Democratic Watchman.

Bellefonte, Pa., April 9, 1897.

Greater New York.

The Triumphant Yankee Has Surpassed Every Nation But One in City Building.

The charter consolidating New York and the cities and towns around it has passed the Legislature at Albany, and little stands in the way now of the accomplishment of the purpose of the Greater New York. When done New York will be in many respects the foremost city of the globe, and, except London, the most populous. If it were possible to include Jersey City, Newark and the other Jersey towns in the shadow of New York, and which are a part of New York in everything except that they do not share the State territory with the big city, London would have a close chase for first place. The population of the great cities of the world is set down about as follows :

London, 1891	4,231,431
Greater New York, 1897,	3,100,000
Paris, 1891	2,447,957
Berlin, 1895	1,677,351
Canton (estimated)	1,600,000
Vienna, 1891	1,364,548
Tokyo, 1893	1,214,113
Philadelphia, 1893	1,142,653
Chicago' 1890	1,099,850
St. Petersburg, 1892	1,035,439
Pekin (estimated),	1,000,000

Greater New York will have an area of about 360 square miles, making it next in size to London. Its greatest length will be nearly 35 miles—from Mount St. Vincent to Tottenville.

The street mileage of Greater New York is estimated at about 3,000. One third of the streets are paved.

If all the elevated and surface roads within the confines of Greater New York were placed in a single line they would reach about 1,200 miles. The elevated roads alone would stretch nearly 160 miles.

The assessed value of the real estate in New York, Kings and Richmond counties and that part of Queens county included in the greater city is $2,264,142,968. The value of the personal property within the territory is $397,076,668. The total equalized value of the realty and personal property is $2,169,795,157. The indebtedness of the combined cities and towns is about $170,000,000.

Greater New York will have a capacity for 550 miles of wharfage, and in this regard will be unexcelled by any other city in the world.

The incorporated city will contain 130,000 dwelling houses, 37,000 business houses, 6,500 acres of parks, 1,800 miles of gas mains, 1,100 churches, 1,125 hotels and 350 public schools.

As a centre of commerce and manufacture, with the thousands of miles of railroads terminating within its confines and across the Hudson river, its splendid dock and harbor facilities and its warehouse capacity, Greater New York will be without a peer.

London is the only city on the globe that can outrank New York in point of population, and London is the political as well as the commercial capital of an empire. New York is the creation of the commerce and the industry of the new world, the political center having shifted to Philadelphia and Washington a century ago. Moreover, every State has its own political center and metropolis, a condition far different than prevails with the British capital. But while London outnumbers the American city, London is old, while New York is comparatively a new town in a new world. Yet, except in the matter of population, London has little to boast of. London is a city of dingy buildings, crooked streets, stuffy little offices, courts and alleys. New York is modern, and the difference is amazing. New York is gridironed with rapid transit facilities. London still goes about in cabs. Some of New York's wonderful office buildings would be a revelation in the English metropolis, where elevators are scarcely needed because the buildings are not high enough to require them. London, Paris, Berlin and Vienna are the only cities of the globe that are any more in the same class as New York, and each of these cities of repute is in a different country. But here in the youngest nation of the leading powers of the world we have three cities, New York, Chicago and Philadelphia, that rank in the class of the first seven.

Of the four foreign cities that rank with these three American cities, London, Paris, Berlin and Vienna are all capitals of the countries in which they are situated, and all of them are old, dating back into the morning of history. The American cities are new, Chicago having been an uninhabitable swamp within the memory of men yet living. New York and Philadelphia are within 100 miles of each other, a proximity of great cities unknown in the old world. Both are sea ports, capable of affording greater occommodation to vessels than the ports of any other great metropolis worthy to rank in their class. And as for Yankee ingenuity and mechanical development, nothing outside of American can compare with these cities for a minute.

