Democratic Watchman.

Bellefonte, Pa., June 24, 1898.

THARE AIN'T NO FUN.

Thare ain't no fun a-fishin when yore bait's a-gittin low
An you feel the jug a-light'nin ever time you thirsty grow.
The fish somehow quit bitin, an you have a strange desire
To tell some tales 'bout fishin, jest like any other liar.

Thare ain't no fun these mornin's when winter seems to float
An mix in with the weather, while yore last year's overcoat
Is hangin up at uncle's, an the ticket that you hold
Is all you've got to wrap in an protect you from the cold.

Thare ain't no fun a-votin when the race ain't very hot,
When candidates seem keerless an air jest as apt as not
To ask yore help for nothin, like any man can float
An take keer of his family ef he gives away his vote.

—*Atlanta Constitution.*

Porto Rico.

A Fertile Country, Undeveloped under Spanish Sway.

The island of Porto Rico is the smaller of Spain's two remaining colonies in West Indian waters. It lies 80 miles to the east of Hayti, and close beside it to the westward lie the group comprising the Virgin islands. Porto Rico's general shape is that of a parallelogram. Its length is 108 miles, and its breadth at the widest is 37. A range of hills traverse the island from east to west some distance from the southern coast. These hills—the highest, El Yunke, being 3,600 feet high—intercept the northeast trade winds, and the northeastern lowlands have oftentimes an overabundant supply of water, while severe droughts are experienced in the south, making it necessary to have recourse to artificial irrigation. In general, however, the island is well watered. The coast line is indented with many bays and creeks, several of which can be used by ships of heavy burdens. In accordance with the situation of the mountain chain, the rivers which flow toward the northern coast are longer and deeper than those on the opposite side, and several of the latter allow coasting vessels to enter five or six miles.

The climate of Porto Rico is supposed to be less unhealthy for Europeans than most of the Antilles, and the heat, even in the months of summer, is not so severe as in other parts of the West Indies. The New York *Tribune* says:

The lack of good roads and of bridges in many parts of the island has been one cause of the failure of the island to develop its real value as a producer of agricultural products. In late years, however, the government has done much to increase the island's resources. Gold, coal, copper, iron and salt are found, but the last alone is mined. Sugar and coffee are the staple products, the former being grown for the most part on the southern coast. On the fertile plains to the north of the hills tobacco, cotton, maize and tropical fruits grow readily. Rice, the principal food, is a mountain variety, needing little rain. Much of the tobacco is sent to Havana for manufacture. The mountains are covered with forests, which yield valuable dyes and hard woods for exports.

Cattle-raising is another profitable industry to the inhabitants, and the pasturelands in the north and east are superior to any others in the West Indies. A large traffic has been carried on with the neighboring French, English and Danish possessions. Exports of various kinds, which in 1850 amounted to about $11,000,000, had in 1891 reached a total of nearly $17,000,000.

Seven departments, each under the command of a Spanish colonel, make up the island. Bayamon, in which is San Juan, the capital, Arecibo and Aguadila are on the northern site of the range. Mayagnez covers the southwest part. Ponce and Guayama are on the southern side, and the eastern part is taken up with Humacao. The island of Bieque, to the east, makes an eighth department, which is used as a military penal station.

The population of the island—numbered 315,000 in 1830. The total population at present numbers about 900,000. The people of European origin are Spaniards, Germans, Swedes, Danes, Russians, Frenchmen and Cheutas, or decendants of the Moorish Jews of Majorca. There are also some Chinese. The small landholders in the country districts are called Gibaros, and are of Spanish origin, modified by Indian blood.

San Juan, the capital and chief seaport, lies on Morro island, on the north coast, and is connected with the mainland by bridges. The ground rises toward the ocean in low hills, and the city lies directly behind the highest one at the harbor's entrance. Fortifications, some of them of an obsolete type, protect the city from an attack on the land side, while on the bluffs fronting the ocean new batteries of Krupp guns are said to have been placed, from which a plunging fire can be directed on approaching vessels. The channel at the eastern end of the island has a depth of only one and one-quarter fathoms, but two batteries have been mounted here to prevent the landing of troops for a shore attattack. The bay is of an oval shape and admits ships of heavy tonnage.

In the old fort of Santa Catalina is the governor's palace, and a cathedral, a town house, a theatre and an old palace built by Ponce de Leon are among the sights of town. It has population of 26,000.

