

THANK HIM.

For pasture lands folded with beauty, For plenty that burdened the vale, For the wealth of the teeming abundance...

Much Danger of Bread Riots.

Four Thousand Starving People Threaten the Careless Rich of Chicago.—City is Becoming Aroused.—Skilled Mechanics, Bookkeepers and Retail Merchants—Now Suppliers for Charities—Respectable People Dying Daily, Doctors Say, From Lack of Food.

The wolf is at the throat of 50,000 penniless people in Chicago. Another 50,000 are existing on almost starvation diet. Hunger has invaded even Michigan and Prairie avenues.

The intense cold has increased suffering to such an extent that bread riots are feared. An emergency meeting of the Allied Charities was called by the Civic Federation in the Palmer House, and it was resolved to appeal to the Mayor for money for immediate use and to call a mass meeting to devise means for saving the unfortunate from absolute starvation in the future.

Colonel W. P. Read said it was no time to stick long to false pride. It is a crime against society to allow the great army of helpless—the gaunt and the naked—to go without assistance, to save the municipal chagrin of a call for alms.

SKILLED MECHANICS IN WANT. It had come to him that there are actual deaths from the lack of the scantiest necessities, doctors in all the poorer sections of the city daily signing certificates of deaths from want of food.

Philip W. Ayres, secretary of the Bureau of Associated Charities, says the want is not among the classes accustomed to receive aid. His agents have brought in and investigated appeals from mechanics—skilled men in all the trades. They have found men who a year ago owned their own homes asking now for enough to save their furniture from the grasp of the pawnbroker.

These respectable women clerks seeking clothing, these are widows pleading for shoes, and strong men seeking opportunities to work for mere subsistence.

"Never before in the history of Chicago," said Secretary McNichols, of the County Agent's office, "have there been so many deserving poor, and the rich so little aware of it. Bad weather will mean a serious uprising unless relief is soon forthcoming."

County Agent Gleason talked freely of the situation. "Bread riots," says he, "are more than probable if we have any kind of bad weather, and I need more help here."

SMALL MERCHANTS ARE DESTITUTE. "Many good people are out of work and have been for some time. They are coming to us now. There is the small storekeeper who has his stock in, but cannot sell the stock, and has no patronage. He has been a good citizen and has helped ed the city and county; but he is without fuel now, without food and without income. He is one of the new class we have this winter."

"Think of it, when I tell you that applications for aid are coming from Michigan and Prairie avenues. They are coming from districts where supposedly well-to-do people have lived. The rich people must be aroused. Famine is not confined to India. It is right here in Chicago, in the worst possible form."

In December, the County Agent's office cared for 8,650 applicants, nearly three times the number cared for in past December, and almost twice the number relieved in November, although December was a milder month than November. President Healy, of the County Board, sent eight men as additional help to the County Agent yesterday, and promised to use all his influence to secure the hurried appropriation of \$20,000 to increase the relief fund. W. P. Read is preparing to raise a private subscription fund of \$100,000. Mr. Ayres, of the Associated Charities, said:

SOME CAUSES OF THE HARD TIMES. "There are various causes to which the distress can be attributed. One of them lies in the fact that the German government has cut out of the business of the meat packers in this city to an extent that is not generally realized. There are hundreds of men, I might say thousands, out of employment, who trace their misfortunes to the effect the Cuban war has exercised upon the cigar manufacturers."

"The dull times have also cut down the business of building contractors. The Illinois Steel Company recently laid off 1,300 men, and this has caused great destitution. The greatest want is in the river districts."

"There has been almost an entire change in the manner of appeals, and this year it is not the floating population seeking aid. It is the mechanics and the laborers, who have been idle for all this year, and probably all of last."

"This is the way they run, the selections taken at random: A widow begs for a little food for her three children. She is a skilled dressmaker in one of the best establishments. She says unless help comes she will be compelled to send her family to the charitable institutions. 'We have,' she says, 'been two days without food, and the babies are beginning to show the effects of the terrible suffering.'"

THE WAIL OF AN ACCOUNTANT. "An expert bookkeeper asked the investigator to call on him and see what he said was true. He had pawn tickets for all the furniture, the lace curtains and the jewelry. 'We are hungry,' he said. 'We must have bread.'"

"We are hungry," says a carpenter dropped from a manufacturing establishment. "I pray to God you may find a chance where I may work for a pair of shoes for my wife. I am 40 years old and have children who cannot leave the house."

