOWS HIM. EVERYBODY BELIEVES HIM IN BELLEFONTE.

As you lean back in your chair with your feet on the fender and peruse your evening paper, you must be amazed at the columns devoted to advertising patent medicines, the schemes employed to bring the remedies before the readers notice and the ingenuity displayed in wording testimonials so as to make them conform to the advertised claims. The tongue runs glibly over half a column of introductory matter and then as a rule, winds up with the gist of some testimonial received from a sufferer of some malady. Read them carefully and notice this. Chicago and St. Louis examples do duty in New York. California residents flit before Maine citizens in regular succession like the connected scenes in a Panorama. Is it not hard to indorse an act performed in some far away hamlet even if embellished with all the adjectives that the Anglo-Saxon language can furnish. Reverse the case and read the testimony of Mr. Jas. Rhine of 2nd Thompson St. The impression left is convincing, conclusive. Says he:—"My trouble in the back started from a slight strain. It developed into a urinary difficulty, the most marked being an excessive desire to urinate, particularly at night. My back hurt to stoop, to straighten up and if I made any awkward or unthought of move. I always got a reminder in the shape of a sharp, piercing twinge. I got a box of Dean's Kidney Pills for it at Green's Pharmacy. They cured me. I am pleased at the result, for one year of it is as long as any man care to stand of Kidney complaint." Doan's Kidney Pills for sale by all dealers, price 50 cents per box. Mailed by Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. 41-7

Our Oat-meal and flakes are always fresh and sound, you can depend on them.

SECHLER & CO.

DIPHTHERIA MEDICINE.

THAT NEVER FAILS TO CURE.

It will cure Croup in three (3) doses, and is a preventive for Diphtheria, Croup, Etc. Also cures all forms of Sore Mouth and Sore Gums.

CAN BE PURCHASED AT

JOHNNIE ROUNDTREE'S GROCERY STORE.

Water Street,

BELLEFONTE.

MANUFACTURED BY THE

DIPHTHERIA MEDICINE COMPANY

41-42-3m* CENTRE HALL, PA.

Illuminating Oil.

ASK FOR

THE BOOKLET ON "LIGHT"

AND

BURN CROWN ACME OIL.

GIVES THE BEST LIGHT IN THE WORLD.

AND IS ABSOLUTELY SAFE.

39-37-1y *For Sale by The Atlantic Refining Company.*

Prospectus.

HON. W. J. BRYAN'S BOOK.

All who are interested in furthering the sale of HON. W. J. BRYAN'S NEW BOOK should correspond immediately with the publishers. The work will contain

An Account of his campaign tour
His biography, written by his wife.
His most important speeches.
The results of the campaign of 1896.
A review of the political situation.

Mr. Bryan has announced his intention of devoting one-half of all royalties to furthering the cause of bimetallism. There are already indications of an enormous sale. Address

W. B. CONKEY COMPANY, Publishers,
41-51-4t 341-351 Dearborn St.....CHICAGO.

New Advertisements.

TUBS, PAILS, WASH RUBBERS, BROOMS, BRUSHES, BASKETS.

SECHLER & CO.

Saddlery.

$5,000 $5,000 $5,000

WORTH OF

HARNESS, HARNESS, HARNESS

SADDLES,
BRIDLES,
PLAIN HARNESS,
FINE HARNESS,
BLANKETS,
WHIPS, Etc.

All combined in an immense Stock of Fine Saddlery.

.....*NOW IS THE TIME FOR BARGAINS*.....

To-day Prices have Dropped

THE LARGEST STOCK OF HORSE COLLARS IN THE COUNTY.

JAMES SCHOFIELD,
33-37 BELLEFONTE, PA.

Travelers Guide.

CENTRAL RAILROAD OF PENNA.

Condensed Time Table.

