Democratic Watchman.

Bellefonte, Pa., July 15, 1898.

A LITTLE BIRD TELLS.

It's strange how little boys' mothers
  Can find it all out as they do
If a fellow does anything naughty
  Or says anything that's not true.
They'll look at you just for a moment
  Till your heart in your bosom swells,
And then they know all about it,
  For a little bird tells!

Now, where the little bird comes from
  Or where the little bird goes,
If he's covered with beautiful plumage
  Or black as the king of crows,
If his voice is as hoarse as a raven's
  Or clear as the ringing bells,
I know not, but this I am sure of—
  A little bird tells!

The moment you think a thing wicked,
  The moment you do a thing bad,
Or, angry or sullen or hateful,
  Get ugly or stupid or mad
Or tease a dear brother or sister,
  That instant your sentence he knells,
And the whole to mamma in a minute
  That little bird tells!

You may be in the depths of the closet,
  Where nobody sees but a mouse;
You may be all alone in a cellar;
  You may be on the top of the house;
You may be in the dark and the silence
  Or out in the woods and the dells—
No matter. Wherever it happens
  The little bird tells!

And the only contrivance to stop him
  Is just to be sure what to say—
Sure of your facts and your fancies,
  Sure of your work and your play.
Be honest, be brave and be kindly,
  Be gentle and loving as well,
And then you can laugh at the stories
  The little bird tells!—*Atlanta Constitution.*

An Awful Catastrophe on the Fourth of July.

A French Passenger Vessel Went Down Off Nova Scotia and Hundreds Were Drowned—The Wrecked Ship Was La Bourgogne—It Had 714 Persons on Board and But 163 Were Saved—Some of the Scenes Enacted on La Bourgogne Just After the Collision Were Terrible to Witness—Men Fought for Positions in the Boats Like Raving Maniacs and Women Were Forced Back and Trampled—Knives Were Flourished and Used with Effect—The Second Officer Was the Only Man of the Crew Who Did Anything to Help the Terrified and Helpless Passengers.

HALIFAX, N. S., July 6.—In one of the thick fogs which at this time of the year hang like a pall over the Grand banks and Sable island in the North Atlantic, occurred in the early morning of July 4th one of the most appalling ocean disasters in the annals of trans-Atlantic commerce, and, in fact, in the history of steam sailing of the world. Without a moment's warning almost, the great French liner, La Bourgogne, with 725 souls on board, was run down by the iron sailing ship Cromartyshire, and such a terrific hole was torn in the big steamer's port side that she sank within half an hour, carrying with her to the ocean's bottom 551 of her passengers and crew, while the balance who were not drawn by the fearful suction struggled and fought for life until 163 were at length rescued from death by the crew of the Cromartyshire, which ship survived the collision.

The story of the fearful disaster from the few officers and crew who were saved is yet to be told, but, if the words of the passengers who were dragged aboard the Cromartyshire and later brought into this port by the steamer Grecian, are to be believed, the last few minutes on board the Bourgogne witnessed some of the most terrible scenes of horror and cruelty that have ever blotted the history of a civilized race.

CREW FOUGHT LIKE DEMONS.

Instead of the heroic discipline which has so often been the one bright feature of such awful moments, the crew of the steamer fought like demons for the life boats and rafts, battering the helpless passengers away from their only means of salvation, with the result that the strong overcame the weak and the list of 163 saved contained the name of but one woman. The disaster occurred at 5 o'clock in the morning of Monday, July 4th, about sixty miles south of Sable island, which lies nearly a hundred miles off this port.

The Bourgogne had left New York bound for Havre on the previous Saturday, while the Cromartyshire was on her way over from Glasgow, with a crew of twenty-one men. Although the Trans-Atlantic steamers all have a definite course, the Bourgogne was, in all accounts, forty miles or more to the north of these lanes.

The fog was very dense and the big iron ship was sailing along with reduced canvas and blowing the fog horn. Suddenly out of the fog rushed a great steamer and in a moment there was a fearful crash, the iron prow of the ship plunging into the port side of the steamer just under the bridge.

The shock was terrific and tore a tremendous hole in the steamer, while the entire bow of the ship was demolished. The steamer plunged on into the fog again, her whistle crying for help and her rockets signalling her dire distress.

IN NO DANGER OF SINKING.

