

Bellefonte, Pa., June 10, 1898.

Sinking of the Merrimac.

Desperate Work by Lieutenant Hobson.-With Volunteer Crew of Seven Men, Under Cover of Darkness, Shortly After 3 o'clock on Friday Morning, He Ran the Big Collier Merrimac Into the Throat of the Harbor of Santiago de Cuba Swung Her Broadside Across the Channel, and Then Exploded and Sank Her-He Succeeded in His Enterprise Without Support From the Ameri

Lieutenant Richmond P. Hobson, of the flagship New York, with a volunteer crew of seven men, under cover of the darkness after the moon had set, shortly after 3 o'clock Friday morning, ran the big collier Merrimac into the throat of the harbor of Santiago de Cuba, swung her broadside across the channel and then exploded and sank her. He succeeded in this desperate enterprise under the fire of the batteries and forts which guard the entrance, without support from the fleet.

REMAINED PLUCKILY UNTIL DAYLIGHT. Ensign Powell, also of the New York, with a steam launch crept up close under the guns of Morro castle to take off the heroes of the Merrimac, and remained there pluckily until daylight discovered his position, without seeing a trace of the Merrimac's daring crew. To have remained longer would have been always a series of the market with the control of the ma ger would have been sheer madness. As it was he retired under a heavy fire from Mauser rifles and the heavy guns of the batteries.

Lieutenant Hobson and his men are now Spanish prisoners as a flag of truce announces, and will be exchanged in due course of time, but, that their mission was successful, admits of no doubt. Ensign Powell distinctly saw the spars of the wrecked ship in the middle of the channel. Lieutenant Hobson planted her at the spot he had selected. Cushing's memorable feat in blowing up the Confederate ram Albemarle is overmatched by Hobson's act and Cushing's men crept up Albemarle sound at midnight and fell upon an unsuspecting foe. Hobson took his ship, over 300 feet long, into the very focus of a dozen batteries with the enemy at the guns, and blew her up.

HOBSON CONCEIVED THE UNDERTAKING HIMSELF.

When Rear Admiral Sampson joined Commodore Schley on Wednesday, the latter had already ascertained that it would be impossible for the fleet to crawl into the rat hole in which the Spanish fleet had taken refuge. The mines across the entrance and the batteries which commanded it made the mere contemplation of it an

Commodore Schley was inclined to think the dynamite cruiser Vesuvius might be able to countermine, but the ships would have to go in single file and, if one were sunk in the channel, the progress of the others would be blocked. It was then that Lieutenant Hobson conceived the scheme of sinking a big collier across the harbor entrance and asked to be allowed to execute it himself. It seemed certain death and almost certain failure, as the odds were overwhelmingly against reaching the entrance before discovery, but Hobson was so enthusiastic that his confidence was infectious and the admiral finally reluctantly gave his consent.

Lieutenant Hobson's chief anxiety was that in the dark he might miss the narrow gut and run onto the shoals at the west of

PLAN CONSIDERED BUT ABANDONED. When the admiral's consent was obtained rimac, and is about 24 years old. Lieutenant Hobson became impatient of all delay and that very night, Wednesday, after the moon went down, he set the time for the attempt. Volunteers were called for on all the ships of the fleet, and to the credit of the American navy, be it said that few flinched. Whole cheering crews stepped forward at the summons for extra hazardous duty. About 300 on board the New York, some 180 on board the Iowa and a like proportion from the other ships volunteered, but Lieutenant Hobson, like the brave hero he is, decided to risk as few lives as possible. He picked three men from the New York and three from the Merrimac. The latter were green in the service, but they knew the ship and had pleaded hard to go, and one man stowed

away on board the collier. Other men selected from various ships, with Ensign Powell in command, manned the launch, which was to lie at the harbor mouth and take off those who escaped. MERRIMAC WAS MADE READY.

The Merrimac was made ready. Six torpedoes were strung along her portside, with wire connections to the bridge. Her anchors were lashed at the bow and stern. Her cargo of coal was shifted and her cargo ports were opened so that she would more readily fill when the time came to cut her anchor lashings, open the sea cock and tor-pedo her bulkheads.