Ponce, on the south coast, has a population of about 40,000. Private houses are built of wood, and only the government buildings are constructed of brick and stone. There is a town hall, a public hospital and an English Episcopal church in the city, which is lighted throughout by gas supplied by an English company. Mayagnez, on the west coast, is several miles inland. Its population is about 30,000, and it has military barracks, clubs and gas works. Other towns are Gugama, on the south coast, the Aguadilla, on the west. The only safe harbor at all times of the year are San Juan, Hovas and Guanica. English, German and American steamers make regular trips to these three ports, and in 1891 1,300 vessels were reported.

Porto Rico, called Borinquen by the aborigines, was discovered by Columbus on November 15th, 1493. Ponce de Leon was the first to make a settlement, when in 1510 he founded the town of Caparra, which soon afterwards was abandoned. In the following year he founded the city of San Juan. The Caribs, whose number, probably exaggerated, was put at 600,000, suffered so greatly from the cruelties of their Spanish conquerors that they rebelled against them and were gradually exterminated in consequence. Interesting relics of their civilization are preserved in the Smithsonian Institute and in the Berlin Ethnological museum. In 1595 Drake sacked the capital, an exploit which was repeated three years later by the Earl of Cumberland. In 1615 Balwin Heinrich, a Dutchman, was killed in an attack on the city, and an attempt made by the English to capture the city in 1678 was also unsuccessful. In 1797 Sir Ralph Abercromby besieged the city for three days and was forced to retire, though, in the same campaign he captured Grenada, Demerara and Trinidad.

Senor de Lome was fond of citing Porto Rico as an instance of the benificence of Spanish rule, but the Porto Ricans have not been happy under Spanish domination, and have only desisted from the struggle to gain liberty when they saw that it was hopeless.

The first attempt was made in 1820, and the insurgents were defeated after a short guerrilla war. Other attempts were made about the middle of the century, but it was not until 1868 that a wide reaching plot was formed to follow the example of the Cubans, who had revolted that year. It was the extent of the plot which was one of the causes of failure. The betrayal of their secrets forced the insurgents into the field before the appointed time, and after two months of fighting, the Spanish troops were victorious. The leaders of the rebellion were captured. All were sentenced to be shot, but the news of Isabella's overthrow reaching the island the day before the one set for the execution, the sentence was changed to banishment. These men while living in other countries have not ceased to work for their countrymen's freedom and are at the head of an organization known as the Porto Rican section of the revolutionary party of Cuba, This organization arose from the action of the Cuban revolutionary party in promising to assist the Porto Ricans in attaining independence. Dr. Ramon E. Betances, of Paris, one of the leaders in the uprising of '68, was recently elected delegate-general, Dr. J. J. Hanna, of New York, is the president and the head of the movement in America.

Government laws and institutions are the same in Porto Rico as the other Spanish dependencies. There is a captain-general, whose authority in military matters is absolute, and who, in civil affairs, is president af the royal "audiencia." The court is composed of a regent, three judges, the revenue officer and a marshall. It is superior to all other constituted authorities, including the ecclesiastical tribune. In the seven capitals of the departments the mayors administer justice, and in the smaller towns there are justices of the peace, who determine small debts and collect duties, receiving 6 per cent. on the collections. They are appointees of the captain-general, who also has charge of the appointments of the clergy on the bishop's recommendation. The permanent army consists of four battalions of rifles of four companies each, one battalion of fortress artillery workmen, a santiary brigade, and one "tercio" of the civil guard. There are also several corps of volunteers, organized in a manner similar to those of Cuba. The permanent army numbers 213 officers and 3,630 men.

Side Lights on the War.

Stories Told of These Engaged in the Conflict—The Hero of the Merrimac—Lieutenant Hobson's Command of Language.

Lieutenant Hobson, whose brilliant sinking of the Merrimac has made him the hero of the hour, is rather eccentric. The New York *Sun* tells this of his days at Annapolis:

Men who were at the Naval Academy while he was there say his classmates at first attempted to make life miserable for the quiet, studious boy, but found that he could resent their actions in a way that made them desist before he had been in the academy very long. He was only 15 years old when he went to Annapolis, and his most marked characteristic was his use of words seldom in the vocabulary of a youngster of his age. One of his classmates said the other day that Hobson was hazed a great deal in his plebe year, and many a dignified officer had the honor of standing him on his head and making him do all sorts of ridiculous things in the hazing curriculum. One day Hobson resented the annoyance to which he was subjected by older cadets in these words:

"I do not desire, and neither will I tolerate, any more of your scurrilous contumely."