Illinois, Ohio, New York and Pennsylvania are the only States of the Union with a population greater than that of the newly formed city, Arizona, Colorado, Idaho, Nevada, Montana, New Mexico, Utah, Washington, Oregon and Wyoming together have but about half as many people as Greater New York. The total population of Vermont or North Dakota could go to New York and, by scattering around the city, nobody would know there were any strangers in town. New York has about twice as many inhabitants as Cuba, which is pretty near done whipping Spain. Egypt has twice the population of the new city ; Greece, which is defying all of Europe two-thirds as many as New York, while Chile, Switzerland, Norway, Dermark and a whole lot of other countries that have kings and an army of royal families are about in New York city's class. London has more people than New York' such as they are, but she has no such number of the same kind of hustlers and up-to-date business people. They don't grow in the old world. But in any other respect than mere noses New York is the crowning glory of the creative head of man, and in a few years more she is going to admit of no rivalry.

——Although little or no salt is imported into this country and little or none is likely to be imported, because of the fact that foreign salt cannot be sold here as low as the home product, the Dingley tariff bill places a duty of 12 cents a 100 pounds on salt. This is only one of the many ways that the farmers are handed over a prey to the trusts and special interests in payment of the campaign obligations of last fall.

——To cure a cough or cold in one day take Krumrine's Compound Syrup of Tar. If it fails to cure money refunded. 25cts.

How to Take Care of the Piano.

It is hardly an exaggeration to say that in every home there is a pianoforte, and it is not extravagant to say that only one person in 600 can take the proper care of this valuable instrument.

Pianofortes should not be kept open, either ; for dust is just as injurious as dampness, and, in fact, the air is always an enemy to the great sensitive strings—the nerves of the instrument. It should be placed in a dry room, quite away from possible drafts and not too near a fire. Heat not only tends to warp and crack the case, which, being highly inflammable, is apt to ignite, but any increase or decrease of temperature affects the strings and brings them out of tune, exactly as does excessive dryness or excessive moisture.

An upright pianoforte sounds better if placed about two inches from the wall, and sometimes it is an improvement if it is allowed to rest upon glass blocks. A grand pianoforte should stand with its curved side to the room and its plain side next the wall. Nothing should be placed on the pianoforte. No musical people ever put vases and ornaments and books upon this shrine of music, for they rattle, absorb the sound, deaden the tone, and worry the performer. The case and the keyboard should be kept free from dust. To make the polish shine rub the wood with a soft and old silk handkerchief, and to clean a pianoforte use warm water, soap and a flannel rag. Wet the latter, rub it on the soap, and apply it to the pianoforte, a small portion of the surface at a time. Wet a second piece of flannel and wipe off the soap thoroughly, and with a piece of chamois skin rub the place perfectly dry. Wipe the keys off with a damp cloth, followed quickly with a dry one, and if the ivory has become yellow from age or usage, this may be whitened by a good rubbing with fine sandpaper or moist powdered pumice stone. Persons who grumble at the expense of a pianoforte ought to know that the instrument is a most complicated piece of workmanship. A good pianoforte which appears to be a solid mass, is composed of tiny strips of wood laid together—sometimes 20 layers—like jelly cake, glued together and then veneered. The wood has to be carefully selected and seasoned for many months and every part is finished separately, numbered, and then put together. When the materials are at hand, six months are occupied to make a good instrument. The softly-padded hammers of felt generally come from Paris, and are, with all the rest of the mechanism, very expensive. Another fact which adds to the costliness is that no machinery is employed in a piano factory, for everything must be done with a skilled eye, a trained mind and careful fingers. The few hints given above will contribute greatly toward keeping this representative of labor and money in good condition.

A Just Retribution.

THIS FACTORY WILL BE CLOSED IF BRYAN IS ELECTED.

This was the legend that adorned the factory of Geo. A. Krouse, and by which he attempted to influence those employed therein from exercising their rights as free American citizens. It is a historical fact that Bryan was not elected, but it is also a harsh, cold fact that Krouse's stock was sold by sheriff Compton on Tuesday of last week to satisfy executions against him. Had Bryan been elected we have no doubt Mr. Krouse would have attributed all his troubles to that fact, and we are at a loss to know on whom, or what, he now lays the blame. In his financial troubles he has our sincere sympathy, but perhaps it is a just retribution for his attempt at political intimidation.—Warren *Register*.

A Simple Remedy.

