Democratic Watchman.

Bellefonte, Pa., July 23, 1897.

IF I KNEW.

If I knew the box where the smiles are kept,
No matter how large the key
Or strong the bolt, I would try so hard—
'Twould open, I know, for me,
Then over the land and the sea, broadcast,
I'd scatter the smiles to play,
That the children's faces might hold them fast
For many and many a day.

If I knew a box that was large enough
To hold all the frowns I meet,
I would like to gather them, every one,
From nursery, school and street;
Then, folding and holding, I'd pack them in,
And, turning the monster key,
I'd hire a giant to drop the box
To the depth of the deep, deep sea.

—*Boston Transcript.*

The Story of Charley Ross.

An Abduction That Was the Talk of the World 23 Years Ago.—His Fate Even Uncertain Now.—The Death of Christian K. Ross Recalls the Extraordinary Efforts Made to Apprehend Mosher and Douglass, the Assumed Abductors of His Son.

The recent death of Christian K. Ross recalls vividly the world-wide sensation created by the abduction of his son, Charley Ross, on the afternoon of July 1st, 1874. For twenty-three years the search has been kept up unavailing. The United States have been ransacked, foreign countries have been flooded with descriptions of the boy and the circumstances of his disappearance; a book has been published by the boy's father, describing every event which could possibly throw any light upon the subject. Many other lost children have been restored to their parents through the constant stream of inquiry which was evoked by little Charley's loss, but of the stolen boy no tidings have ever been heard.

At the time of his abduction Charley was 4 years old, a rosy cheeked, fair-haired little lad, living in Germantown at his fathers house on Washington lane.

For several days previous to his disappearance Charley and his brother Walter, had been given candy by a man passing the house in a wagon, and on the 1st of July this man invited them to take a drive, promising to buy them some fire crackers. With him was another individual, who kept the boys in conversation while his companion drove. After they had gone some distance Charley began to cry and asked to be taken home, but he was pacified by being told that Aunt Susie's where the crackers were to be bought, was close by. On reaching Palmer and Richmond streets Walter was given twenty-five cents and told to go to a cigar store near the corner and buy fire crackess for himself and torpedoes for Charley.

The boy did so, but when he came out again with his purchases the wagon and his brother had disappeared. Finding himself deserted Walter began to cry; a crowd gathered round him and, hearing his tale, took him back to his home. The police were immediately notified, and on the 3rd of July a reward was offered for his return. The same day the following ill-spelt letter was received by Mr. Ross:

July 3rd.—Mr. Ros: be not uneasy you son charley bruster be all to writ we is got him and no power on earth can deliver out of our hand. you wil hav two pay befor you git him from us, and pay us a big cent to. if you put the cops hunting for him you is only defeeting yu own end. we is got him so put so no living power can gets him from us alive. if any aproach is maid to his hidin place that is the signil for his instant anhilation. if you regard his lif put no one to search for him yu mony can fech him out alive and no other existing powers. dont deceve yoself an think the detectives can git him from us for that is imposebel. you hear from us in a few day.

A rigid search was inaugurated; vessels in the rivers, the doubtful localities in the city, coal yards, lumber yards and unoccupied buildings of every description were thoroughly examined and descriptions of the missing boy and his abductors, from his brother's recollection, were flashed over the wires to every city in the United States. Three days had elapsed from the receipt by M. Ross of the first letter, when there came another. It was as follows:

Philadelphia. July 6th.—Mr. Ros: We suppos you got the other letter that told you we had yu child all safe and sond.

You mite offer one $100,000 it would avale yu nothing. to be plaen with yu mite invok all the powers of the universe and that cold not get yu child from us. we set god—man and devel at defiance to rest him ot of our hands. This is the lever that moved the rock that hides him from yu $20,000. not one doler les—impossible—impossible—yu cannot get him without it. if you love money more than child yu be its murderer not us for the money we will have if we dont from yu we be sure to git from some one els for we will mak examples of yur child that others may be wiser. we giv yu all the time yu want to consider wel wat yu be duing. Yu money or his lif we will hav—dont flatter yu self yu wil trap us under pretens of paying the ransom that be imposible—dont let the detectives mislede you thay tel yu they can git him and arest us to—if yu set the detectives in search for him as we told yu befor they only search for his lif. for if any aproch be mad to his hidin place by detective his lif wil be instant sacrificed. yu wil see yu child dead or alive if we get yu money yu get him live if no money yu get him dead. wen yu get ready to bisnes with us advertise the forlerin in *Ledger* personals (Ros. we be ready to negociate.) we look for yu answer in *Ledger*.

