VANITY.

The sun comes up and the sun goes down, And day and night are the same as one; The year grows green, and the year grows

And what is it all, when all is done? Gliding into and out of the hand.

And men go up in the ships to seas, And a hundred ships are the same as one; And backward and forward blows the breeze, And what is it all when all is done? A tide with never a shore in sight Getting steadily on to the night.

The fisher droppeth his net in the stream, And a hundred streams are the same as one. And the maiden dreameth her love-lit dream, And what is it all, when all is done? The net of the fisher the burden breaks, And always the dreaming the dreamer wakes. -Harriet Prescott Spofford

Some Outrageous Bills of Expense.

At the moment when the Legislature has under consideration a proposition to reduce the appropriations for school purposes by \$1, 000,000, and when it is severely cutting the appropriations to charitable and benevolent institutions, certain investigating committees are severely taxing the patience of the people by the extravagance of their demands.

The somewhat notorious investigating committee that looked into the municipal situation in Philadelphia, and which must have proven a severe disappointment to the reformers who were credulous enough to believe that it meant to help their praiseworthy efforts to secure better government, reported some time ago that it wanted over \$56,000. We do not think its services entitle it to a single penny.

On Wednesday evening several other investigating committees brought in their little bills. The figures were given in a past issue, but they will bear repetition. The committee to investigate the eastern penitentiary for instance, asked for the follow-

ing sums: Telegrams, telephone and other personal expenses of the members: Representative Seyfert, \$841; Senator Heller, \$802.35; Senator Becker, \$660.80; Senator Vaughan, \$802.60; Representative Farr, \$801.65; Representative Bolles, \$801.40; Representative Coryell, \$802.46; Representative Rhode, \$801.54; Charles Ettle and George Baker, who acted as clerks, \$802.60; seep to the second secon \$802 each; sergeant-at-arms, \$1,802.80; hotel bill \$2,485.13; stenographer, \$2,485.13; Pennsylvania railroad. \$236.17.

Senator Becker evidently failed to embrace his opportunities. It is singular, to say the least, how closely about \$800 the expenses of each member hover. The clerks, too, were at as much expense as the members, while the sergeant-at-arms is to have a cool \$1,000 additional. The bill may be a perfectly legitimate one, but it will be difficult to convince the average taxpayer, who cannot earn \$800 by the arduous toil of a whole year, that it is not a

Here is another paragraph like unto the

The total expenses of the anthracite region investigating committee amounted to \$11,-987.43. In detail the items are: Senator Meredith, sleeping berths, telegraph, telephone, etc., \$1,122.85; Senator Haines for same expenses, \$780.20; Representative Roberts, for same, \$818.85; Representative Dunlop, for same, \$819.85; Representative Campbell, for same, \$709.20; sergeant-at-arms and doorkeeper, \$1,986.20; fees and mileage paid out, \$177.50; stenographer

\$3,044.05 In addition to the above the investigators of the state treasury and the auditor general department want nearly \$5,000; the commission to investigate alien labor in the state penal institutions asks for 1,900; the oleomargarine committee is understood to want \$7,000; the bituminous mine investigating committee asks for about \$12,000, while the legislative trip to New York is to cost the people who staved at home because they couldn't afford to go, \$11,371.54, which sum doubtless includes considerable

for liquid refreshments. Here we have, then, in these hard times, when few business men or mechanics are in receipt of an assured income, the spectacle of a legislature cutting off the the state's benevolent institutions and reducing the appropriation for the schools, while various investigating committees" that have done about everything but investigate, ask for about \$108,000, which the expenses of the pleasure trip to New York will increase to about \$120,000. There is nothing of any value to show for all this money; there is no earthly reason why a legislator who is paid a good salary for a few month's work should tax up against the State more than half as much more under the guise of expenses. Committeemen whose expenses run over \$800 in a few weeks, or even less are entirely too expensive for the people of this State; they are about as costly as a detective agency. Gentleman of the legislature may rest assured that the burdened taxpayers will not re-elect any man who votes to pay these outrageous bills .- Altoo-

Portrait's of the Three P's.

In one of the rooms at the new Corcoran art gallery portraits of Major McKinley, Pope Leo XIII. and Andrew Carnegie are hung on a line together, says a Washington writer. All three are by a famous artist, and they attract much attention. A prominent Senator's wife was escorting a visitor from a distance through the gallery the other day, when, as they started to go out, she remembered this room and halted.

"You haven't seen the three P's," she exclaimed, and started back with her guest. Reaching the room, she pointed to the portraits and remarked on their excel-

"The three P's," repeated the visitor. "I don't understand. Oh. you mean the three portraits.'