How to Prevent Lockjaw from a Rusty Nail Wound.

Every little while we read in the papers, says an exchange, that someone has stuck a rusty nail in foot or hand, or some other portion of the body and that lockjaw resulted therefrom, of which the patient died. If every person was aware of a perfect remedy for such wounds and would apply it, then all such reports would cease. The remedy is simple, always on hand, and can be applied by anyone, and, what is better, is infallible. It is simply to smoke the wound, or any bruise or wound that is inflamed, with burning wool or woolen cloth. Twenty minutes in the smoke will take the pain out of the worst cases of inflammation arising from this wound. People may sneer at this remedy as they please but when they are afflicted just let them try it,

——They are not at all hungry, these good Republicans. Over 80,000 applications for office, according to the Washington *Post*, have been filed in the postoffice department since the change in the administration. The other departments keep up a fair proportion, but they have fewer offices. Consulates are in great demand. President McKinley and his cabinet may thank their stars that the civil service law saves them from physical and mental breakdown.

——My dear friend, I must ask you to lend me, at once, five dollars. I have left my purse at home, and I haven't a cent in my pocket.

I can't lend you five dollars just now but I can put you in the way of getting the money at once.

You are extremely kind.

Here's five cents. Ride home in the car and get your purse !

——Minnie—O, I'm superstitious about Friday !

Ida—Would you decline a proposal on Friday ?

Minnie—Well—ah !—if it were satisfactory in other respects I might think it unlucky to decline.

——"What is your maw doin' ?" asked the severe old lady, as they met on the street corner.

"Maw's home makin' a quilt," said the giddy girl with the picture hat.

"Oh, she is ! She's home making a quilt and you are out makin' a spread."

——There are some queer names on the roll of the new house of representatives. Among them are Booze, Mudd and Sauerherring. But the queerest is White. It is the queerest because it belongs to the only colored man in the house.

——It is a strange fact that the right hand, which is more sensible to the touch than the left, is less sensible than the latter to the effect of heat or cold.

——Women are like some kinds of victuals—the more we love them the less they agree with us.

What the Old Hen Is Doing.

Comparatively few people realize the magnitude and value of the annual poultry and egg production of the United States. The little kingdom of Belgium, with 11,000 square miles and a population of 5,000,000, produces 300,000,000 of eggs annually, and France, with 204,150 square miles, produces $20,000,000 worth of eggs each year. The United States, with a population of 66,000,000, produces 750,000,000 dozen eggs, which allows, including those consumed by the producer, 140 eggs per capita. The average price in large cities is 16 cents per dozen, $120,000,000 a year. We pay $3,000,000 a year for eggs imported from England, France and Belgium. we pay $2,000,000 a year to the Canadian farmers for eggs alone, besides a large sum for poultry. Why not raise all this at home.

From 1889 to June 1, 1890, the United States statistics report 258,891,125 head of domestic chickens, turkeys 10,844,060, geese 8,440,175, ducks 7,544,080. Illinois alone produced 21,463,520 chickens, 1,043,947 turkeys 725,904 geese, 735,650 ducks, and 60,361,065 dozen eggs, ranking second in chickens, first in turkeys, second in geese, first in ducks and third in eggs, Ohio leading by 10,000,000, and Iowa by 9,000,000 dozen eggs, Missouri leading Illinois by 1,322,323 chickens and 123,326 geese. The total production in the 12 central States—Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Minnesota, Missouri, North and South Dakota, Nebraska and Kansas—is 132,762,123 chickens, 5,320,489 turkeys, 3,040,849 geese and 3,753,534 ducks. These figures are for market poultry only. The fancy or thoroughbred poultry and egg business has never been looked up so as to get the correct statistics of its magnitude.—*Breeder and Horseman.*

Low Rates to Washington, D. C.

Special Ten-Day Excursion via Pennsylvania Railroad.

The Pennsylvania railroad company has arranged for an early spring excursion to Washington leaving Pittsburg April 15, 1897.