READ DOWN No 1	No 5	No 3	Nov. 16th, 1896. Lve. Ar.	READ UP No 6	No 4	No 2
a. m.	p. m.	p. m.		p. m.	p. m.	a. m.
†7 20	†7 45	†3 45	BELLEFONTE.	10 15	6 10	10 10
7 34	7 59	3 57	.....Nigh.....	10 02	5 57	9 56
7 41	8 05	4 03	.....Zion.....	9 56	5 51	9 50
7 46	8 13	4 08	..HECLA PARK..	9 51	5 46	9 45
7 48	8 15	4 10	..... Dunkles.....	9 49	5 44	9 43
7 52	8 19	4 14	...Hublersburg...	9 45	5 40	9 39
7 56	8 23	4 18	...Snydertown.....	9 41	5 37	9 35
7 58	8 25	4 20	.....Nittany.....	9 39	5 35	9 33
8 00	8 27	4 22	.....Huston.....	9 37	5 33	9 31
8 02	8 29	4 24	.....Lamar.....	9 35	5 31	9 29
8 04	8 31	4 26	.....Clintondale....	9 33	5 29	9 26
8 09	8 36	4 31	..Krider's Siding.	9 28	5 24	9 21
8 16	8 42	4 36	...Mackeyville....	9 23	5 18	9 15
8 23	8 48	4 42	...Cedar Spring...	9 17	5 12	9 09
8 25	8 50	4 50	.....Salona.....	9 15	5 11	9 07
8 30	8 55	4 55	...MILL HALL...	†9 10	†5 05	†9 01
9 39	9 45		.....Jersey Shore.....	4 30		7 55
10 05	10 20	Arr.	WM'SPORT Lve	4 00		†7 25
†10 20	*11 30	Lve	WM'SPORT Arr.	2 40		*6 55
5 05	7 10		.....PHILA.....	†8 35		*11 30
			.....Atlantic City.....			
6 45			.....NEW YORK..... (Via Tamaqua.)	†4 30		
7 25	‡9 30		.....NEW YORK..... (Via Phila.)			§7 30
p. m.	a. m.	Arr.	Lve.	a. m.		p. m.

*Daily. †Week Days. §6.00 P. M. Sundays. ‡10.10 A. M. Sunday.

PHILADELPHIA SLEEPING CAR attached to Eastbound train from Williamsport at 11.30 P. M, and West-bound from Philadelphia at 11.30 P. M.

J. W. GEPHART.
General Superintendent.

BEECH CREEK RAILROAD.

N. Y. C. & H. R. R. R. Co., Lessee.

Condensed Time Table.

READ UP EXP. No. 37	MAIL. No. 33	Nov. 16th, 1896.	READ DOWN EXP. No. 30	MAIL. No. 36
P. M.	P. M.		A. M.	P. M.
	1 55	Ar.....Patton.....Lv		†4 00
	1 34	.....Westover.....		.....
9 36	1 10	.....Mahaffey.....	†5 00	4 40
9 05	12 35	Lv.....Kerrmoor.....Ar	5 25	5 05
8 55	12 25	.....Gazzam.....	5 35	5 15
8 49	12 15	Ar .....Kerrmoor.....Lv	5 41	5 22
8 45	12 11	.....New Millport.....	5 46	5 27
8 39	12 05	.....Olanta.....	5 52	5 33
8 33	11 59	.....Mitchells.....	5 58	5 39
8 16	11 40	Lv..Clearfield Junc....Ar	6 15	5 57
8 08	11 31	.....CLEARFIELD.....	6 25	6 05 / 6 30
7 57	11 21	Ar...Clearfield Junc....Lv	6 35	6 39
7 48	11 12	.....Woodland.....	6 45	6 47
7 42	11 05	.....Bigler.....	6 52	6 53
7 37	10 58	.....Wallaceton.....	6 57	6 59
7 28	10 50	.....Morrisdale Mines....	7 06	7 07
7 20	10 41	Lv..... ..Munson.....Ar	7 15	7 15
6 55	10 16	Lv / Ar PHILIPSBU'G Ar / Lv	7 40	7 40
7 40	11 01		6 55	6 55
7 18	10 36	Ar..... ..Munson.....Lv	7 17	7 17
7 12	10 32	.....Winburne.....	7 22	7 22
6 48	10 12	.....PEALE.....	7 40	7 42
6 26	9 50	.....Gillintown.....	7 57	8 01
6 16	9 43	.....SNOW SHOE.....	8 04	8 08
5 18	8 48	.....BEECH CREEK.....	8 48	8 57
5 05	8 33	.....Mill Hall.....	9 01	9 10
4 58	8 25	.....LOCK HAVEN.....	9 07	9 17
4 47	8 15	.....Youngdale.....	9 16	9 27
4 35	8 00	JERSEY SHORE JUNC.	9 29	9 40
4 30	7 55	.....JERSEY SHORE.....	9 30	9 45
†4 00	†7 25	.....WILLIAMSPORT.....	10 05	10 20
P. M.	A. M.	Lv. Ar.	A. M.	P. M.
P. M.	A. M.	Phila. & Reading Ry....	A. M.	P. M.
†2 40	*6 55	Ar.....W'MSPORT.....Lv	†10 20	*11 30
†8 35	*11 30	Lv.....PHILA.....Ar	5 05	7 10
†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. §5.00 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 Railway. 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.