'Of course not," said the Senator's wife. "Don't you see? The President, the Pope and the Plutocrat."

A Drink for Summertime

A refreshing summer drink is made from blackberry vinegar. Put the berries into a stone jar and mash them thoroughly; add enough cider vinegar to cover it well: stand in the sun all day and in the cellar all night, stirring well now and then; strain and put as many berries in the jar as were in it before; pour the strained sugar over them, mush and set in the sun all day; strain a second time next day. To each quart of this juice add one pint of water and mix; then to each three pints of this mixed juice add five and a half pounds of white sugar. Plane and a half pounds of ber so that they can the more effectually white sugar. Place over the fire and stir until the sugar is dissolved. Let it come care nothing for facts. What they want to a boil, remove the seum and then take is a license to steal.—National Single 39-37-1y off and strain. Bottle while warm and Taxer.

ROMANCE VERSUS REALITY.



THESE SENATORS POSED FOR A GREAT HIS-



BUT THEY DIDN'T KNOW IT WAS A ROENTGEN CAMERA.

New England is much concerned about free hides. Some of her biggest industries, especially that of boots and shoes, have been built up during our quarter of a century of free hides. She now sells boots and shoes in all parts of the world. Taxed hides would cripple this and other industries. Her leading senators pretend to represent her and to put up a fight for free hides. In reality they will, if necessary, sacrifice free hides to obtain high duties on sugar with plenty of margin for trust profits. Just why this is so should be a

matter for senatorial investigation, if such investigation would only investigate. Fortunately for the Sugar trust, but unfortunately for the rest of us 70,000,000 people, the Sugar trust understands well the art of making friends where they will do the most good. It has able attorneys to advise it how to distribute its sweets to politicians and lawmakers and at the same time to steer clear of jails.

In this way and in this way only can we account for the attitude of not a few prominent tariff makers at Washington. The situation is interesting—decidedly

Prices of Linens Go Up.

When the tariff bill was about to be framed, the Republican leaders stated that they desired to be moderate and to avoid anything like excessive rates. Mr. Aldrich, when introducing the amended measure into the senate, claimed that his rates were generally lower than those of the house bill. The linen schedule, however, is a notable one of many exceptions. In it the senate rates are higher than those of the house and much higher than anything ever before known.

Under the McKinley bill of 1890 linens were assessed 35 per cent, with a few exceptions as high as 50 per cent ad valorem. Under the rates proposed by the senate a large proportion of the goods in everyday use will be assessed from 65 to 85 per cent and in some cases over 100 per cent. The following table shows some of the changes in the cost of medium and low grade linens:

Price per yard. res- New ent. bill. 25c 371 New duty Pres-Damask tablecloth......109 Crash for roller towels. . 521/2 8 Colored canvas for dress lin-

fngs. 69
Clothing linens. 99
Linen for butchers' aprons. 65 The domestic manufacturers in whose interests these changes are supposed to be made have stated that they do not deserve over 50 per cent duty on linen goods, and one of the principal manufacturers of linen and cotton handker-& Co., Passaic, N. J.) states that he does not desire any advance of duty on his Kniskern, G. P. & T. A., Chicago, Ill. 42-22-4t.

goods. The gress injustice of these duties can be appreciated when it is remembered that, owing to climatic conditions, good fiber flax cannot be grown or linen manufactured successfully in this country, and when it is further remembered that the kind of linen taxed is the kind that is used by the poorest classes, while a much lower duty is put on the finer grades.

"A License to Steal." That must have been embarrassing information to the United States senate which Statistician Carroll D. Wright furnished that body last week concerning the labor cost of lumber in this country and in Canada. His figures showed that, while the average wages in Canadian sawmills is \$1.41 and \$1.71 per day here, the average labor cost of 1,000 feet of lumber is \$1.28 in Canada and only 91 cents here. The decreased cost of production in this country is attributed to the superior machinery used. Of course the figures prove the free trade contention that the rate of wages paid does not indicate the cost of production-that low wages are very often more expensive to employers, and vice versa. But these hard facts furnished by an officer of the government will not dissuace the lumber barous from their

Personally-Conducted Tours via Penn sylvania Railroad.

That the public have come to recognize the fact that the best and most convenient method of pleasure travel is that presented by the Pennsylvania railroad company's personally-conducted tours, is evidenced by the increasing popularity of these tours. Under this system the lowest rates are obtained, for both transportation and hotel accommodation. An experienced tourist agent and chaperon accompany each tour to look after the comfort of the passenger. The following tours have been arranged

for the season of 1897:-To the north (including Watkins Glen, Niagara Falls, Thousand Islands, Montreal, Quebec, Au Sable Chasm, Lakes Chaplain and George, Saratoga, and a daylight ride down through the Highlands of the Hudson), July 27 and August 17th. Rate, \$100 for the round trip from New York, Philadelphia, Baltimore and Washington, covering all expenses of a two weeks' trip. Proportionate rates from other points.