The Cromartyshire was rounded to and her master, Captain Henderson, was considerably relieved in finding that she was in no danger of sinking. Off to the eastward could be heard the hoarse call of the steamer, and as the fog began to lift all the boats on the ship were launched. Half an hour after the collision occurred the misty curtain went up, giving a clear view for miles, and then it was that those on the Cromartyshire realized the fearful struggle for life. On board the Bourgogne the collision had come so sudden and at such a time in the morning that few besides her crew were on deck, but the shock roused nearly everyone, and within a few minutes the decks were crowded.

At first it seemed as if there was some attempt at discipline. A few of the boats were swung off and some of the passengers allowed to get into them. But as the steamer began to settle and list to port, the officers lost control of the crew, and what was probably a panic ensued. Passengers and crew fought for the boats and life rafts, and it was a fight to the death in itself, while death in the water stared every one in the face. The strong battered down the weak, the women and children being pushed far away from any hope of rescue. Fists, oars and even knives were used by some of the demons to keep their places. On board were a large number of the lower class of Italians and other foreigners, who stopped at nothing that promised safety for themselves. In a boat was a party of forty women, but so great was the panic that not a hand was raised to assist in its launching. The occupants, so nearly saved, were drowned like rats when the ship, with an awful hissing sound, went down. So desperate was the situation that an Italian passenger drew his knife and made direct at one who, like himself, was endeavoring to reach the boats. Immediately his action was imitated in every direction. Knives were flourished and used with effect. Women and children were driven back to inevitable death at the point of weapons, the owners of which were experts in their use. According to stories of survivors, women were stabbed like so many sheep.

The officers seemed to have been powerless before their own men and only four were saved. The fight for life on the decks of the steamer did not last long, for in a little more than half an hour she gave a long lurch to port and went down.

The second officer was the only man of the crew who did any anything to help the terrified and helpless passengers.

He cut loose all the boats he could, and in fact all the boats that were launched were launched by the brave second officer. He was last seen standing on the deck with his hand on the rigging going resignedly to certain death.

Two Unexpected Guests.

A Contretemps for Which the Telephone Was Responsible.

There was a ring at the telephone, and Mrs. Upjohn responded.

"Yes, this is I," she said. What is it—yes, we're all well, but—yes.

"——?"

"Entertainments? Conventions? Certainly. Glad of it. Certainly. When is the——Yes?"

"Two jelly cakes? Of course. When—all right—shall be glad to—yes."

"——"

"Not at all. Good-by."

The next evening two sharp-featured resolute-looking women presented themselves at Mrs. Upjohn's dwelling.

"We are two delegates to the equal rights convention that have been assigned to you for entertainment," they said.

"I don't quite understand," she replied.

"Delegates to the——"

"Yes, don't you remember? Mrs. Highup arranged it with you by telephone a day or two ago."

It was even so. "Delegates" had sounded through the telephone like "jelly cakes."

But Mrs. Upjohn fed those same jelly cakes to those same delegates.

The Pennsylvania Railroad's Popular Excursions to the Seashore.

July 21st and August 4th and 18th are the dates of the Pennsylvania railroad's low rate twelve day excursions to Atlantic City and the principal South Jersey seashore resorts. A special train of Pullman parlor cars and day coaches will leave Pittsburg on above-mentioned dates at 8.55 A. M., arriving at Altoona 12.15 P. M., where stop for dinner will be made, reaching Philadelphia 6.25 P. M., and arriving at Atlantic City, via the Delaware River Bridge route, the *only all-rail line*, at 8.40 P. M. Passengers may also spend the night in Philadelphia, and proceed to the shore by any regular train from Market street wharf or Broad street station on July 22nd, August 5th or 19th.

Tickets will be sold from the stations at the rates named below :—

	Rate.	Train leaves.
Philipsburg	8 00	10.12 A. M.
Houtzdale	8 25	8.53 "
Osceola	8 00	10.23 "
Tyrone	7 65	12.56 P. M.
Philadelphia......Arrive	......	6.25 "
Atlantic City......Arrive	......	8.40 "

Tickets will also be good on regular trains leaving Pittsburg at 4.30 and 8.10 P. M., carrying sleeping cars to Philadelphia, and 7.05 P. M., carrying Pullman sleeping cars *through to Atlantic City.*

For detailed information in regard to rates and time of trains apply to ticket agents, or Mr. Thomas E. Watt, district passenger agent, Pittsburg.