Schedule in effect Nov. 16th, 1896.

VIA TYRONE—WESTWARD.

Leave Bellefonte, 9.53 a. m., arrive at Tyrone 11.10 a. m., at Altoona, 1.00 p. m., at Pittsburg, 6.05 p. m.

Leave Bellefonte 1.05 p. m., arrive at Tyrone, 2.15 p. m., at Altoona, 2.55 p. m., at Pittsburg, 6.50 p. m.

Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00, at Altoona, 7.40, at Pittsburg at 11.30.

VIA TYRONE—EASTWARD.

Leave Bellefonte, 9.53 a. m., arrive at Tyrone 11.10, at Harrisburg, 2.40 p. m., at Philadelphia, 11.15. p. m.

Leave Bellefonte, 1.05 p. m., arrive at Tyrone, 2.15 a. m., at Harrisburg, 7.00 p. m., at Philadelphia, 5.47 p. m.

Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00 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, 1.42 p. m., arrive at Lock Haven 2.43 p. m., arrive at Williamsport, 3.50 p. m.

Leave Bellefonte, at 8.31 p. m., arrive at Lock Haven, at 9.30 p. m.

VIA LOCK HAVEN—EASTWARD.

Leave Bellefonte, 9.28 a. m., arrive at Lock Haven 10.30, leave Williamsport, 12.40 p. m., arrive at Harrisburg, 3.20 p. m., at Philadelphia at 6.23 p. m.

Leave Bellefonte, 1.42 p. m., arrive at Lock Haven 2.43 p. m., arrive at Williamsport, 3.50, leave 4.00 p. m., Harrisburg, 7.10 p. m., Philadelphia 11.15 p. m.

Leave Bellefonte, 8.31 p. m., arrive at Lock Haven, 9.30 p. m., leave Williamsport, 12.25 a. m., arrive at Harrisburg, 3.22 a. m., arrive at Philadelphia at 6.52 a. m.

VIA LEWISBURG.

Leave Bellefonte, at 6.30 a. m., arrive at Lewisburg, at 9.15 a. m., Harrisburg, 11.30 a. m., Philadelphia, 3.00 p. m..

Leave Bellefonte, 2.15 p. m., arrive at Lewisburg, 4.47, at Harrisburg, 7.10 p. m., Philadelphia at 11·15 p. m.

TYRONE AND CLEARFIELD, R. R.

NORTHWARD. EXPRESS.	DAY EXPRESS.	MAIL.	Nov. 16th, 1896. Lv. Ar.	SOUTHWARD. EXPRESS.	DAY EXPRESS.	MAIL.
P.M.	P. M.	A. M.		A. M.	A. M.	P.M.
7 20	3 15	8 20	.....Tyrone.....	6 35	11 20	6 10
7 26	3 21	8 26	...E. Tyrone.....	6 29	11 14	6 04
7 28	3 23	8 28	...Tyrone S.....	.....	11 14	6 02
7 31	3 26	8 31	.....Vail.....	6 25	11 09	5 57
7 41	3 36	8 42	...Vanscoyoc....	6 18	11 02	5 52
7 45	3 40	8 47	.....Gardner.....	6 15	10 59	5 48
7 54	3 49	8 57	...Mt. Pleasant..	6 07	10 51	5 39
8 01	3 55	9 05	.....Summit.....	6 00	10 44	5 32
8 06	3 59	9 09	..Sandy Ridge...	5 54	10 38	5 25
8 08	4 01	9 11	.....Retort.....	5 51	10 35	5 21
8 09	4 02	9 13	.....Powelton	5 49	10 33	5 19
8 17	4 08	9 21	.....Osceola.....	5 39	10 23	5 08
.....	4 11	9 28	..Osceola Junc..	.....	.....	5 04
8 21	4 16	9 31	... ..Boynton.....	5 35	10 19	5 01
8 25	4 19	9 35	.....Steiners.....	5 31	10 15	4 57
8 26	4 23	9 42	..Philipsburg....	5 30	10 14	4 56
8 31	4 28	9 47	.....Graham.....	5 26	10 09	4 51
8 36	4 33	9 52	.....Blue Ball.....	5 21	10 04	4 46
8 42	4 39	9 58	...Wallaceton ...	5 16	9 58	4 39
8 47	4 44	10 04	.....Bigler.....	5 11	9 53	4 33
8 53	4 50	10 10	.....Woodland....	5 06	9 47	4 27
8 56	4 53	10 13	... Mineral Sp...	5 05	9 44	4 24
9 00	4 57	10 17	... ...Barrett.....	5 01	9 40	4 20
9 05	5 02	10 22	.....Leonard.....	4 56	9 35	4 15
9 09	5 06	10 28	.....Clearfield.....	4 52	9 31	4 09
9 14	5 11	10 34	... Riverview.....	4 58	9 26	4 03
9 20	5 17	10 41	...Sus. Bridge....	4 43	9 20	3 56
9 25	5 22	10 46	..Curwensville ..	4 39	9 15	3 51
.....	.....	10 52	.....Rustic.....	.....	.....	3 35
.....	.....	11 02	.....Stronach.....	.....	.....	3 27
.....	.....	11 06	....Grampian.....	.....	.....	3 21
P.M.	P. M.	A. M.	Ar. Lv.	A. M.	A. M.	P.M.