Round-trip tickets, permitting of stopover in Baltimore in either direction within limit, will be sold at rates quoted below, good for use *going* on special train, or on train No. 4 leaving Pittsburg at 8.10 p. m., *returning* on any regular train except the Pennsylvania limited. Special train of parlor cars and day coaches will be run on the following schedule :—

	Train leaves.	Rate.
Pittsburg	8.00 A. M.	9.00
Altoona	11.40 "	7 35
Bellwood	† 11.52 "	7 35
Bellefonte	9.53 "	7 25
Clearfield	9.31 "	7 25
Philipsburg	10.14 "	7 25
Osceola	10.23 "	7 25
Tyrone	12.03 P. M.	7 25
Huntingdon	12.35 "	6 65
Washington	Arrive 7.15 "	.....

† Passengers will use regular train through to Washington.

"f" Stops only on notice to agent,

Pullman sleeping cars will be run through on night train leaving Pittsburg at 8.10 p.m.

Should the number of passengers not be sufficient to warrant the running of a special train, the company reserves the right to carry participants in this excursion on regular train.

Tickets on sale in Pittsburg, at union office, 360 Fifth Avenue, and union station, and at all stations mentioned above. For full information apply to agents or Thomas E. Watt, passenger agent western district Fifth Avenue and Smithfield street, Pittsburg.

Reduced Rates to New York via Pennsylvania Railroad, Account Dedication of Grant Monument.

For the dedication of the Grant monumental tomb, April 27th, the Pennsylvania railroad company will sell tickets from all points on its line to New York, April 26th (and from points within one hundred and fifty miles of New York, April 26th and 27th), good to return until April 29th, inclusive, at rate of a fare and a third for the round trip. Tickets for military companies in uniform, numbering fifty or more, traveling in a body on one ticket, will be sold at rate of single fare per capita for the round trip.

The parade on this occasion will be the grandest military demonstration since the war. Thousands of veterans, United States regulars, and state militiamen will be in line. 42-13-4t.

Tourists.

"From Frost to Flowers."

California or Mexico? Both are such desirable objective points for a Winter trip that it's perhaps hard for you to decide where to go.

Let us help you to a decision. A trip via New Orleans and the Southern Pacific to either Mexico or the Pacific Coast is one you will never forget.

It's a transition from frost to flowers. And the service is so luxurious that people who have tested "SUNSET LIMITED" call it incomparable.

If you are thinking of going, write us. We have a book entitled "Through Storyland to Sunset Seas," handsome volume of 205 pages, fully illustrated, which we will send on receipt of 10 cents in stamps to cover postage. We also have a delighted little guide to Mexico, which we will send on receipt of 4 cents to cover cost of mailing.

You really ought to read them both. Shall we put you down for a copy ? If so, or if you want any special information, it will be cheerfully furnished by addressing

S. F. B. MORSE,
General Passenger and Ticket agent,
New Orleans.
42-14-1

To Travelers and Others.

Are you going West ? If so, we beg to call your attention to the lines of the Chicago, Milwaukee & St. Paul railway—Block system : through trains between Chicago, Milwaukee, St. Paul, Minneapolis, Council Bluffs, Omaha, Sioux City, Cedar Rapids and Kansas City, connecting with all lines at St. Paul, Omaha and Kansas City for all points West, Southwest and Northwest. We reach all the principal cities and towns in Northern Michigan, Wisconsin, Minnesota, Iowa, South and North Dakota. Train service and equipment is of the best ; every safety appliance used. Should you contemplate a trip west, for business or pleasure, address John R. Pott, district passenger agent, Williamsport, Pa., naming the place you desire going to, and he will either write or visit you, giving the lowest rates of fare and furnish any information desired regarding the trip. Write him for pamphlet, "Letters from Farmers in South and North Dakota." It is handsomely illustrated and will be sent to any address upon receipt of a two-cent stamp. 42-13-3t.

South Dakota in Springtime

Is clothed with verdure green and spotted with the beautiful blue and white prairie flowers, tokens of luxuriant soil like that fair country to which Moses led the children of Israel in ancient times.

And like unto that land of plenty, South Dakota outrivals its sister states of the East in the products of its soil, sown, cultivated and harvested in less time and with greater ease than in any other portion of the United States.