To Yellowstone Park on a special train of pullman sleeping, compartment, and observation cars and dining car, allowing eight days in "Wonderland," September 2nd. Rate, \$235 from New York, Philadelphia, Baltimore and Washington; \$230

from Pittsburg. Two ten-day tours to Gettysburg, Luray Caverns, Natural Bridge, Virginia Hot Springs, Richmond and Washington, September 28 and October 12th. Rate, \$65 from New York, \$63 from Philadelphia. Proportionate rates from other points.

Reduced Rates via Pennsylvania Railroad on Account of Fourth of July.

The Pennsylvania railroad company announces that for the benefit of persons desiring to take advantage of the national holiday on the fourth of July, it will sell excursion tickets between all stations on its line east of and including Pittsburg and Erie; except that tickets will not be sold to or from points north or or east of Philadelphia nor to and from points north of the line Harrisburg to Erie. These tickets will be sold and will be good going on July 2nd, 3rd, 4th, 5th and will be good to return until July 6th' 1897, inclusive.

Reduced Rates to San Francisco via Pennsylvania Railroad on Account of Christian Endeavor Convention.

The Pennsylvania railroad company an nounces that, for the Christian Endeavor Convention to be held in San Francisco, July 7th to 12th, it will sell special tickets from points on its system at greatly reduced rates. These tickets will be sold June 27th to July 2nd, and will permit of stop over at Denver and points West. Returning, passengers must reach original starting point not later than August 17th,

For specific rates, conditions, and full information apply to nearest ticket agent. 42-25-2t.

An Artistic Triumph.

Visitor-Say, old man, this picture is ab solutely meaningless.

Artist—I'm glad to hear you say that. It is an illustration to a magazine poem.-Cincinnati Inquirer.

Wanted to Know.

"What is it Johnny?" "I want to know, mamma, why they call this 'rithmetic a text-book. I've looked all through it, an' there ain't no texts in it nowhere."-Chicago Tribune.

Her Idea of Folly.

Chollie-What is your idea of a fool! Dollie-A man who neglects to kiss a girl who has asked him to tuck her sleeves

The confidence of the people in Hood's Sarsaparilla is due to its unequalled record of wonderful cures.

Tourists.

Go to the N. E. A. Convention, Milwanke

July 6-9, via the Northwestern Line, "The Lake Shore Route." Excursion rates, frequent trains. quick time, Parlor cars and Dining cars. See that your tickets read from Chicago via the Chicago & Northwestern Railway. For full informa tion apply to ticket agents of connecting lines or address H. A. Gross, G. E. P. A., 423 Broadway, New York. Frank Irish, T. P. A., Marine National Bank Building, Pittsburg, Pa.

Only \$25.00 to San Francisco.

From Chicago via the North-Western Line (Chicago & North-Western Railway), the famous "California in 3 Days" Route, June 29th, to July 3rd inclusive, on account of the C. E. Convention Similar rates will be made eastbound. For full information apply to ticket agents of connecting chiefs in America (of Acheson, Harden lines or address Frank Irish, T. P. A., Marine National Bank Building, Pittsburg, Pa., or W. B.

Tourists.

Exceptional Low Rates to Minneapolis. Via the Northwestern line, on account of the onvention B. P. O. Elks, July 6. The Chicago & North-Western Railway is the route of the worldrenowned "North-Western Limited," equipped with Compartment and Standard Sleeping Cars, Buffet Smoking and Library Cars, Dining Cars and coaches. For full information apply to ticket agents of connecting lines or address H. A. Gross, G. E. P. A., 423 Broadway, New York. Frank Irish, T. P. A., Marine National Bank Building, Pittsburg, Pa.

Between Seed Time and Harvest.

Is a good opportunity to enquire about farming ands in South Dakota, only one day's ride from Chicago. Bountiful crops of Wheat, Corn, Bar ley and Flax reward the tiller of the soil. As a stock and dairy country South Dakota leads all the world. First class farm lands with nearby markets can now be bought for from \$10, \$12, \$15. and upwards, per acre, and this the time to invest. For further particulars write to George H. Heafford, General passenger agent, Chicago, Milwaukee & St. Paul railway, Old Colony Building, Chicago, Ill.

Three Great Conventions.