BALD EAGLE VALLEY BRANCH.

WESTWARD. MAIL	EXPRESS	EXPRESS	Nov. 16th, 1896.	EASTWARD. MAIL	EXPRESS	EXPRESS
P.M.	P. M.	A. M.	Arr. Lv.	A. M.	P. M.	P.M.
6 00	2 15	11 10	.....Tyrone.....	8 10	12 30	7 15
5 54	2 09	11 04	..East Tyrone...	8 16	12 36	7 21
5 50	2 05	11 00	....Vail.....	8 20	12 40	7 25
5 46	2 01	10 56	..Bald Eagle....	8 24	12 44	7 29
5 40	.....	10 49	.....Dix.....	8 30	12 50	7 35
5 37	.....	10 46	.....Fowler.....	8 33	12 52	7 38
5 35	1 51	10 44	.....Hannah.....	8 35	12 54	7 40
5 28	1 45	10 36	..Port Matilda...	8 42	1 00	7 47
5 21	1 39	10 28	..... Martha.....	8 49	1 06	7 54
5 12	1 31	10 20	.....Julian.....	8 58	1 14	8 03
5 03	1 23	10 11	.....Unionville....	9 07	1 23	8 12
4 56	1 16	10 04	Snow Shoe Int.	9 15	1 30	8 20
4 53	1 13	10 01	...Milesburg....	9 18	1 33	8 23
4 44	1 05	9 53	....Bellefonte....	9 28	1 42	8 31
4 32	12 55	9 41	.....Milesburg ..	9 41	1 55	8 43
4 25	12 48	9 34	.....Curtin.....	9 49	2 04	8 51
4 20	.....	9 30	..Mount Eagle...	9 53	2 08	8 55
4 14	12 38	9 24	.....Howard.....	9 59	2 14	9 01
4 05	12 29	9 15	.....Eagleville....	10 08	2 23	9 10
4 02	12 26	9 12	..Beech Creek...	10 11	2 26	9 13
3 51	12 16	9 01	.....Mill Hall.....	10 22	2 37	9 24
3 49	.....	8 59	....Flemington...	10 24	2 39	9 26
3 45	12 10	8 55	...Lock Haven..	10 30	2 43	9 30
P.M.	P. M.	A. M.	Lv. Arr.	A. M.	P. M.	P.M.

LEWISBURG & TYRONE RAILROAD.

EASTWARD. MAIL.	EXP.	Nov. 16th, 1896. STATIONS. Lv. Ar.	WESTWARD. MAIL.	EXP.
P. M.	A. M.		A. M.	P. M.
2 15	6 30	.....Bellefonte.....	9 00	4 15
2 21	6 35	.....Axemann.....	8 55	4 10
2 24	6 38	.....Pleasant Gap.....	8 52	4 07
2 27	6 41	.....Peru.....	8 47	4 03
2 34	6 47	....Dale Summit.....	8 42	3 58
2 38	6 52	.....Lemont.....	8 37	3 53
2 43	6 56	.....Oak Hall.....	8 33	3 48
2 48	7 01	.....Linden Hall.....	8 28	3 44
2 55	7 07	.....Gregg.....	8 21	3 37
3 02	7 13	.....Centre Hall.....	8 15	3 31
3 10	7 20	.....Penn's Cave.....