At another time Hobson was fishing from the end of the old Santee wharf, and a passing classmate asked him what he was doing. "Merely indulging in piscatorial pursuits," said the future hero of the Merrimac exploit. But while other cadets had fun at his expense, Hobson plodded away and graduated from the academy second in his class. He was the captain of Company A. of the cadet battalion. His choice of the construction corps was not surprising to his friends, for it offered opportunity for the pursuit of mathematical studies.

Louisiana's Home for Lepers.

An old Mansion that has been Converted into a Domicile for one of the Earth's Most Unfortunate Classes.

On the east bank of the Mississippi river, about fifty miles north of New Orleans, at a place called Indian Camp, in Iberville parish, stands a typical old plantation house, large and roomy, surrounded by magnificent oaks. The front portico is supported by six massive pillars. It is said to have been the finest house ever built on the river.

The plantation was originally owned by General Camp, a veteran of the war of 1812, who spent many thousands of dollars in beautifying the place the mansion alone costing eighty thousand dollars. After his death it changed owners several times. In spite of its neglect and general dilapidation, Indian Camp is a beautiful place. Within its precincts—the once gorgeous and still beautiful plantation home—the picturesque ruins of the anti-bellum sugar house with its partial ruined chimney—a weed-grown monument of its past glories. All is a fit symbol of the human ruin that seeks rest and peace within its shades. About four years ago Indian Camp was leased by the state of Louisiana from the present owner (who now resides in Europe) for a purpose of making a home for the lepers. In the early part of December 1894 seven lepers were taken to the home. Prior to this time these unfortunates were confined in a hospital within the limits of the city. They were removed to their new abode in a barge covered with tarpaulins, the sombre and dark aspect of which must have reminded one of ancient stories of floating funerals—sorrow ladened vessels—gliding down the river Nile to the cities of the dead. There have been thirty-five patients admitted to the home since December, 1894—twenty-one males and fourteen females. Among "Les-Miserables" six deaths have occurred since that time. All lepers coming to the home voluntarily have the assurance that their real names will never be divulged or their family connection exposed. There is a law to enforce the sending of lepers to their refuge, but doubtless there are some who are concealed by their friends The disease is mitigated by medical treatment, but no lepers are ever cured. Upon some of the patients the disease is, in its early stages, scarcely noticeable, while in others its ravages are fully displayed.

These poor unfortunates so afflicted who enter the gates are henceforth dead to the world, and in a manner, as it were, buried alive. A line from Dante's "Inferno,"

"All ye who enter here, leave hope behind,"

Would not be inappropriate if placed over the gates. The home is in charge of a medical officer and a state board of seven, assisted by a corps of Sisters of Charity, who with great self-sacrifice, have devoted their time to this service. The sisters reside on the premises in quarters detached from those of the patients, but they never leave the place. To see these sisters move with quiet footsteps along the shaded paths, through the flower decked garden, one would scarcely imagine that it is a home of suffering and sorrow. Crimson roses cling closely to the old mansion and droop their sweet faces as though to peer through the open casement and cheer the sad-eyed inmates. One of the sad cases in No. 15, a young girl of 20 summers. Generally speaking, she is fair of face and form, but there is a sad, far away look in her dark eyes. If it were not for the deformity of her hands no one would know that she is a leper. Her general health is good; but whether her life be long or short, there she must tarry until the end. A tremulous little breeze steals through the vines and whispers about the quiet room where this young girl sits with an open book, but she does not read. Her thoughts are far away—perhaps with loved ones at home, perhaps with a sweetheart, a fair-haired laddie with whom she expected to tread life's pathway. The shadows of night are creeping tide-like over the soft green grass, the book has fallen to the floor, yet she does not move until the sound of the bell calls the inmates to evening prayer. She rises slowly, and silently passes from sight.

Of all sad words of tongue or pen
The saddest are these: It might have been.

No person is permitted to enter the inclosure except the Sisters of Charity, the doctors and members of the board. Any money handled by the lepers is first soaked in a solution of bi-chloride of mercury, and fumigated with the strongest disinfectants before being put in circulation. It has been decided by the greatest medical authority of the world that the disease of leprosy is contagious and has never been cured.

Disfigured Her With a Hat Pin.

Jealous Girl's Hideous Revenge Upon Her Rival in Love.