And so we say unto you that now is the opportunity of a lifetime to "go West and buy a farm." For descriptive lists and prices, address W. E. Powell, General Immigration Agent, Chicago, Illinois. 42-13-2t

The Wood Required.

It is estimated that 3,000 to 4,000 cords of pulp wood a day enter into the manufacture of paper in the United States. At a minimum, 3,000 cords, the total for a year would be the enormous amount of 900,000 cords. It is safe to call it 1,000,000. If the wood were piled in one continuous string, it would make a wall four feet wide and four feet high, a little over 1,515 miles in length. It can be seen what a prodigious thing the wood pulp industry is, and at what a tremendous rate it is devouring trees, mainly spruce. Yet all this wood is converted into paper, which, after being used, vanishes from sight in a few days, and goes back to dust, out of which element the trees grow.

——To cure a cough or cold in one day take Krumrine's Compound Syrup of Tar. If it fails to cure money refunded. 25cts.

New Advertisements.

FARM FOR RENT AND STOCK FOR SALE.—The undersigned offers at private sale a complete equipment of stock and implements for operating a farm and in addition offers the lease of a farm in Benner township, within 1½ miles of Bellefonte. Call on or address.
42-13-tf. F. P. BLAIR, Bellefonte, Pa.

NOTICE. — Notice is hereby given that the first and final account of William M. Meyer, guardian of Samuel Grove, will be presented to the court on Wednesday April 28th, 1897, and unless exceptions be filed thereto on or before the 2nd day of the term the same will be confirmed. W. F. SMITH,
Bellefonte, Pa., 1897. Proth'y.

NOTICE.—Notice is hereby given that the first partial account and the final account of A. J. Gephart, assignee of W. L. Goodhart, in trust for the benefit of creditors, will be presented to the court on Wednesday, April 28, 1897, and unless exceptions be filed thereto on or before the second day of the term the same will be confirmed. W. F. SMITH,
Bellefonte, Pa., 1897. Prothy.

ROCK CRUSHERS AND ROAD MACHINES.—The Altman Co., of Canton, Ohio, warrant their machines and they must give satisfaction.

THESE CRUSHERS ARE MOUNTED THE BEST.

and most convenient. Prices to suit the times. For particulars address. J. S. ROWE,
42-13. Centre Hall, Pa.

COURT PROCLAMATION.— Whereas the Honorable J. G. Love, President Judge of the Court of Common Pleas of the 49th Judicial District, consisting of the county of Centre and the Honorable Corlis Faulkner, Associate Judge in Centre county, having issued their precept, bearing date the 1st day of April to me directed, for holding a Court of Oyer and Terminer and General Jail Delivery and Quarter Sessions of the Peace in Bellefonte, for the county of Centre and to commence on the 4th Monday of Apr. being the 26th day of April 1897, and to continue two weeks, notice is hereby given to the Coroner, Justices of the Peace, Aldermen and Constables of said county of Centre, that they be then and there in their proper persons, at 10 o'clock in the forenoon of the 26th with their records, inquisitions, examinations, and their own remembrance, to do those things which to their office appertains to be done, and those who are bound in recognizances to prosecute against the prisoners that are or shall be in the jail of Centre county, be then and there to prosecute against them as shall be just.

Given under my hand, at Bellefonte, the 1st day of April in the year of our Lord, 1897, and the one hundred and twenty-first year of the independence of the United States.

W. M. CRONISTER,
42-13-4t Sheriff

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 BELLFONTE, PA.

Traveler 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.

J. B. HUTCHINSON, *General Manager.* J. R. WOOD, *General Passenger Agent.*

TYRONE AND CLEARFIELD, R. R.

