Democratic Watchman.

Bellefonte, Pa., August 19, 1898.

IN RUSTIC WAYS.

The blackbirds whistle all day long,
A rythmic gladness in their song;
And night and morning down the lane
Drifts by the cow-bells' rude refrain.

The flicker dips on golden wings,
And far across the meadow swings;
The swallow skims in lines of grace
Like to the curves that painters trace.

Above, below, and everywhere
A sense of living thrills the air;
Spring's message through the silent sent,
With earth and wood and sky is blent.

The hedge-row blossoms stain the sod,
The south winds make the grasses nod,
And woolly lambs in awkward play
Down the green hillside ambling stray.

Along the blue horizon-rim
The lights and shadows sink or swim,
And penciled faintly on the skies
A ghostly half-moon's cresent lies.

The blackbirds chant the whole day long,
A rythmic madness in their song;
And dusk and dawn along the lane
Echoes the cow-bells' rude refrain.

—*Earnest McGaffey in Woman's Home Companion.*

How We Got Twenty States.

The Democratic party has a well understood policy in regard to the acquisition of foreign territory that has been illustrated by sixty years of American history, during which the area of the United States has been increased from 827,000 square miles, covered by our republic when the constitution was framed, to upwards of 3,600,000 square miles at the present time. This was not an acquisition of distant islands inhabited by alien races, but of contiguous territory, which has been divided into prosperous States, with a homogeneous population as intensely patriotic and American as any of the original thirteen. This was the Democratic policy of territoria! acquisition as laid down by Jefferson, and adopted by Monroe, Polk and Pierce. It was the reverse of a colonial policy, taking in territory we do not desire as equal States and populations whose equal participation in political control will most assuredly be a curse rather than a blessing.

The Philadelphia *Times* assails Mr. Jenks, the Democratic candidate for Governor, because, as it says, he joins with Colonel Bryan in opposition to a colonial or imperial policy, which anyone can see will be the vital issue of the not distant future. In this opposition Bryan and Jenks stand with some of the most trusted and noted leaders of the Republican party—with Edmunds, Morrill, John Sherman, and, if we mistake not, President McKinley, although there is little confidence he will adhere to any policy under pressure in an opposite direction from the Mark Hannas of his party. Bryan and Jenks stand by the policy of Jefferson, Monroe and Polk as indicated above. The annexation of Hawaii was a flagrant departure from this policy. The annexation of the Philippines would be worse. The annexation of Porto Rico nearly as bad. We mean with their idea of becoming equal States. No one questions, in view of the rapid increase of our foreign commerce, that the country demands coaling and naval stations, but this is very different from a colonial system, such as England has conducted with wonderful success, Spain has been cursed with, and France and Germany are bungling over.

In these times, when there is so much talk of foreign acquisition and an imperial policy, confessedly fraught with hidden and probable if not certain perils, it is well to recur to what has been accomplished by the Democratic party in the way of strengthening the Union by contiguous territory which, as time moved on, has been divided into States, settled by a homogeneous and American population, and admitted to the Union with all the rights and privileges of the original States.

Our first acquisition was the purchase by Jefferson of what was then known as the Louisiana territory. It was bitterly opposed by the Federal party of that day. By this transaction, for the pitiful sum, all things considered, of $15,000,000, we acquired possession of the vast area now covered, in whole or in part, by Arkansas, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, Oregon, Colorado, the two Dakotas, Idaho, Montana, Washington, Wyoming, Alabama and Mississippi, an area of substantially 1,200,000 square miles. This nearly doubled the area of the Union, and, furthermore, gave us control of the mouth and the west bank of the Mississippi, which, while held by Spain and France, were a constant source of danger.

About fifteen years later, in 1819, under the administration of James Monroe, another Democratic President, we purchased Florida of Spain for $5,000,000 and thus added about 60,000 square miles more of territory to the Union. General Jackson was largely the inspiration of the Florida purchase. Its acquisition gave us unbroken control of the coast line from Maine to Texas.

Then came the annexation of Texas, with the resulting acquisitions from Mexico. This added by the annexation of Texas alone 265,000 square miles. As an outcome of the Mexican war and the payment of about $18,000,000 we acquired posession of the area now covered by Utah, Nevada, California and large portions of Colorado, New Mexico and Arizona, in all about 550,000 square miles of territory. One of the most valuable features of this acquisition was the long stretch of coast line on Pacific that we obtained, from the Oregon boundary to the Mexican state of Lower California. In all we gained over 800,000 square miles. It was a Democratic policy, maintained and carried out by the Democratic party and opposed by the Whig party.

In 1873, under President Pierce, we acquired possession of what is known as the Gadsden purchase, including 45,000 square miles of territory in those portions of Arizona and New Mexico lying south of the Gila river, and at the same time brought a vexatious dispute with Mexico to a close.