In a furious quarrel over the attentions of a man, in the summer garden of a saloon on the Bowery in New York, at 4 o'clock Sunday morning. Ida Ackley, nineteen years old, was disfigured for life with a hatpin by Dora Dean, a girl of the same age. Dora split and almost tore the nose from her rival's face.

After policemen Lyons and Dunham had taken a hand in rectifying the matter as far as possible by arresting the Dean girl. Dr. Wan Hood worked over the disfigured girl's face for an hour and took many stiches to close the gash the hatpin had made.

The slender weapon had entered near the left eye and been dragged down toward the mouth. The nose had been split in two.

Judge John J. Wickham Dead.

Judge John J. Wickham, of the superior court, died Saturday afternoon at his home in Beaver, from a stroke of paralysis, the effects of over-exertion in extinguishing a fire started in his house by lightning about a week ago. Judge Wickham lived in Beaver nearly all his life, and was a close friend of Senator Quay. He came here from Ireland when a small boy, and was about 65 years of age. He was one of the best known men of western Pennsylvania. He served twelve years on the bench of Beaver county, having been elected to his second term. In the fall of 1895 he was elected to the superior court.

Business Notice.

Children Cry for Pitcher's Castoria.

Fac-simile signature of Chas. H. Fletcher is on 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 Castoria.

The Small Boy's Imagination.

The other night, when Mr. Wallypug was lying asleep on the library sofa and snoring away for dear life, Mrs. Wallypug remarked that she wished he would not snore so.

"Pa ain't snorin'," said Tommie Wallypug. "He's dreamin' about a dorg and that's the dorg growling."

Tourists.

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 building, Chicago, Ill.

Very Low Rates to San Francisco.

Via the North-Western Line (Chicago & North-Western R'y.). Excursion tickets will be sold at greatly reduced rates June 28th and 29th, limited to return until August 31st, account of meeting of North American Turners' Union. For rates and other information ask your nearest ticket agent or write. H. A. Gross, 461 Broadway, New York; Frank Irish, 507 Smithfield street (Park Building), Pittsburg, Pa.

W. B. Kniskern,
G. P. & T. A.

Very Low Rates to Portland, Ore,

Via the North-Western Line (Chicago & North-Western railway). Excursion tickets will be sold at greatly reduced rates June 30th and July 1st, limited to return until August 31st, inclusive, account of meeting of Congregational Council. For rates and other information ask your nearest ticket agent or write,

H. A. Gross, 461 Broadway, New York: Frank Irish, 507 Smithfield street (Park Building), Pittsburg, Pa.

Very Low Rates to Omaha, Neb,

Via the North-Western Line (Chicago & North-Western railway.) Excursion tickets at exceptionally low rates to Omaha and return (affording a visit to the Trans-Mississippi and International exposition, Omaha) will be sold June 19th and 20th, account of National Eclectic Medical Association meeting; and will be sold June 21st and 22nd, account of American Institute of Homeopathy, all with favorable return limits. For rates and other information ask your nearest ticket agent or write,

H. A. Gross, 461 Broadway, New York; Frank Irish, 507 Smithfield street (Park Building,) Pittsburg, Pa.

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 proof.
There is only one kind of proof for a Bellefonte citizen.
The expecience of people we know.
When friends and neighbors endorse.
Make public statement of their case.
There can be no questton about such evidence.
This is the proof we have.
Which backs every box of Doan's Kidney Pills.
No other Kidney pills, no other kidney 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 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.

VIA
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 to Salt Lake City and San Francisco without change.
Through Tourist Sleeping Cars to California and Oregon.

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.
42-47

Illuminating Oil.

STOVE 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.

JAMES HARRIS & CO., Bellefonte, Pa,
DAN'L IRVIN'S SONS, " "
W. T. TWITMIRE, " "

39-37-1y

For Sale by The Atlantic Refining Company.

Discovered by a Woman.—Another great discovery has been made, and that too, by a lady in this country "Disease fastened its clutches upon her and for seven years she withstood its severest tests, but her vital organs were underminded and death seemed imminent. For three months she coughed incessantly, and could not sleep. She finally discovered a way to recovery, by purchasing of us a bottle of Dr. King's New Discovery for Consumption, and was so much relieved on taking first dose, that she slept all night; and with two bottles, has been absolutely cured. Her name is Mrs. Luther Lutz." Thus writes W. C. Hamnick & Co., of Shelby, N. C. Trial bottles free at F. Potts Green's drug store. Regular size 50c and $1.00. Every bottle guaranteed.