NORTHWARD. EXPRESS.	DAY EXPRESS.	MAIL.	Nov. 16th, 1896.		SOUTHWARD. EXPRESS.	DAY EXPRESS.	MAIL.
P.M.	P. M.	A. M.	Lv.	Ar.	P. M.	A. M.	P.M.
7 20	3 15	8 20	.....Tyrone	.....	8 55	11 20	6 10
7 26	3 21	8 26	...E. Tyrone	.....	8 49	11 14	6 04
7 28	3 23	8 28	....Tyrone S.	.....	.....	11 14	6 02
7 31	3 26	8 31	.....Vail	.....	8 45	11 09	5 57
7 41	3 36	8 42	...Vanscoyoc	.....	8 38	11 02	5 52
7 45	3 40	8 47	.....Gardner	.....	8 35	10 59	5 48
7 54	3 49	8 57	...Mt. Pleasant	.....	8 27	10 51	5 39
8 01	3 55	9 05	.....Summit	.....	8 20	10 44	5 32
8 06	3 59	9 09	..Sandy Ridge	.....	8 14	10 38	5 25
8 08	4 01	9 11	.....Retort	.....	8 11	10 35	5 21
8 09	4 02	9 13	.....Powelton	.....	8 09	10 33	5 19
8 17	4 08	9 21	.....Osceola	.....	7 59	10 23	5 08
.....	4 11	9 28	..Osceola Junc.	.....	.....	.....	5 04
8 21	4 16	9 31	.....Boynton	.....	7 55	10 19	5 01
8 25	4 19	9 35	.....Steiners	.....	7 51	10 15	4 57
8 26	4 23	9 42	...Philipsburg	.....	7 50	10 14	4 56
8 31	4 28	9 47	.....Graham	.....	7 46	10 09	4 51
8 36	4 33	9 52	....Blue Ball	.....	7 41	10 04	4 46
8 42	4 39	9 58	...Wallaceton	.....	7 36	9 58	4 39
8 47	4 44	10 04	.....Bigler	.....	7 31	9 53	4 33
8 53	4 50	10 10	.....Woodland	.....	7 26	9 47	4 27
8 56	4 53	10 13	... Mineral Sp.	.....	7 25	9 44	4 24
9 00	4 57	10 17	... ...Barrett	.....	7 21	9 40	4 20
9 05	5 02	10 22	.....Leonard	.....	7 17	9 35	4 15
9 09	5 06	10 28	.....Clearfield	.....	7 13	9 31	4 09
9 14	5 11	10 34	... Riverview	.....	7 09	9 26	4 03
9 20	5 17	10 41	...Sus. Bridge	.....	7 04	9 20	3 56
9 25	5 37	10 46	..Curwensville	.....	7 00	9 15	3 51
.....	5 43	10 52	.....Rustic	.....	6 54	.....	3 35
.....	5 51	11 02	.....Stronach	.....	6 46	.....	3 27
.....	5 57	11 06	....Grampian	.....	6 40	.....	3 21
P.M.	P. M.	A. M.	Ar.	Lv.	P. 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
.....	.....	8 59	...Flemington	.....	10 24	2 39	9 26
.....	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.		WESTWARD. MAIL.	EXP.
P. M.	A. M.	Lv.	Ar.	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	.....	8 07	3 23
3 17	7 27	.....Rising Spring	.....	8 01	3 17
3 25	7 36	.....Zerby	.....	7 52	3 08
3 32	7 44	.....Coburn	.....	7 44	3 02
3 38	7 50	.....Ingleby	.....	7 38	2 56
3 41	7 54	.....Paddy Mountain	.....	7 34	2 53
3 49	8 03	.....Cherry Run	.....	7 24	2 45
3 52	8 07	.....Lindale	.....	7 19	2 41
3 59	8 15	.....Pardee	.....	7 12	2 34
4 07	8 25	.....Glen Iron	.....	7 02	2 25
4 15	8 33	.....Milmont	.....	6 53	2 18
4 17	8 35	.....Swengle	.....	6 50	2 16
4 22	8 40	.....Barber	.....	6 45	2 12
4 27	8 47	..... Mifflinburg	.....	6 38	2 07
4 35	8 56	.....Vicksburg	.....	6 29	1 58
4 39	9 01	.....Biehl	.....	6 24	1 53
4 47	9 15	.....Lewisburg	.....	6 15	1 45
4 55	9 25	.....Montandon	.....	5 40	1 38
P. M.	A. M.	Ar.	Lv.	A. M.	P. M.

LEWISBURG & TYRONE RAILROAD.