Hobson headed in on his desperate mission. On board the ships of the fleet picketed about the entrance every officer and man, awaited the issue with eyes anxiously fixed on the jutting headlands that marked the natives live in the mountains and forests entrance of the harbor. But, as the Merrimac steamed forward, Admiral Sampson, pacing the deck of the flagship, looked at his watch and at the streaks in the east and decided that the Merrimac could not reach the entrance before broad daylight. Consequently the torpedo boat Porter, which was alongside, was despatched to recall the daring officer. Lieutenant Hobson sent back a protest, with a request for permission to proceed, but the admiral declined to take the risk and slowly the Merrimac swung about.

HOBSON'S APPEARANCE AND DEMEANOR. During the day Lieutenant Hobson went aboard the flagship. His once white duck trousers were as black as a coal heaver's, his old fatigue coat was unbuttoned and his begrimmed face was deep furrowed with tense lines, but steady resolution still shone in his eyes. So absorbed was he in the task ahead of him that, unmindful of

he, "but there must be no more recalls. My men have been keyed up for twentyfour hours and under a tremendous strain. Iron will break at last.

When Hobson left the ship and the extended hands of his shipmates, more than one of the latter turned hastily to hide the unbidden tear. But the lieutenant waved them adieu with a smile on his handsome

Friday morning the Merrimac started in of the family. Much more might be said shortly after 3 o'clock. The full moon had disappeared behind a black cloud bank in the west, leaving only a gray mark of heav-

ban hills showing against the unstarred sky to the watchers on board the ship's

CALM HOUR BEFORE DAWN.

Suddenly several blood red tongues of flame shot down from the rocky eminence on which Morro castle is situated. They were followed by jets and streams of fire from the batteries opposite. The Merrimac had reached the entrance of the harbor. She must have passed so close that a stone loosened from the frowning parapet of the castle would have fallen upon her deck.

Into the murderous hail showered down on her the Merrimac passed and moved on a full quarter of a mile, enfiladed from sides, rear and front with a plunging fire from the batteries that surrounded her. seemed a miracle that her apparently riddled hull could have reached the goal. After five minutes the firing ceased and

all became dark again.

THEY WERE EARNING FAME. When the curtain of the night was at last lifted, the light disclosed a tiny steam launch riding the waves at the very throat of the entrance of the harbor. In an in stant the guns of the shore batteries were turned upon her and, with a last, linger-ing, vain look for the crew of the Merrimac, Ensign Powell headed his launch close along shore to the westward. In this lay his salvation. The guns of the batteries to the westward could not be depressed enough to hit the little launch and the guns of Morro castle could not bear upon

SPANIARDS OVERSHOT THE LAUNCH. But the Spaniards, nevertheless, fired wildly, overshooting the launch, until the latter was fully two miles up the coast. Then some of the shells began to drop fairly close, and one of them threw a cloud of spray on board the small craft. In the meantime the ships of the fleet had drawn on until the New York, Massachusetts, Texas and Marblehead were barely three

miles off Morro castle. The firing of the great guns continued, but the gunnery seemed to grew worse until the Spaniards became tired. They were not rash enough, except in two instances, to fire at the fleet, fearing probably to provoke an antagonist with the strength of Admiral Sampson.

As a result of the act of heroism per-formed by Lieutenant Richmond P. Hobson and his seven companions in sinking the collier Merrimac across the channel leading into the harbor of Santiago de Cuba, the Spanish fleet is now helpless, being held captive in Santiago de Cuba harbor. The narrow channel leading into the harbor was completely blocked when the Merrimae was sunk across it. It is now impossible for the Spaniards to get out, and it is equally impossible for any vessel to

get into the harbor. They were all captured by the Spaniards but the Spanish admiral, in recognition of their bravery, sent word to the American admiral, under a flag of truce, that he was willing to exchange the prisoners, and assuring the American commander that they would be treated with the greatest kindness. Money and provisions have been sent to them and the necessary steps have been taken to bring about their exchange. LIST OF CAPTURED MEN.