South Chicago is placarded with appeals for assistance. Rev. George H. Bird, pastor of the First Congregational Church there, said:

"At every turn one finds the most abject misery. People crowd to our services and beg for food for their children. The people here, for their means, are wonderfully generous, but they have been overtaxed. This is our fourth hard winter in succession, and we are no longer able to give.

There is no work that we can get for the men. "We need outside help, and we must have it at once. Hundreds are suffering and need help, while, to my knowledge, there are many families that may be said to be actually starving. Our storekeepers have little capital and cannot carry the people. Every day we see little children eating whatever they can pick up in our alleys, and we can do nothing, for their number is too great."

Molasses and Brown Sugar.

Former Staples That are Now Difficult to Find.

"The old-fashioned molasses is rapidly disappearing as an article of commerce," said a prominent grocer, "and in its place have come a number of syrups, which are more costly and by no means as satisfactory, especially to the little ones, who delight, as we did when we were young, in having 'lasses on their bread.' Most of the molasses goes into the distilleries, where it is made into rum, for which, notwithstanding the efforts of our temperance workers, the demand is constantly on the increase, especially in the New England States, and for the export trade. The regular drinker of rum will take no other liquor in its place if he can help it. It seems to reach the spot more directly than any other dram. The darker brown sugars have also disappeared, and they are never likely to return, owing to the methods of boiling and the manufacture. Granulated sugar is of the same composition, as far as saccharine qualities are concerned, as loaf, cut loaf, cube, and crushed, and differs from them only in that its crystals do not cohere. This is because it is constantly stirred during the process of crystallization. The lighter brown sugars taste sweeter than the white, for the reason that there is some molasses in them."

"Housekeepers have difficulty these days in finding coarse, dark sugars, which are always preferred for use in putting up sweet pickles, making cakes, and similar uses. As they cannot get brown sugar any more, it may be well for them to remember that they can simulate brown sugar by adding a teaspoonful of molasses to each quarter of a pound of the white granulated sugar. This combination does as well in all household recipes that call for brown sugar as the article itself, and besides it saves them a great deal of hunting for brown sugar, which, as said before, has disappeared from the market."

Electric Lighting. In the electric lighting field the total capital invested in the United States is given as over \$500,000,000. The number of plants, public and private, is over 10,000. The number of motors in use is estimated at about 500,000, and their value at about \$100,000,000. The electrical apparatus used in mining is estimated at \$100,000,000, and the value of the electric elevator industry will probably not fall short of \$15,000,000.

The most important of all the electrical industries, however, is that of electric railways. In this field the investment is very great, and in the United States is represented by a capitalization of over \$700,000,000. The number of trolley cars in use is now over 25,000, and these run on 12,000 miles of track. The electric railways represent more than ninety per cent. of all the street and suburban railroads of the country.

The aggregate of all the capital invested in electric lighting, electric railways and electric power is about fifteen hundred millions, and this does not include the value of establishments that manufacture the machinery and apparatus. As many of these are among the largest industrial enterprises in the world, and as nearly all are concerns of considerable magnitude, it is evident that their combined capital will run up into large figures.

Bashed Into An Engine. Trolley Car Jumps the Track at Scranton—Four Persons Hurt. A crowded trolley car descending a heavy grade in Scranton Saturday afternoon collided with a small shifting engine of the Lackawanna Iron and Steel company.

The car jumped the track and ran into a trolley pole near the edge of the Cedar avenue abutment and stopped with in a few feet of the edge.

The car just barely escaped being thrown down a thirty foot embankment. Three women and a peddler were injured but not severely.

Big Colliery Burned. Two Hundred Hands Idle by the Destruction of a Winton Brecker. Two hundred hands were thrown out of employment by the destruction of the Pierce Coal company's big colliery at Winton a few miles below Carbondale city, Saturday. The brecker was one of the largest in the State, and the loss to the company will be nearly \$100,000, about half of which is covered by insurance.

The origin of the fire is a mystery. A fierce gale was blowing at the time, and it was only by hard work that several houses in the village were saved.

Danger in His Liberty. "What's the charge against this man?" asked the court. "Insanity, your honor," said the copier.

"Wherein is he insane?" "If it please your honor, he said he was a private in the civil war, and"

"Remove him to a padded cell at once," ordered the court. "He is either insane or too honest, and one is as bad as the other in this age."

A Safer Place. An old man was breaking stones one day on a country road in Wales; when a gentleman came riding along.

"Both these stones! Take them out of my way," he said.

"Where can I take them to, your honor?" "I don't care where; take them to hades, if you like."

"Don't you think your honor," said the old man, "that I'd better take them to heaven? They'll be less in your honor's way there."

"He made ducks and drakes of his money."

"Y? And those promissory notes of his?" "Decoys!"