This letter was taken to police headquarters and it was agreed that still more vigorous efforts should be made to trace the writer. A "personal" in the columns of the *Public Ledger* was inserted, as follows:

"Ros, we be ready to negociate."

This appeared on July 7th and at 2 o'clock the same afternoon a letter was received through the post in reply, renewing the demand for $20,000 and threatening to kill Charley in the event of treachery.

About this time the public began to know that anonymous letters were being received; the most intense interest was manifested in aiding the search; suspicious looking men and women were stopped and examined, houses were searched, drop boxes both outside and inside the Post Office were carefully watched. Mr. Ross' mail was flooded with suggestions for the capture of the miscreants, from bloodhounds and clairvoyance to ambuscades. One man went so far as to offer Mr. Ross $20,000 in cash, that he might get his son back, but from the heinous nature of the crime and the effect it might have in inducing other similar outrages, Mr. Ross believed it his duty to let the matter rest with the police.

On July 22nd a reward of $20,000 was offered by the Mayor of Philadelphia for the arrest and conviction of the abductors. This immense reward attracted world-wide attention and set thousands of detectives at work and millions of tongues wagging. Meanwhile Mr. Ross continued to receive and answer letters. Sixteen came in all, but though every effort was made the writers were never detected.

At length Superintendent of Police Walling, of New York, found a clue that ended in fixing the crime of the abduction on William Mosher and William Douglass, two notorious burglars, who had long had their headquarters in Philadelphia.

Detective Sharkey and his surviving partner, Detective Charles F. Miller, of this city, were convinced of the authenticity of this clue, and confirmed it to the satisfaction of nearly everyone connected with or interested in the famous case. This confirmation came through William Westervelt, a brother-in-law of Mosher, who had acted as go-between in the attempted negotiations with Mr. Ross and the burglars. Westervelt was evidently willing to sacrifice Douglass, but wanted to save his brother-in-law.

The police of the country were looking for the two burglars when the residence of Judge Van Brunt, at Bay Ridge, was entered by burglars on December 14th, 1874. The burglars were attacked by a brother of the Judge and several servants. One of them was shot dead and the other was mortally wounded.

They were Mosher and Douglass.

Mosher was dead when their slayers reached them and Douglass was in the death throes.

The latter gasped: "It's no use lying now. Mosher and I stole Charley Ross. Mosher knows all about him."

The dying burglar was told that his partner was dead.

"Then God help his poor wife and family," gasped the dying man. "He knew about Charlie. The child will be returned in a few days."

The child was never returned.

The bodies of the dead burglars were identified by Walter Ross. Former associates of Mosher and Douglass were arrested all over the country, but they could or would not throw any light on the mystery. Westervelt was brought to this city, tried and convicted of complicity in the conspiracy to abduct the boy and was sentenced to seven years in the Eastern Penitentiary.

In the presence of Detective Miller the wife of the convicted man begged him to tell what he knew of the crime, but he maintained a stolid silence, and if he ever knew anything he never told it. He served his sentence and is supposed to have returned to New York.

Numerous theories exist at the present day as to what actually happened to Charley. Some weeks after his disappearance a body was found in the North river, and it was suggested that Mosher and Douglass had thrown the boy there while escaping from Superintendent Walling's officers. Mr. Ross failed to identify the body as that of his son, but the detectives claim to have received positive assurance that it was Charley Ross. Again, it is thought by many that some individual abroad wanted a child of that description for a particular purpose, paid the men to steal him and that after he left their hands the men never knew what became of him. In any event, there is little doubt but that the New York and Philadelphia police and the Pinkerton detectives, so far from helping one another, spoilt what chance of success there was by each determining that all the glory of the find should be theirs alone.

In the weary years which succeeded the death of Mosher and Douglass. Mr. Ross kept up a never-ending search. Again and again he was written to that the child had been found. He never failed to investigate each case, although it invariably ended with disappointment.

Where Camphor Grows.

Exclusively the Product of the Japanese Empire.

Camphor is now exclusively a product of Japan since the annexation of Formosa to that country. The camphor tree thrives only in particular localities where the average yearly temperature is above 15 degrees C. It is found in Shikoku, Kinshiu and a portion of Izu and Kii provinces. A camphor tree grows at the rate of about 1½ inches a year and attains a great size, 40 feet in circumference not being unusual The quantity of camphor produced by a tree increases as the tree grows older, and as much as 80 pounds of camphor has been obtained at one time from trees between 50 and 150 years old.