Montague is chief master of arms of the New York. He has served four years in the navy, is 29 years of age and his home is in Brooklyn. George Charette is a gunner's mate of the

first-class on board the New York. He has served fourteen years in the navy, is 31 years old and resides at Lowell, Mass. J. C. Murphy is a coxswain of the Iowa. Oscar Deignan is a coxswain of

John P. Phillips is a machinist of the first-class belonging to the Merrimac. He is 36 years of age and his home is in Boston. John Kelley is a water tender about 35 years old. His home is near Glasgow, R. Clausen, who slipped on board the Merrimac without permission, in order to

take part in the expedition, is a coxswain of the New York. Lieutenant Richmond Pearson Hobson, assistant naval constructor, was born at Greensboro, Ala., on Aug. 18. 1870, and was appointed after a competitive examination to the naval academy in May, 1885. He was the youngest member of his class. but graduated at the head of his eighteen companions. He has studied engineering, under the auspices of the United States government, in France, and was made as-

sistant naval constructor in 1891. The Philippines.

Our New Possession in the Pacific a Queer Aggregation-Something About the People.

The American troops which are about to visit the Philippine islands will find themselves in a country and among a people so strange that those of them who may return will have curious stories to relate in the

coming years. These islands are out of the usual commercial routes and tourists rarely visit them. The climate is hot and sultry. The The work was not completed until after 4 o'clock on Thursday morning, but, with the sky paling in the east, Lieutenant quakes. The birds are beautiful, but islands are volcanic in character and subsongless. The flowers are gorgeous, but

without odor. Tropical conditions prevail.

The inhabitants are generally in harmony with their environment. The aboriginal They are described as treacherous and cowardly, living from hand to hand in the forest, extemporizing their sleeping places, and subsisting on the fruits and nuts of the woods and such game as they can kill with their bows and arrows.

The principal population, however, consists of Malays, Chinese and half-breeds. The Malays and Mestizots, or half-castes, are brown and yellow in complexion and stalwart and muscular in form. They are said to be mild and inoffensive in dispositition and slow to anger, but when fully aroused their reckless courage amounts to ferocity. They are, it will surprise many to learn, exceedingly cleanly and fastidious in their habits. They have strong filial affections, yet are utterly cruel and unfeeling in their treatment of animals, birds and tnher inferior creatures. Despite their his appearance and of all ceremony and naval etiquette, he told the admiral in a tone of command that he must not again be inrfered with.

"I can carry this thing through," said, "but there must be no more recalls.

"Every family keeps its roosters for that in spirit readily to suffering or misfortune.

Their principal sport is cock-fighting.

Every family keeps its roosters for that purpose. Not to own any is esteemed evidence of extreme poverty or eccentricity. A curious pet or rather servant in nearly every house is a snake of the native python order which serves the place of our cat in disposing of mice and also cockroaches and

other vermin. The household snake usually

does his work at night. He appears to be

ing waters and the dim outline of the Cu- hasty sketch discloses some outlines of their character. There are among them persons of wealth and education, but the masses are as ignorant of the kind of government under which we live and of the institutions and principles cherished by us as if they belonged to another planet. The climate, unfortunately, is not conductive to energy or enterprise, but it is possible that the substitution of enlightened and stimulating American spirit and method for the semibarbarism of Spanish domination would in a few years work a vast change in the character and lives of the "Filipinos."—Ro-chester Democrat and Chronicle.

Pronouncing Spanish.

The following rules will help in learning how to speak Spanish: Rule 1-Every letter is sounded and always pronounced the same. Rule 2-The accent is always on the next to the last syllable, unless otherwise signi-

Rule 3—Tne alphabet, as follows: A-Like a in ark. B-As in English. C-Like English k, except before e and when it has the sound of s (and in pure

Castilian th). Ch-Like ch in chess. D-Like th in they. E-Like e in ell.

F-Like English f. G-Before e and j like aspirated h, before a, o, u, or a consonant, like English g, before ue and ul the same sound, but u is

H—Nearly silent. I—Like I in ill. J-Like guttural h.