The Young Peoples Society of Christian Endeavor meets at San Francisco, Cal., July 7th

National Educational Association at Milwaukee Wis., July 6th-9th. Benevolent and Protective Order of Elks at

Minneapolis, Minn., July 6th-9th. These are all National conventions, and dele gates and others interested should bear in mind that the best route to each convention city from Chicago is via the Chicago, Milwaukee & St. Paul railway. Two trains daily via Omaha to San Francisco: seven through trains daily via four different routes Chicago to Minneapolis; six daily trains Chicago to Milwaukee. Choice of routes to California, going via Omaha or Kansas City, returning via St. Paul and Minneapolis. Through trains vestibuled and electric lighted. All trains run on absolute block system. Low excursion rates to each convention. Ticket agents everywhere sell tickets over the Chicago, Milwau kee & St. Paul railway or address John R. Pott, district passenger agent, Chicago, Milwaukee & St. Paul railway, 486 William St., Williamsport,

New Advertisements.

A NOTHER CONTRACT.

COMPLETED BY THE INVENTOR OF CUN-NINGHAM'S COMPOSITE. A UNIQUE EX-PERIENCE BEFALLS THE PATEN-

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

Pills."
People all over Bellefonte are talking like this about the Old Quaker Remedy.
Doan's Kidney Pills are sold for 50 cents per box, six boxes for \$2.50, mailed to any address on receipt of price by Foster—Milburn Co., Buffalo, N. Y., sole agents for the United States.

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

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"if George Washington is the first in the hearts of his countrymen, who comes

"I don't know about that," replied Ben-y, "but Independence day is the Fourth." ny, "but Independ —Harper's Bazar.

Friendship that flames goes out in a

Saddlery.

\$5,000 \$5,000

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TOLEDO.

NAV. CO. CENTRAL RAILROAD OF PENNA. Condensed Time Table.

READ UP. No 6 No 4 No 2

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†Week Days. §5.00 P. M. Sundays 110.10 A. M. Sunday. PHILADELPHIA SLEEPING CAR attached to East-bound train from Williamsport at 11.30 P. M, and West-bound from Philadelphia at 11.30 P. M. J. W. GEPHART. General Superintenden

Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect May 17th, 1897.

Schedule in effect May 17th, 1897.

VIA TYRONE—WESTWARD.

Leave Bellefonte, 9.53 a. m., arrive at Tyrone 11.10 a. m., at Altoona, 1.00 p. m., at Pittsburg, 5.50 p. m.

Leave Bellefonte 1.05 p. m., arrive at Tyrone, 2.15 p. m., at Altoona, 2.55 p. m., at Pittsburg, 7.00 p. m.

Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00, et 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, 5.47. p. m.

Leave Bellefonte, 1.05 p. m., arrive at Tyrone, 2.15 a. m., at Harrisburg, 7.00 p. m., at Philadelphia, 11.15 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, 9.32 a. m., arrive at Lock Haven, 10.30 a. m.

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 Ha-

ven, at 9.30 p. m.

YIA LOCK HAVEN—EASTWARD.

Leave Bellefonte, 9.32 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, 12.20 a. m., arrive at Harrisburg, 3.22 a. m., arrive at Philadelphia at 6.52 a. m.

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.

NO	RTHWA	RD.		SOUTHWARD.				
EXPRESS.	DAY EXPRESS.	MAIL.	May 17th, 1897.	EXPRESS.	DAY . EXPRESS.			
P. M.	P. M.	A. M.	Lv. Ar.	P. M.	A. M.	1		
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7 28	3 23	8 28	Tyrone S		11 14	6		
7 31	3 26	8 31	Vail	8 45	11 09	-		
7 41	3 36	8 42		8 38	11 02			
7 45	3 40	8 47	Gardner	8 35	10 59	1		
7 54	3 49	8 57	Mt. Pleasant	8 27	10 51			
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8 09	4 02	9 13	Retort	8 11	10 35			
8 17	4 08	9 21	Powelton Osceola	8 09 7 59	10 33	1		
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8 21	4 16	9 31	Boynton	7 55	10 19	ľ		
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9 25	5 37		Sus. Bridge Curwensville	7 04				
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	5 57	11 00		6 40		1		
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LEWISBURG & TYRONE RAILROAD. EASTWARD. WESTWARD. May 17th, 1897. P. M. A. M. Ar. Lve. A. M. P. M. 4 25 9 20Scotia..... 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 ... 13 44 8 39 ... Marengo... 10 46 5 31 ... 8 35 ... Loveville... 10 51 5 35 ... 13 38 8 29 .Furnace Road. 10 58 5 41 ... 13 23 8 8 26 ... Dungaryin... 11 01 5 52 ... 3 31 8 26 ... Dungaryin... 11 01 5 54 ... 3 14 8 99 ... 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. Lye. Ar. A. M. P. M.

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† Daily except Sunda F. H. THOMAS Sign