"Do you know how much the farm paid you last year? If not then your farm is not conducted on business principles."

Forty-five car-loads of walnuts, valued at nearly \$70,000, were shipped from Fullerton, Cal., this year.

California.

Personally-Conducted Tour via Pennsylvania Railroad.

At 8:13 A.M. Wednesday, January 27th, a special train of Pullman composite, dining, sleeping, compartment, and observation cars will leave the handsome Jersey City depot of the Pennsylvania railroad, bound for San Diego, California, and conveying the first of the Pennsylvania railroad company's personally-conducted tours to the Pacific coast.

This train will be the finest that ever crossed the continent, and the tour it carries is one of the most elaborate and complete ever conceived for trans-continental and pleasure travel. In charge of an affable and experienced tourist agent, assisted by a highly-accomplished chaperon, this party, without fear of missing train connections, and without any of these petty annoyances incident to individual traveling, crosses the American continent with as much comfort and ease as it would spend a week at the Waldorf, stopping, too, at St. Louis, Kansas City, Las Vegas Hot Springs and Santa Fe, and visiting their principal points of interest. A bath room, barber shop, and an upright piano will be found on the train, and every other convenience and luxury of a first class hostelry.

The great object of this tour is to escape the insalubrious climate of the East and to sojourn for a time amid the transcendent beauties of California, breathe its invigorating air and bask beneath its matchless sky. A grander attraction could not be offered, nor a more perfect method of reaching it.

Five weeks will be allowed in this 'Paradise of the Pacific, during which tourists will visit Los Angeles, Pasadena, 'Ye Alpine Tavern,' Santa Barbara, San Bernardino, Mt. Hamilton, and the garden spot of the earth, Del Monte.

Returning, tourists will stop at Salt Lake City, Clearwood Springs, Colorado Springs, Manitou, Denver and Chicago. Two days will be spent visiting the famous and sublime freaks of nature in the Manitou region.

Tickets for this tour, including railroad transportation, Pullman accommodations (one double berth), meals en route, carriage drives, and hotel accommodations going and returning, and transportation in California, will be sold at rate of \$310.00 from all stations on the Pennsylvania railroad system east of Pittsburg.

Apply to ticket agents, tourist agent at 1196 Broadway, New York, or Geo. W. Boyd, assistant general passenger agent, Broad street station, Philadelphia. 42-1-3t

Reduced Rates to Washington on Account of the Inauguration via Pennsylvania Railroad.

For the benefit of those who desire to attend the ceremonies incident to the inauguration of President-elect McKinley, the Pennsylvania railroad company will sell excursion tickets to Washington March 1st, 3rd, 5th and 7th, valid to return from March 4th to 8th, at the following rates: From Pittsburg, \$10.00; Altoona, \$9.80; Harrisburg, \$5.00, and from all other stations on the Pennsylvania system at reduced rates.

This inauguration will be a most interesting event, and will undoubtedly attract a large number of people from every section of the country.

The magnificent facilities of the Pennsylvania railroad make this line the favorite route to the national capital at all times, and its enormous equipment and splendid terminal advantages at Washington make it especially popular on such occasions. 42-1-8t.

Discovered in Time. Two Brothers Unconscious from Escaping Gas. About 6 o'clock Charles and George, sons of W. B. Taylor, of Bloomsburg, were found in bed unconscious from inhaling gas which was escaping from a disjoined stove pipe.

They were discovered in time to save their lives.

A Plain Fact. "My husband's sight was poor before I married him."

"I supposed so."—Life. The taxable wealth of the negro population of the United States is over \$300,000,000. There are 23,462 negro church bodies, with church property valued at over \$26,000,000. They are over 1,000 college-trained minstrels.

Exposure to cold, damp winds, may result in pneumonia unless the system is kept invigorated with Hood's Sarsaparilla.

Tourists. 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

ILLUMINATING OIL. ASK FOR—

THE BOOKLET ON "LIGHT"—

BURN CROWN ACME OIL.—

GIVES THE BEST LIGHT IN THE WORLD.—

AND IS ABSOLUTELY SAFE.

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 bimetallicism. There are already indications of an enormous sale. Address W. B. CONKEY COMPANY, Publishers, 47-51-1t 311-351 Dearborn St., CHICAGO.

Tourists.

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, \$250.00; third tour, \$210.00. From Pittsburg, \$5.00 less for each tour.

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, \$52.00 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, 399 Fifth Avenue, Pittsburg, Pa. 41-48-3m

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-tenths 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 to go 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 industry and stock-raising in South Dakota will greatly increase during 1897. For further information address W. E. Porell, 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.