L-As in English. LL-Liquid as gi in seraglio. M—As in English. Q—Like English k.

R-Like English, but rougher. S-Like English. T-Like English. U-Like English oo as in look.

V-Like English. X-Obsolete. Y-Like Spanish I. Z-Like th in thank.

-Chicago Times-Herald.

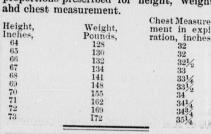
Requirements of those Who Enter the Qegular Army.

The instructions issued by the war department to govern recruiting in the regular army in time of war gives the weight required for men enlisting for various branches of the service, together with a table showing the physical proportions for height, weight and chest measurement.

For the infantry and the artillery branch the height must not be less than five feet four inches and weight not less than 120 pounds and not more than 190 pounds.

Eor the cavalry branch the height must not be less than five feet four inches and not more than five feet ten inches, and weight not to exceed 165 pounds. No min-

imum weight is prescribed for the cavalry, but the chest measure must be satisfactory The sollowing is the table of physical proportions prescribed for height, weight



BEATS THE KLONDIKE. - Mr. Thomas, of Marysville, Tex., has found a more valuable discovery than has yet been made in the Klondike. For years he suffered untold agony from consumption, accompanied by hemorrhages; and was absolutely cured by Dr. King's New Discovery for consumption, coughs and colds. He declares that gold is of little value in comparison with this marvelous cure would have it, even if it cost a hundred dollars a bottle. Asthma, bronchitis and all throat and lung affections are positively cured by Dr. King's New Discovery for consumption. Trial bottles free at F. Potts Green's drug store. Regular size 50 cts. and \$1.00. Guaranteed to cure or price refunded.

—The statistical report of the Juniata district convention of the Epworth League held at Mifflintown on the 24th, showed the number of Senior Chapters in the district to be 93; Junior, 19; Senior members, 420; Senior Leagues reporting, 62; Junior Leagues reporting, I1. The election of officers resulting in: President, Rev. S. H. Mortimer ; first vice president, C. T. Dunning; second vice president. Miss Mary McCulloch; third vice president, P. S. Dunbar; fourth vice president, Miss Rebecca Hamilton; recording secretary, Robt. T. Hughes; corresponding secretary, Rev. J. S. Souser; treasurer, W. W. E. Shannon; executive committee, Rev. R. M. Gilbert, C. W. Wasson, J. B. Brenneman.

A Wet and Stormy June.

Hicks says June weather is to be rainy and stormy. The first half will be made up like the latter part of May. Brilliant and severe lightning will accompany the storms on account of the continued perturbations of Saturn's opposition. storms will travel eastward.

Very warm weather will precede general showers and numerous electrical and hail storms from 19th to 22nd. After all these storms cool weather will likely prevail. Venus disturbance and the summer tolstice will cause the storms and electrical phenomena during the latter part of the month. The first part of July will be rainy and the lotter part will be characterized by intense heat and excessive dryness.

-Joe Leiter is said to have cleared several millions by the advance in the price of wheat. What did you say the farmers -the real grain growers-made by the advance?

-One Hundred Doses One Dollar is peculiar to and true only of Hood's Sarsaparilla. It is economy to buy Hood's.

Business Notice.

Children Cry for Pitcher's Castoria.

Fac-simile signature of Chas. H. Fletcher is or the wrapper of every bottle of Castoria.

When baby was sick, we gave her Castoria, When she was a Child, she cried for Castoria, When she became Miss she clung to Castoria, When she had Children she gave them Castoris

Tourists.

The Fish and Game Laws

In several northwestern states have been considerably modified. Send for free synopsis of these laws to W. B. Kniskern, 22 Fifth avenue, Chicago, Ill.

Wisconsin Farm Lands.

There is a rush now to the choice unoccupied farm lands along the line of the Chicago, Milwaukee & St. Paul railway in Central Wisconsin. Good quarter sections can now be had for \$7.00 and upwards per acre, one-third cash, balance on long time at current rate of interest. For further particulars address W. E. Powell, general immigration agent, 410 Old Colony build-

Medical.