EASTWARD. Mixed.	Mixed.	Nov. 16th, 1896. UPPER END.		Mixed.	WESTWARD. Mixed.	
	P. M.	A. M.	Ar. Lve.	A. M.	P. M.	
.....	4 25	9 20	.....Scotia	10 00	4 50	.....
.....	4 08	9 03	....Fairbrook	10 19	5 07	.....
.....	4 02	8 57	... ...Musser	10 26	5 13	.....
.....	3 56	8 51	Penn. Furnace	10 33	5 19	.....
.....	3 50	8 45	.....Hostler	10 40	5 25	.....
.....	3 44	8 39	... .Marengo	10 46	5 31	.....
.....	.....	8 35	....Loveville	10 51	5 35	.....
.....	3 38	8 29	.Furnace Road	10 58	5 41	.....
.....	3 31	8 26	....Dungarvin	11 01	5 44	.....
.....	3 23	8 18	Warrior's Mark	11 10	5 52	.....
.....	3 14	8 09	..Pennington	11 20	6 01	.....
.....	3 03	7 58	.....Stover	11 32	6 12	.....
.....	2 55	7 50	..... Tyrone	11 40	6 20	.....
	P. M.	A. M.	Lve. Ar.	A. M.	P. M.	

BELLEFONTE & SNOW SHOE BRANCH.

Time Table in effect on and after Nov. 16th, 1896.

Leave Snow Shoe,.....11 20 a. m. and 3 15 p. m.
Arrive in Bellefonte..... 1 42 p. m. " 5 20 p. m.
Leave Bellefonte..... 7 00 a. m. " 1 05 p. m.
Arrive in Snow Shoe..... 9 00 a. m. " 2 52 p. m.

BELLEFONTE CENTRAL RAILROAD.

Schedule to take effect Monday, Nov. 16th, 1896.

WESTWARD read down No 5	†No. 3	†No. 1	STATIONS.		EASTWARD read up †No. 2	†No. 4	†N
P.M.	A. M.	A. M.	Lv.	Ar,	A. M.	P. M.	P.M.
4 20	10 30	6 30	....Bellefonte	....	8 45	2 10	6 40
4 26	10 37	6 37	..... Coleville	.....	8 40	2 00	6 30
4 30	10 42	6 40	..... Morris	.....	8 37	1 55	6 25
4 33	10 47	6 44	.....Whitmer	.....	8 35	1 47	6 20
4 38	10 53	6 50	.Hunter's Park	.	8 31	1 40	6 15
4 41	10 56	6 53	....Fillmore	.....	8 28	1 36	6 12
4 45	11 02	7 00	.....Briarly	.....	8 24	1 30	6 07
4 48	11 05	7 05	.....Waddles	.....	8 20	1 25	6 03
4 50	11 08	7 08	....Lambourn	....	8 18	1 22	6 00
5 00	11 20	7 17	....Krumrine	....	8 07	1 07	5 46
5 04	11 33	7 22	....Univ. Inn	....	8 02	1 02	5 43
5 05	11 35	7 25	.State College	..	8 00	1 00	5 40
5 10	11 24	7 28	.....Strubles	.....	7 47	1 04	5 30
5 17		7 34	...Bloomsdorf	...	7 40		5 23
5 20		7 37	Pine Grove Cro.		7 37		5 20

Morning trains from Montandon, Lewisburg, Williamsport, Lock Haven and Tyrone connect with train No. 3 for State College. Afternoon trains from Montandon, Lewisburg, Tyrone and No. 53 from Lock Haven connect with train No. 5 for State College. Trains from State College connect with Penn'a R. R. trains at Bellefonte.

† Daily, except Sunday. F. H. THOMAS Supt.,

New Advertisements.

A SHORT STORY.

IN WILKESBARRE LIFE—INTERESTING TO THE PUBLIC AT LARGE.

Many a reader of this in Wilkes Barre has seen the large watch sign that hangs out at No. 40 North Main street. It is there to tell the people who see it that Robert W. Haight, watchmaker, etc., can be found at that location, and perhaps you may doubt the following, in which case you can always find Mr. Haight at this address, ready and pleased to verify it. Watchmaking,