The Pennsylvania Railroad's Popular Excursions to the Seashore.

No other summer outing appeals so strongly to the people of western Pennsylvania than the Pennsylvania railroad company's popular excursions to the Atlantic seacoast. For years they have been looked forward to as the holiday event of the summer. The secret of their great popularity is the phenomenally low rate and the high character of the service. The limit of twelve days just fits the time set apart for the average vacation, and the dates of the excursions are most conveniently adjusted. There is also the widest field for choice in the selection of a resort. Atlantic City, Cape May, Sea Isle City, Ocean City, N. J., Rehoboth, Del., and Ocean City Md., are the choicest of the Atlantic coast resorts, and any one of them may be visited under these arrangements.

The dates of the excursions are July 7th and 21st, and August 4th and 18th. A special train of Pullman parlor cars and day coaches will leave Pittsburg on above mentioned dates at 8:55 a. m., arriving at Altoona at 12:15 p. m., were stop for dinner will be made, reaching Philadelphia 6.25 p. m. and arriving at Atlantic City, via Delaware river bridge route, at 8.40 p. m., making the run from Pittsburg to the seashore via the only all-rail route in eleven hours and forty-five minutes. Passengers may also spend the night in Philadelphia, and proceed to the shore by any regular train from Market street wharf or Broad street station the following day.

Tickets will be sold from the stations at the rates named below :—

Clearfield	8 00	9.31 "
Philipsburg	8 00	10.12 "
Houtzdale	8 25	8.53 "
Osceola	8 00	10.23 "
Tyrone	7 65	12.56 P. M.
Philadelphia......Arrive......		6.25 "
Atlantic City......Arrive......		8.40 "

Tickets will also be good on regular trains leaving Pittsburg at 4:30 and 8:10 p. m., carrying sleeping cars through to Philadelphia and Atlantic City.

For detailed information in regard to rates and time of trains apply to ticket agents, or Mr. Thomas E. Watt, district passenger agent, Pittsburg.

——The most magnificent and costly pearl necklace in the world is in the possession of the Countess Henckel, well-known in London and Paris. It is made of three historical necklaces, each of which has enjoyed considerable celebrity in former times. One of them, valued at £2,000, was sold to the Countess by a grandee of Spain, and it is known as the "necklace of the virgin of Atokha." The second belonged to the ex-Queen of Naples, and the third was the famous necklace belonging to the Empress Eugenie and by her lately sold to a London jeweler for £20,000.

——Woman—How much for children's pictures?

Photographer—Two dollars a dozen, madam.

Woman—Why—er—I've only got nine.

——Subscribe for the WATCHMAN.

Niagara Falls.

Low Rate Excursion, via Pennsylvania Railroad.

The Pennsylvania Railroad Company has selected the following dates for its popular ten-day excursions to Niagara Falls from Philadelphia, Baltimore and Washington: July 21, August 4th and 18th, and September 1st, 15th and 29th. An experienced tourist agent and chaperon will accompany each excursion.

Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within ten days will be sold at $10 from Philadelphia, Baltimore, Washington, and all points on the Delaware division; $9.60 from Lancaster; $8.50 from Altoona and Harrisburg; $6.90 from Sunbury and Wilkesbarre; $5.75 from Williamsport; and at proportionate rates from other points. A stop-over will be allowed at Buffalo, Rochester and Watkins returning.

A special train of Pullman parlor cars and day coaches will be run with each excursion.

Tickets for a side trip to the Thousand Islands (Alexandria Bay) will be sold from Rochester, good to return to Rochester or to Canandaigua via Syracuse within five days, at rate of $5.50.

For time of connecting trains and further information apply to nearest ticket agent, or address Geo. W. Boyd, assistant general passenger agent, Broad street station, Philadelphia.

REMARKABLE RESCUE---Mrs. Michael Curtain, Plainfield, Ill., makes the statement, that she caught cold, which settled on her lungs; she was treated for a month by her family physician, but grew worse. He told her she was a hopeless victim of consumption and that no medicine could cure her. Her druggist suggested Dr. King's New Discovery for consumption; she bought a bottle and to her delight found herself benefited from first dose. She continued its use and after taking six bottles, found herself sound and well; now does her own housework, and is as well as she ever was. Free trial bottles of this Great Discovery at F. Potts Green's drug store. Large bottles 50 cents and $1.00.