Reduced Rates to Nashville Via Pennsylvania Railroad, Account Christian Endeavor Convention.

On account of the Christian Endeavor Inter-national convention, to be held at Nashville, Tenn., July 5th to 12th, the Pennsylvania railroad company will sell excursion tickets of the continuous-passage, ironclad signature form, from stations on its line to Nashville, at rate of *single fare for the round trip*. Tickets will be sold, and good going, July 2nd to 5th; returning, tickets will be good to leave Nashville to July 15th, inclusive, except that by depositing ticket with agent of terminal line at Nashville on or before July 15th, return limit may be extended to leave Nashville to August 1st, 1898, inclusive.

The Whole Story—Of the great sales attained and great cures accomplished by Hood's Sarsaparilla is quickly told. It purifies and enriches the blood, tones the stomach and gives strength and vigor. Disease cannot enter the system fortified by the rich. red blood which comes by taking Hood's Sarsaparilla.

Hood's Pills cure nausea, sick headache, indigestion, biliousness. All druggists. 25 cen's.

Roofing.

A LEAKING ROOF
IS A
PESKY NUISANCE.

W. H Miller, Allegheny Street, Bellefonte, Pa., puts on new or repairs old slate roofs at the lowest prices. Estimates on new work gladly furnished. 42-38

Travelers Guide.

ST. LOUIS & SAN FRANCISCO R. R.
(FRISCO LINE)

BETWEEN
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AND—
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Solid Vestibuled Trains with Pullman sleepers and reclining chair cars. Harvey dining halls.

Maps, time tables and full information furnished upon application to

O. M. CONLEY, Gen'l Agent, Pittsburg, Pa.
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ALTOONA & PHILIPSBURG CONNECTING RAILROAD.

Condensed Time Table in effect December 1st, 1897.

EASTWARD—WEEK DAYS.

	A. M.	A. M.	NOON.	P. M.	P. M.
Ramey	7 25	9 20	12 25	3 00	6 00
Houtzdale	7 37	9 32	12 37	3 12	6 12
Osceola Mills	7 50	9 51	12 56	3 31	6 31
Philipsburg	8 10	10 05	1 10	3 45	6 45
	A. M.	A. M.	P. M.	P. M.	P. M.

WESTWARD—WEEK DAYS.

	A. M.	A. M.	M.	P. M.	P. M.
Philipsburg	8 20	11 15	1 45	5 00	8 10
Osceola Mills	8 33	1 31	2 01	5 16	8 26
Houtzdale	8 50	11 50	2 22	5 35	8 45
Ramey	9 00	11 00	2 32	5 45	8 55

SUNDAY TRAINS.

Read down.				Read up.		
P.M.	P.M.	A. M.		A. M.	P.M.	P.M.
5 00	1 00	8 40	Ramey	10 25	2 45	6 45
5 12	1 12	8 52	Houtzdale	10 15	2 35	6 35
5 31	1 31	9 11	Osceola Mills	9 56	2 16	6 16
5 45	1 45	9 25	Philipsburg	9 40	2 00	6 00
P.M.	P.M.	A. M.		A. M.	P.M.	P.M.

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.

At Osceola for Houtzdale and Ramsey with P. R. R. train leaving Tyrone at 7.29, p. m.

G. M. H. GOOD, Gen. Supt

CENTRAL RAILROAD OF PENNA.

Condensed Time Table.

Read down			May 16th, 1898.	Read up		
No 1	No 5	No 3		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	9 48
7 31	7 59	3 57	Nigh	10 02	5 57	9 37
7 37	8 05	4 03	Zion	9 56	5 51	9 31
7 42	8 13	4 08	HECLA PARK	9 51	5 46	9 26
7 44	8 15	4 10	Dunkles	9 49	5 44	9 24
7 48	8 19	4 14	Hublersburg	9 45	5 40	9 20
7 52	8 23	4 18	Snydertown	9 41	5 37	9 16
7 55	8 25	4 20	Nittany	9 39	5 35	9 13
7 58	8 27	4 22	Huston	9 37	5 33	9 11
8 01	8 29	4 24	Lamar	9 35	5 31	9 08
8 04	8 31	4 26	Clintondale	9 33	5 29	9 05
8 09	8 36	4 31	Krider's Siding	9 28	5 24	9 00
8 14	8 42	4 36	Mackeyville	9 23	5 18	8 55
8 20	8 48	4 42	Cedar Spring	9 17	5 12	8 49
8 22	8 50	4 50	Salona	9 15	5 11	8 46
8 27	8 55	4 55	MILL HALL	†9 10	†5 05	†8 42
10 15	9 45		Jersey Shore	4 32		8 08
10 50	10 20	Arr.	WMs'PORT Lve	4 02		†7 38
†12 34	*11 30	Lve	WMs'PORT Arr	2 30		*7 27
8 29	7 09		PHILA	†8 36		*12 01
9 40			NEW YORK (Via Tamaqua.)	†4 30		
10 40	‡9 30		NEW YORK (Via Phila.)			§9 00
p. m.	a. m.	Arr.	Lve.	a. m.		p. m.