SPEAK OUT.

THE SEARCH-LIGHT OF PUBLICITY IS

PLEASING BELLEFONTE PEOPLE-

Publicity is what the people want. Let the public speak on the subject. There has been too much claim—to little proof. Claims made by strangers are not proof. Claims endorsed by strangers are not There is only one kind of proof for a Bellefonte citizen.

The experience of people we know.

When friends and neighbors endorse.

Make public statement of their case.

There can be no questton about such evidence.

evidence. This is the proof we have. Which backs every box of Doan's Kidney No other Kidney pills, no other kidney

No other Kidney pills, no other kidne remedy.
Can produce such proof.
Here is one case of the many we have.
Mr. Walter Whippo, of Water street, leading horse-shoer of Bellefonte says:
"I have a good word to say for Doan's Kidney Pills. Last spring, 1897, I was miserable with backache and a lameness across my loins. I know that it was from my kidneys for I had suffered from it prior to that. Sometimes I could hardly straighten up after bending forward which greatly interfered with my work. I learned about Doan's Kidney Pills and procured them at F. Potts Green's drug store and began using them. I had taken other medicines and worn plasters but I never had anything act so promptly as Doan's Kidney Pills. I have been quite free from the whole trouble ever since."

Doan's Kidney Pills for sale by all

since,"
Doan's Kidney Pills for sale by all dealers. Price 50 cents. Mailed by Foster-Milburn Co., Buffalo, N. Y. Sole agents for the U. S.
Remember the name Doan's and take no substitute. 43-23

Tourists.

CALIFORNIA IN 3 DAYS ...

THE PACIFIC EXPRESS

Leaves Chicago 10.30 p. m. every day in the year. Through Palace Sleeping Cars Chicago to Denver and Portland, with through Sleeping Car accommodations to San Francisco and Los Angeles also through Tourist Sleeping Car Service Chicago to San Francisco, Los Angles and Portland.

THE OVERLAND LIMITED Leaves Chicago 6.00 p. m. every day in the year Buffet Smoking and Library Cars. All meals "a la carte" in Dining Cars.

Palace Drawing-room Sleeping Cars through Salt Lake City and San Francisco withou change.
Through Tourist Sleeping Cars to California ALL PRINCIPAL AGENTS SELL TICKETS VIA

THE NORTH-WESTERN LINE

CHICAGO & NORTH-WESTERN RAILWAY, OR ADDRESS

H. A. GROSS, General Eastern Passenger Agent, 423 Broadway, NEW YORK, or FRANK IRISH, Traveling Passenger Agent, Marine National Bank Building, PITTSBURG, PA.

Illuminating Oil.

CTOVE GASOLENE THE CHEAPEST AND BEST FUEL ON THE MARKET.

WITH IT YOU CAN RUN A VAPOR STOVE FOR ONE-HALF CENT PER HOUR

GIVE US A CALL AND BE CONVINCED.

39-37-1y

JAMES HARRIS & CO., BELLEFONTE, PA, DAN'L IRVIN'S SONS, W. T. TWITMIRE.

For Sale by The Atlantic Refining Company.

Our Coal Wealth.

What is the most important and most valuable of the products of the mines of this or of any country? Is it gold? By no means. It is coal. Coal is potential energy. It supplies the essential force of industry and commerce as well as of naval warfare, and no other one thing measures a nation's wealth producing capacity so well as its

production of coal. This is one of the foundations of the wealth and power of Great Britain, which has long been the foremost coal-procucing country in the world. The second is the United States, and last year our coal production came so close to that of Great Britain that it is reasonably sure soon to surpass it. The latter has averaged, for several years, about 218,000,000 tons. The coal production of the United States in 1897

was over 200,000,000 tons. This was an increase of about 12,000,000 over 1896, though the gain in value was but \$6,250,000, the average value of bituminous coal at the mines being only 81

When we consider the important part that coal has already been shown to play in naval warfare, and compare the 200,000,-000 tons produced in the United States with Spain's annual product of less than 4,000,000 tons, we have an index of relative strength more signsficant than population or area. The coal production of the United States is equal to that of Germany, Austria-Hungary, France and Russia all together, and it would be a discredit to us if we failed to make good use of such advantages .-Philadelphia Times.