——Young man—"So Miss Ella is your eldest sister, who comes after her?"

Small brother—"Nobody has come as yet; but pa says the first fellow that comes can have her."

BUCKLEN'S ARNICA SALVE.—The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by F. Potts Green.

Tourists.

Home-Seekers Excursions.

On the first and third Tuesdays in July, August, September and October, 1898 the Chicago, Milwaukee & St. Paul railway will sell round-trip excursion tickets (good for 21 days) from Chicago, Milwaukee and other points on its line, to a great many points in South and North Dakota and other western and southwestern states at about one fare. Take a trip west and see the wonderful crops and what an amount of good land can be purchased for a little money. Further information as to rates, routes, prices of farm lands, etc., may be obtained on application to any coupon ticket agent or by addressing the following named persons: W. E. Powell, Gen'l Immigration agent, for South Dakota, 291 Dearborn St., Chicago, or Geo. H. Heafford, general passenger agent, Chicago, Illinois.

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.

A Prosperous People.

South Dakota Farmers are out of Debt.

They will be lending money to eastern farmers within a year. Don't stop to sell your old worn out farm. Let the mortgage take it. Go to South Dakota and buy a rich black loam prairie farm for cash or on crop payment plan. No hills, no stones, no stumps. Good schools, good churches, good water fine climate, and the best people on earth for neighbors.

For railway rates and information regarding lands along the lines of the Chicago, Milwaukee & St. Paul railway write to H. F. Hunter, Immigration Agent for South Dakota, 291 Dearborn street, Chicago, Ill., or Geo. H. Heafford, General Passenger Agent, Old Colony Building, Chicago, Ill.

Medical.

YOUNG GIRLS FADING AWAY.

Symptoms that seem like consumption; a lack of blood; friends feared one girl would fall dead on the street; restored to health by a sensible woman's suggestion.

Many girls of sixteen years seem to have consumption, although they have it not.

Their anxious parents and friends watch them slowly fade away.

A death-like pallor, transparent complexion and listlessness are signs of this condition.

The body lacks blood.

Mrs. John Tansey knows the meaning of these symptoms, and the cure.

She lives at 130 Baker street, Detroit, Mich.

Her advice to mothers has been of great value to her neighbors. She tells the story to help others who are at a distance.

She said.

"When my daughter was sixteen years old she began to waste away.

"Had I not known there was no taint of consumption in the family I would have believed her lungs were affected.

"She grew thinner and thinner every day. She lacked only the hacking cough to show all the outward signs of consumption.

"Our doctor called the disease by an odd name, which I learned meant simply weak blood.

"No treatment seemed to do her any good.

"She was fading away before our eyes.

"I was induced to try Dr. Williams' Pink Pills for Pale People, and the change they made was almost magical.

"Before she had taken half a box there was a great improvement in her looks, appetite and weight.

"She gained strength rapidly. Soon she was in perfect health.

"Since then I have kept Dr. Williams' Pink Pills for Pale People in the house always and have done much good with them.

"One example:

"There is a young girl friend of my daughter who seemed almost transparent.

"She was white and very thin. We were afraid she would fall dead in the street when she went out.

"I begged her to take Dr. Williams' Pink Pills for Pale People, and finally induced her to try them. They helped her wonderfully, probably saved her life and restored her to perfect health. Now she is recommending them to other young women.

"I earnestly advise mothers with growing daughters to keep Dr. Williams' Pink Pills always on hand as a household remedy.

Many women's lives are miserable because such symptoms as Mrs. Tansey's daughter showed were neglected while they were developing into womanhood. During that period of rapid development the blood needs the highest degree of strength to repair the tissues that are already wasted.

These needed elements are supplied by Dr. Williams' Pink Pills for Pale People. The vegetable ingredients of these pills are like magic in restoring strength to the muscles and roses to the cheeks of growing girls or adults weakened by overwork.

All druggists sell Dr. Williams' Pink Pills for Pale People. They cost 50 cents a box; six boxes for $2.50.

Tourists.

Very Low Rate to Omaha, Neb.

Via the North-Western Line (Chicago & North-Western R'y). Excursion tickets at exceptionally low rates to Omaha and return (affording a visit to the Grand Trans-Mississippi and International Exposition, Omaha) will be sold July 12th, account of National Republican League meeting. 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. 34-27

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 experience 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. 43-2

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

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.