*Daily. †Week Days. §6.00 P. M. Sundays. ‡10.55 A. M. Sunday.

Philadelphia Sleeping Car attached to Eastbound train from Williamsport at 11.30 P. M, and West-bound from Philadelphia at 12.01 A. M.

J. W. GEPHART.
General Superintendent.

Travelers Guide.

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

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, 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.

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, 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.

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, 6.55 p. m., Phiiadelphia 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.

VIA LEWISBURG.

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.

NORTHWARD. EXPRESS.	DAY EXPRESS.	MAIL.	May 30th, 1898.	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 12	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 00	3 55	9 05	Summit	8 20	10 44	5 32
8 05	3 59	9 09	Sandy Ridge	8 14	10 38	5 25
8 06	4 01	9 11	Retort	8 11	10 35	5 21
8 07	4 02	9 12	Powelton	8 09	10 33	5 19
8 15	4 08	9 19	Osceola	7 59	10 23	5 08
	4 11	9 26	Osceola Junc.		10 20	5 04
8 19	4 16	9 29	Boynton	7 55	10 17	5 01
8 23	4 19	9 32	Steiners	7 51	10 13	4 57
8 26	4 23	9 40	Philipsburg	7 50	10 12	4 56
8 31	4 28	9 45	Graham	7 46	10 07	4 51
8 36	4 33	9 50	Blue Ball	7 41	10 02	4 46
8 42	4 39	9 56	Wallaceton	7 36	9 56	4 39
8 47	4 44	10 02	Bigler	7 31	9 50	4 33
8 53	4 50	10 08	Woodland	7 26	9 45	4 27
8 56	4 53	10 11	Mineral Sp.	7 25	9 42	4 25
9 00	4 57	10 15	Barrett	7 21	9 39	4 20
9 05	5 02	10 22	Leonard	7 17	9 35	4 15
9 09	5 06	10 26	Clearfield	7 13	9 31	4 09
9 14	5 11	10 32	Riverview	7 09	9 26	4 03
9 20	5 17	10 39	Sus. Bridge	7 04	9 20	3 56
9 25	5 37	10 44	Curwensville	7 00	9 15	3 51
	5 43	10 50	Rustic	6 54		3 35
	5 51	10 58	Stronach	6 46		3 27
	5 57	11 04	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 30th, 1898.	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 30th, 1898. STATIONS.	WESTWARD. MAIL.	EXP.
P. M.	A. M.	Lv. Ar.	A. M.	P. M.
2 15	6 40	Bellefonte	9 00	4 10
2 21	6 45	Axemann	8 55	4 06
2 24	6 48	Pleasant Gap	8 52	4 03
2 27	6 51	Peru	8 49	4 00
2 34	6 57	Dale Summit	8 43	3 54
2 38	7 02	Lemont	8 39	3 50
2 43	7 06	Oak Hall	8 35	3 46
2 48	7 10	Linden Hall	8 31	3 42
2 55	7 17	Gregg	8 24	3 35
3 02	7 22	Centre Hall	8 18	3 30
3 10	7 28	Penn's Cave	8 11	3 23
3 17	7 35	Rising Spring	8 05	3 17
3 25	7 43	Zerby	7 57	3 08
3 32	7 50	Coburn	7 50	3 02
3 38	7 56	Ingleby	7 43	2 55
3 43	8 00	Paddy Mountain	7 40	2 51
3 51	8 08	Cherry Run	7 32	2 42
3 54	8 12	Lindale	7 28	2 38
4 01	8 18	Pardee	7 22	2 31
4 08	8 26	Glen Iron	7 13	2 23
4 16	8 33	Milmont	7 07	2 16
4 18	8 35	Swengle	7 04	2 14
4 22	8 40	Barber	7 00	2 10
4 27	8 45	Mifflinburg	6