BRANT HOUSE ECHO.

THE PROPRIETOR OF THE WELL

KNOWN HOSTLER VENTURES

AN OPINION.

Mr. H. C. Yeager is the popular host of the Bryant House hostelry, the corner of Allegheny and Bishop streets. Complaining of his back one day to Mr. Cunningham, he of local and foreign pavement fame, "mine host" was advised to try the Old Quaker remedy.

He took the contractors' advice and procured his first box of Doan's Kidney Pills at Groen's Pharmacy. This is what he has to say about it: "My kidneys have been faulty for years. I have read a great deal about how the organs work, what is good for them and what is bad for them. Experience is a great teacher and I have had my share. A friend advised me to try Doan's Kidney Pills. I got a box. It helped me so much that I got a second and I am still using them. It is rather a difficult job to cure a man whose blood is saturated with uric acid, who has rheumatism and urinary disorder due to weak kidneys and bladder and who has become a chronic victim. Still in spite of all Doan's Kidney Pills have helped me. I can much better in every way and I am quite possible if I persist in the treatment as I intend doing and I may eventually be cured. If I continue to progress as I have in the past that will be the ultimate end. I can recommend Doan's Kidney Pills for kidney trouble."

Doan's Kidney Pills are for sale by all dealers. Price 50 cents, or mailed by Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States.

Saddlery.

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, BELLEFONTE, PA.

Travelers Guide.

CENTRAL RAILROAD OF PENNA. Condensed Time Table.

READ DOWN Nov. 16th, 1896. READ UP. No. 1 No. 2 No. 3 No. 4 No. 5 No. 6 No. 7 No. 8 No. 9 No. 10

WESTWARD UPPER END. WESTWARD LOWER END.

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WESTWARD UPPER END. WESTWARD LOWER END.

Two Weeks in Florida.

To see Florida is a pleasure; to visit it is a privilege; but to spend a fortnight within its borders is an epoch.

There is a great satisfaction in witnessing the ripening of tropical fruits in their own native land, and a peculiar joy in wrestling with old ocean's waves when lakes and rivers at home are all icebound.

One appreciates the wonders of modern invention and railroad development upon leaving the neighborhood of good skating one day and finding himself in the vicinity of good bathing the next. Yet this can be done, and the man who prefers hunting or fishing will take his accoutrements along with him, for Florida extends a cordial invitation to all sportsmen.

Whoever would exchange for two weeks the uncertain climate of the North for the delightful and Spring-like sunshine of Florida should take the personally-conducted Jacksonville tour of the Pennsylvania railroad which leaves New York by special train January 26th. Excursion tickets for this tour, including railway transportation, Pullman accommodations (one berth), and meals en route in both directions while traveling on the special train, will be sold at the following rates: New York, \$50.00; Philadelphia, \$45.00, and at proportionate rates from other points.

For tickets, itineraries, and other information apply to ticket agent at 1196 Broadway, New York, or to Geo. W. Boyd, assistant general passenger agent, Broad street station, Philadelphia. 42-1-3t

There is something more behind McKinley's failure to get a Cabinet than the general public is aware of. The "era of prosperity" has not dawned and the showy politicians are averse to having their names identified with "the advance agent" of hopes and unrestored confidence. Usually there is a rush for Cabinet positions and the difficulty of the President-elect lies in being able to select the right men without giving offence. With the incoming administration however it is different. One after another the prominent leaders are declining portfolios. Sheriff John Sherman has accepted the premier position more from compulsion than choice. He preferred to stay in the National Senate but another wanted his seat and he bowed to circumstances. The refusals are ominous.

There are 2,000,000 unmarried men in the United States alone, yet married men in the United States make a deal set for one single maudlin individual you would think that there wasn't another one in the whole world.

Heax—"Speaking of slumming, have you ever seen Little Italy?" Joax—"No, but I've seen Little Egypt."

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Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.

Schedule in effect Nov. 16th, 1896.

VIA TYRONE—WESTWARD. Leave Bellefonte, 9:25 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, 1:15 p. m., arrive at Tyrone, 2:15, 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 10:30 p. m.

WALCK HAVEN—SOUTHWARD. Leave Bellefonte, 9:28 a. m., arrive at Lock Haven 10:50, at 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 4:40 p. m., Harrisburg, 7:10 p. m., Philadelphia 11:15.

Leave Bellefonte, 8:31 p. m., arrive at Lock Haven, 9:50 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, 9:28 a. m., arrive at Lewisburg, 4:47, at Harrisburg, 7:10 p. m., Philadelphia at 11:15 p. m.

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