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., 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.

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 3[illegible]	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 55	2 05
4 35	8 53	Vicksburg	6 47	1 57
4 39	8 58	Biehl	6 43	1 53
4 47	9 05	Lewisburg	6 35	1 45
4 55	9 15	Montandon	5 40	1 38
P. M.	A. M.	Ar. Lv.	A. M.	P. M.

LEWISBURG & TYRONE RAILROAD.

UPPER END.

EASTWARD.	Mixed.	Mixed.	May 30th, 1898.	Mixed.	Mixed.	WESTWARD.
	P. M.	A. M.	Ar. Lve.	A. M.	P. M.	
......	4 30	9 20	Scotia	10 00	4 55	......
......	4 15	9 03	Fairbrook	10 19	5 09	......
......	4 10	8 57	Musser	10 26	5 14	......
......	4 04	8 51	Penn. Furnace	10 33	5 19	......
......	3 59	8 45	Hostler	10 40	5 26	......
......	3 54	8 39	Marengo	10 46	5 33	......
......	......	8 35	Loveville	10 51	5 35	......
......	3 49	8 29	Furnace Road	10 58	5 41	......
......	3 44	8 26	Dungarvin	11 01	5 49	......
......	3 37	8 18	Warrior's Mark	11 10	5 57	......
......	3 30	8 09	Pennington	11 20	6 06	......
......	3 21	7 58	Stover	11 32	6 17	......
......	3 15	7 50	Tyrone	11 40	6 25	......
	P. M.	A. M.	Lve. Ar.	A. M.	P. M.	

BELLEFONTE & SNOW SHOE BRANCH.

Time Table in effect on and after May 30th, 1898.

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

For rates, maps, etc., call on Ticket Agent or address Thos. E, Watt, Pass. Agt. West. Dist. 360 Sixth Ave. Pittsburg, Pa.

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

Travelers Guide.

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

BETWEEN
—ST. LOUIS—
AND—
SPRINGFIELD
JOPLIN PITTSBURG
WICHITA
EUREKA SPRINGS
Ft. SMITH PARIS
DALLAS
SAN ANTONIO
HOUSTON
GALVESTON

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.
GEO. T. NICHOLSON Gen'l Pass'r Agent, ST. LOUIS, MO

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. P.M.	P.M.	A. M.		Read up. 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 7.20, p. m.

G. M. H. GOOD, Gen. Supt

CENTRAL RAILROAD OF PENNA.

Condensed Time Table.

READ DOWN No 1	No 5	No 3	May 16th, 1898.	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	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	Dun kles	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 East-bound train from Williamsport at 11.30 P. M, and West-bound from Philadelphia at 12.01 A. M.

J. W. GEPHART. General Superintendent.

BELLEFONTE CENTRAL RAILROAD.

Schedule to take effect Monday, Apr. 18th, 1898.

WESTWARD read down †No. 5	†No. 3	No. 1	STATIONS.	EASTWARD read up †No. 2	†No. 4	No. †6
P. M.	A. M.	A. M.	Lv. Ar.	A. M.	P. M.	P. M.
4 00	10 30	6 30	Bellefonte	8 50	2 40	6 40
4 06	10 37	6 35	Coleville	8 40	2 25	6 30
4 10	10 42	6 38	Morris	8 37	2 22	6 27
4 13	10 47	6 43	Whitmer	8 35	2 17	6 23
4 18	10 53	6 46	Hunter's Park.	8 31	2 10	6 21
4 21	10 56	6 50	Fillmore	8 28	2 06	6 18
4 25	11 02	6 55	Briarly	8 24	2 00	6 14
4 28	11 05	7 00	Waddles	8 20	1 55	6 10
4 30	11 08	7 03	Lambourn	8 18	1 52	6 07
4 40	11 20	7 12	Krumrine	8 07	1 37	5 52
4 44	11 32	7 22	Univ. Inn	8 02	1 32	5 46
4 45	11 35	7 25	State College	8 00	1 30	5 45
4 50	11 24	7 27	Strubles	7 45	1 34	5 25
4 55		7 31	Bloomsdorf	7 40		5 20
5 00		7 35	Pine Grove Cro.	7 35		5 15

Trains from Montandon, Lewisburg, Williamsport, 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.