They Don't Need as Much. Fat widows never get as much sympa

TO CURE A COLD IN ONE DAY. Take Laxative Bromo Quinine Tablets. Druggists refund the money if it fails to C

Roofing.

A LEAKING ROOF

PESKY NUISANCE.

W. H Miller, Allegheny Street, Bellefonte, puts on new or repairs old slate roofs at the low Estimates on new work gladly

Travelers Guide.

ST. LOUIS & SAN FRANCISCO R.

BETWEEN

-ST. LOUIS-AND-SPRINGFIELD

JOPLIN PITTSBURG WICHITA

EUREKA SPRINGS Ft. SMITH DALLAS

SAN ANTONIO HOUSTON GALVESTON

and reclining chair cars. Harvey dining halls. Maps, time tables and full information furnished upon application to O. M. CONLEY. GEO. T. NICHOLSON

Gen'l Agent, Gen'l Pass'r Agent, PITTSBURG, PA. ST. LOUIS, MO ALTOONA & PHILIPSBURG CON-

Condensed Time Table in effect December 1st, 1897. EASTWARD-WEEK DAYS. A. M. A. M. NOON, P. M. P. M. 7 25 9 20 12 25 3 00 6 00 7 37 9 32 12 37 3 12 6 12 7 50 9 51 12 56 3 31 6 31 8 10 10 05 1 10 3 45 6 45 Ramey.... Houtzdale

Osceola Mills. Philipsburg... A. M. A. M. P. M. P. M. P. M. WESTWARD-WEEK DAYS. | A. M. | A. M. | M. | P. M. | P. M. | R. M. | Philipsburg.... Osceola Mills. Houtzdale

SUNDAY TRAINS. Read down. A. M. P.M. P.M. 10 25 2 45 6 45 10 15 2 35 6 35 00 1 00 8 40 . 12 1 12 8 52 .

Connections.—At Philipsburg (Union Station) with all Beech Creek railroad trains for and from Bellefonte, Lock Haven, Williamsport, Reading, Philadelphia and New York; Lawrenceville, Corning, Watkins, Geneva, and Lyons; Clearfield, Mahaffey and Patton; Curwensville, DuBois, Punxsutawney, Ridgway, Bradford, Buffalo and Rochester. ester.
At Osceola for Houtzdale and Ramsey with P.
R. R. train leaving Tyrone at 7.20, p. m.
G. M. H. GOOD, Gen. Supt

READ UP.

CENTRAL RAILROAD OF PENNA Condensed Time Table

READ DOWN

May 16th, 1898. No 1 No 5 No 3 No 6 No 4 No 2 9 40 (Via Tamaqua.)

NEW YORK

(Via Tamaqua.)

NEW YORK

(Via Phila.)

Lve. a. m. p. m. NEW YORK ... 10 40 ‡9 30 m. a. m. Arr.

†Week Days. §6.00 P. M. Sundays. *Daily. ‡10.55 A. M. Sunday. PHILADELPHIA SLEEPING CAR attached to East-bound train from Williamsport at 11.30 P. M., and West-bound from Philadelphia at 12.01 A. M. J. W. GEPHART.

Travelers Guide.

DENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect May 30th, 1898.

VIA TYRONE—WESTWARD.

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, 3.10 p. m., at Pittsburg, 6.55
p. m.

p. m., at Altoona, 3.10 p. m., at Pittsburg, 6.55 p. m.
Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00, at Altoona, 7.40, at Pittsburg at 11.30.
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, 6.45 p. m., at Philadelphia, 10.20 p. m.
Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00 at Harrisburg, at 10.20 p. m.
Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00 at Harrisburg, at 10.20 p. m.
Leave Bellefonte, 9.32 a. m., arrive at Lock Haven, 10.30 a. m.

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.

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.

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, 6.55 p. m., Philadelphia 10.20 p. m.