Crude camphor is made by steaming the thin chips of the wood in a wooden cask set over an iron pot, the camphor in a gaseous state being conveyed through a bamboo pipe to a set of two rectangular wooden receptacles placed one within the other. In these the steam is condensed and the camphor solidified. The chips are steamed for 24 hours and then replaced by fresh chips, this process continuing for from 10 to 15 days. When the receptacles become thoroughly cooled the solid camphor deposited in the lower compartment of the upper receptacle is scraped off and put into a dipping tub, where it is left for three days to a separate water and oils from the crude camphor. According to information gathered by the National Association of American Manufacturers, the cultivation of camphor trees is considered very profitable in Japan.

——Another campaign debt and dicker has been arranged in the appointment of Terrence V. Powderly as commissioner of immigration. Formerly held in high regard, we do not suppose any professional labor politician has tumbled to the same extent as Powderly. He is distrusted by labor, while the employing interest has no confidence in him. Naturally he falls to the usual haven of gentry of his kind in a fat public office and a cog in the machine politics of the day. No one abused McKinley and his party more viciously than Powderly. He turned in the last campaign and now pockets his pay.

——A man in San Diego got a divorce from his wife and she is now keeping house for him at $20 per month. They no longer quarrel and the arrangement appears to be satisfactory. The cause of a good many divorces is the common disposition among husbands to expect the service of a hired girl from their wives without wages.

Crop Prospects are Improved.

Excepting the Miners' Strike, There is Scarcely a Feature of the Business Outlook Which is not Encouraging, Considering the Season—Less Apprehension Than There was of the Fuel Supply Failing.

R. G. Dun & Co.'s *Weekly Review* of trade to-morrow will say:

Excepting the coal miners' strike, which may terminate at any time, there is scarcely a feature of the business outlook which is not encouraging at the season considered. Crop prospects have been improved by needed rains in some regions, and foreign advices continue to promise a large demand. In many home industries, particularly in building, there is more activity than in any year since 1892, and the week has brought a better demand in boots and shoes and woolens, while the movement of freight, mainly iron ore, through the Sault St. Marie canal, is the largest in its history.

With money markets unclouded, there is nothing in sight to hinder rapid improvement when uncertainty about legislation has been removed, for the miners' strike could not last long if business and industries should become active. There is much less apprehension of a failure of fuel supply than there was during the first few days, when prices rapidly advanced, and large quantities of coal from West Virginia have reached northern markets, but some of the miners in that state have struck.

The advance in wheat to 81⅛ was not due to the government estimate, which was followed by a decline, but to following advices in considerable buying for export. Cotton is 1-16 cent higher, the closing or partial stoppage of important New England mills hardly neutralizing in market estimation the apprehensions of injury from drouth.

The cotton goods market does not yet reduce large accumulated stocks, as the curtailment of production shows, but is growing a little more healthy without change in prices. Speculation in the wool market continues with prices at all points stronger. The output of iron furnaces, July 4th, was 164,064, tons weekly, against 168,380 June 1st, but several furnaces have gone into blast since July 1st, and the output is large for the season.

Presumably an unprecedented share of it is to supply the great steel companies, which are even now putting more furnaces into blast, and have heavy orders taken when prices were dropped, while the demand for structural shapes and plates is large, and for bars improving, though steel bars are now at the lowest quotation ever known in Pittsburg, 87½ to 90 cents, with Bessemer pig quoted slightly lower. Tin plates are also lower at $3.10 for full weight, and less than $3 is paid for 100 pound boxes.

Failures for the week have been 263 in the United States, against 269 last year, and twenty-seven in Canada, against thirty-nine last year.

Delightful Summer Tours.

For the convenience of those who seek the most attractive way of spending a summer holiday, the Pennsylvania railroad company has arranged two delightful tours to the north, under the personally conducted tourist system, June 27th and August 17th. The points included in the itinerary and the country traversed abound in nature's beauties. No matter how much may be expected, one cannot be disappointed in Watkins Glen, Niagara Falls, Thousand Islands, Quebec, Montreal, Au Sable Chasm, Lakes Champlain and George, Saratoga, or the Highlands of the Hudson.

Each tour will be in charge of one of the tourist agents, assisted by an experienced lady as chaperone, whose especial charge will be unescorted ladies.

The rate of $100 from New York, Brooklyn, Newark, Trenton, Philadelphia, Harrisburg, Baltimore and Washington covers railway and boat fare for the entire round trip, parlor car seats, meals en route, hotel entertainment, transfer charges, carriage hire—in fact, every item of necessary expense.

For detailed itinerary, tickets, or any additional information, address Tourist Agent Pennsylvania railroad company, 1196 Broadway, New York; 860 Fulton street, Brooklyn; or Geo. W. Boyd, assistant general passenger agent, Broad street station, Philadelphia.

42-27-2t

G. A. R. Encampment, Buffalo.

Half Rates via Pennsylvania Railroad.

For the national encampment of the Grand Army of the Republic, at Buffalo, August 23rd, the Pensylvania railroad company will sell special tickets from all points on its system to Buffalo and return at rate of a single fare for the round trip. These tickets will be sold and will be good going on August 21st to 26th, and good to return not earlier than August 24th nor later than August 31st, 1897. 42-28-2t

——After serious illness Hood's Sarsaparilla has wonderful building up power. It purifies the blood and restores perfect health.

——Subscribe for the WATCHMAN.

Through Sleeping Car Service between Pittsburg and Atlantic City via Pennsylvania Railroad.

The Pennsylvania railroad company announces that a through sleeping-car service between Pittsburg and Atlantic City has been established on train leaving Pittsburg at 4.30 p. m. daily, arriving at Atlantic City at 6.30 a. m. and returning on train leaving Atlantic City at 8.35 p. m. daily, arriving at Pittsburg at 8.30 a. m.

Connections are also made at Broad street station, Philadelphia, with trains leaving Pittsburg at 8.00 a. m. and 8.10 p. m. daily, and returning with trains leaving Atlantic City at 7.50 a. m. week-days and and 10.25 a. m. and 4.45 p. m. daily.

This is the only all-rail route to the seashore. 42-27-4t.

Tourists.

To Eastern Farm Renters.

Why pay rent year after year and have no farm when you get through? The landlord has your money and the farm at the end of the year. Why not go to South Dakota and buy a good farm with the money that you now pay for rent? You can get new, rich land near good towns on the Chicago Milwaukee & St. Paul railway on easy terms, say from $5.00 to $40.00 per acre. Buy now and get a share of this year's crops. For full particulars write to H. F. Hunter, Immigration Agent for South Dakota, 205 Dearborn street, Chicago, Ill. 42-28-2t.

Visitors to Lincoln Park in Chicago.

Will be delighted with the souvenir book of this beautiful spot now being distributed by the Chicago, Milwaukee & St. Paul Railway Company. It is a magnificent publication of 96 pages full to overflowing with delicious half tone pictures of one of Creation's most charming places of resort for citizens of the Great Republic.

No stranger visiting Chicago should be without a copy of the "Souvenir of Lincoln Park." It can only be procured by enclosing twenty-five (25) cents, in coin or postage stamps, to Geo. H. Heafford, general passenger agent, 410 Old Colony Building, Chicago, Ill.

42-28-2t.

New Advertisements.

ANOTHER CONTRACT.

COMPLETED BY THE INVENTOR OF CUNNINGHAM'S COMPOSITE. A UNIQUE EXPERIENCE BEFALLS THE PATENTEE.

If this experience were published in 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 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."

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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W. T. TWITMIRE, " "

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

——Williamsport Masons have taken the preliminary steps for the construction of a magnificient temple, to be erected on the site of the old Second Presbyterian church, corner of Market and Fourth streets. The building will be four stories and will cost about $30,000.

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

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CENTRAL RAILROAD OF PENNA.

Condensed Time Table.

READ DOWN No 1	No 5	No 3	Nov. 16th, 1896.	READ UP. No 6	No 4	No 2
a. m.	p. m.	p. m.	Lve. Ar.	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 30	9 45		.....Jersey Shore.....	4 32		7 55
10 05	10 20	Arr.	WM'SPORT Lve	4 02		†7 25
†10 20	*11 30	Lve	WM'SPORT Arr.	2 30		*6 55
5 05	7 10		....PHILA.....	†8 35		*11 30
6 00			.....NEW YORK..... (Via Tamaqua.)	†4 30		
7 25	‡9 30		.....NEW YORK..... (Via Phila.)			§9 00
p. m.	a. m.	Arr.	Lve.	a. m.		p. m.

*Daily. †Week Days. §5.00 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.

Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.
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, 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, 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.
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, 9.32 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.

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.	May 17th, 1897.	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	May 17th, 1897.	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.	May 17th, 1897. 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.	UPPER END. May 17th, 1897.	WESTWARD. Mixed.	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.....