4.00 p. m., Harrisburg, 6.55 p. m., Philadelphia 10.20 p. m. Leave Bellefonte, 8.31 p. m., arrive at Lock Haven, 9.30 p. m., leave Williamsport, 12.50 a. m., arrive at Harrisburg, 3.40 a. m., arrive at Philadelphia at 6.52 a. m. Leave Bellefonte, at 6.40 a. m., arrive at Lewisburg, at 9.05 a. m., Montandon, 9.15, Harrisburg, 11.30 a. m., Philadelphia, 3.00 p. m. Leave Bellefonte, 2.15 p. m., arrive at Lewisburg, 4.47, at Harrisburg, 6.55 p. m., Philadelphia at 10.20 p. m.

TYRONE AND CLEARFIELD, R. R.

- 47					SOUTHWARD		
athy	EXPRESS.	DAY EXPRESS.	MAIL.	May 30th, 1898.	EXPRESS.	DAY EXPRESS.	
	P.M.		A. M.		P. M.	A. M	
All	7 20			Tyrone	0 5		0
ure?	7 26			E. Tyrone	0 4		4
				Ivrone S			2
1-1y	7 31			V91	0 4		9
	7 41	0 00			8 3		
	7 45			Gardner	8 3		9
	8 00			Mt. Pleasant	8 2		
		3 55		Summit	8 20		
	8 05	3 59		Sandy Ridge	8 14		
	8 07			Refort	8 1		
	8 15	4 02		Powelton	8 09		
		4 08		Usceola	7 59		
	8 19			Osceola June		10 2	
	8 23		9 29	Boynton	7 55		
	8 26		9 32		7 51		
	8 31		9 40	Philipsburg	7 50		
	8 36		0 30	Granam	7 46		
	8 42		9 50	Blue Ball	7 41		
Pa.,	8 47	4 39 4 44	9 56	Wallaceton	7 36		
vest	8 53	4 50	10 02	Bigler	7 31)
GC E312525C1	8 56	4 53		Woodland	7 26	9 48	5
fur-	9 00	4 57			7 25		2 4
	9 05	5 02	10 15 10 22	Barrett	7 21	9 39	1
0.000	9 09	5 06			7 17	9 35	1
	9 14	5 11			7 13	9 31	
	9 20	5 17	10 32 10 33	Riverview	7 09		14
to the	9 25	5 37	10 33	Sus. Bridge	7 04		
	-	5 43	10 44	Curwensville	7 00	9 15	
	1110	5 51	10 50 10 58	Rustic	6 54		3
		5 57			6 46		3
R.	P.M.	P. M.			6 40		
		* * 41.	A. M.	Ar. Tri		1697274039030637-000	17

Lv. P. M. A. M. P.M BALD EAGLE VALLEY BRANCH. May 30th, 1898. Lv. A. M. | P. M

LEWISBURG & TYRONE RAILROAD. Solid Vestibuled Trains with Pullman sleepers EASTWARD. May 30th, 1898. WESTWARD. MAIL. EXP. MAIL. EXP. Ar. A. M. P. M. 9 00 4 10 P. M. A. M. Lv. ..Bellefonte...Axemann..... ..Pleasant Gap.....Peru..... ...Dale Summit.....Lemont.....Oak Hall.....Linden Hall.... Linden Hall
Gregg.
Centre Hall
Penn's Cave
Rising Spring.
Zerby
Coburn
Ingleby
Paddy Mountain
Cherry Run
Lindale
Pardee
Glen Iron ..Glen Iron...Swengle... Barber... Mifflinburg. ...Vicksburg.Biehl.... ...Lewisburg...Montandon. P. M. A. M. Ar. LEWISBURG & TYRONE RAILROAD. EASTWARD. UPPER END. WESTWARD.

BELLEFONTE & SNOW SHOE BRANCH.

J. R. WOOD.

General Passenger Agent.

Trains from Montandon, Lewisburg, Williams port, Lock Haven and Tyrone connect with train Nos. 3 and 5 for State College. Trains from State College connect with Penn'a. R. R. trains at Bellefonte. † Daily, except Sunday.

F. H. THOMAS Supt.