The purchase of Alaska from Russia, in 1867, for $7,200,000, increased our national area by about 580,000 square miles, bringing our present area up to 3,603,884 square miles, over 4 times the area of the Union previous to the Louisiana purchase. This was an achievement to be credited to Secretary Seward under the Johnson administration. But passing this by as outside the line of contiguous territory, we find that the area of the Union was increased by Democratic policy from 827,000 square miles when the constitution was framed to 3,100,000 square miles by Jefferson, Monroe, Polk and Pierce. No better vindication of Democratic policy can be found than the roll of States that came into the Union in pursuance and fulfillment of that policy. It comprises these States, with their present population:

States.	Population,
ACQUIRED BY JEFFERSON.	
Arkansas	1,400,000
Louisiana	1,300,000
Iowa	2,125,000
Kansas	1,350,000
Minnesota	1,800,000
Missouri	3,360,000
Nebraska	1,270,000
Oregon	450,000
Colorado	480,000
North Dakota	225,000
South Dakota	225,000
Idaho	160,000
Montana	210,000
Washington	420,000
Wyoming	80,000
Oklahoma	280,000
ACQUIRED BY MONROE.	
Florida	480,000
ACQUIRED BY POLK.	
Texas	3,500,000
California	1,500,000
Utah	270,000
Nevada	47,000
New Mexico	225,000
ACQUIRED BY PIERCE.	
Arizona	90,00

Here we have twenty States and three territories, with a population of over 20,000,000, incorporated in the Union by the Democratic policy of annexing contiguous territory and homogeneous populations. It was all along the line of natural development. Strike them from the Union and what a small showing would be left. Bryan and Jenks, with the Democratic party, stand by this policy rather than one of colonial and imperial grandeur, full of great perils to our institutions and a certain source of world-wide entanglement and foreign wars.—*Pittsburg Post.*

Horses for the Army.

How they are Selected for the Uses of the Soldier.

Like the soldiers, horses have to be punched, prodded and put through a course of sprouts before being accepted as fit to fight for Uncle Sam. What is worse, they have to be branded with a redhot iron, not to prevent them from deserting, but from being stolen and sold back to the Government.

When undergoing inspection, the horse is first measured with a wooden standard set at a certain height, the bar being placed across the animal's shoulder where the neck joins the back, the upright reaching a point alongside his hoof. Having passed the test, the animal undergoes a critical looking over by both Captain Varnum and Dr. Holcomb as to feet, legs and various portions of his anatomy. I noticed that one place came in for particular attention, and that was between the shoulder blade and the neck. If that was round and full, nothing was said, but if sunken or hollowed in, the horse was rejected at once without further consideration. The teeth were examined for age, and, of course, the eyes, while the doctor carefully scrutinized the hind quarters. To one not accustomed to handling horses, it certainly seemed risky on the part of the veterinary to step behind a strange horse and pull his tail while he surveyed his legs to see if they were mates. Why some of the wild ones did not kick him will always be a mystery to me. After that the horse is run up and down the enclosure attached to a halter to show that he is not lame. Then he is turned lose in a pen to await the second stage of inspection.

It was both interesting and amusing to watch the horse handlers capture the skittish ones in the herd. First the animal wanted would be cautiously approached and made to dodge until penned in a corner away from the rest. With a halter in one hand, and the other outstretched, the cowboy would slowly edge up, the horse watching him with pricked ears and glaring eyeballs. A sudden spring, and the wild thing is away to the other end of the corral, forcing himself into the pack in the effort to escape and hide. Then the whole lot stampedes around the inclosure, while the cowboys seek safety on top of the fences. The horses are all strange to them, and there may be biters and kickers in the lot. When the horses quiet down, the process is gone through with again, until finally the animal wanted will get accustomed to the approaching cowboy, and before he knows it, has a halter around his neck for the first time. It is surprising how quickly they tame after that, unless they are naturally of a vicious disposition.

Some animals will not allow themselves to be captured as easily as this, and then nothing remains but to "rope" them. Making the noose and coiling his rope, the cowboy waits until the herding, horses have been stampeded then he deftly flies his lasso which rarely misses its mark. The captured horse is quickly thrown and his eyes bandaged, then he is branded with a red hot iron. They don't like this proceeding very much and at the sharp sting most horses will start backward and stamp their feet, but make no further fuss. The bandage is taken off, and the horse is then fully enlisted in the service of the Government, with the letters U. S. fully two and one-half inches square indicating the fact. The burn is not severe, but the hot iron kills the hair cells, and the hair does not grow again.

Captain Varnum, who conducts the purchasing, is one of the distinguished officers of the cavalry service of the United States. Since he was granted his commission, twenty-six years ago, in the famous Seventh Cavalry, he has seen active service in abundance on the frontier, aided in opening up the Dakotas and Montana to settlement, and was in a series of campaigns against the Sioux, Cheyenne and Nez Perce Indians when it was unsafe for white settlers in the West and Northwest. Captain Varnum wears the Congressional medal of honor for bravery at the battle of White Clay Creek, December 30th, 1890, the day following the engagement at Pine Ridge, Northern Nebraska, where the Cheyennes were annihilated.

In 1873 Captain Varnum was with Gen. Stanley's expedition on the Yellowstone, making the survey for the Northern Pacific railroad. The Sioux strongly objected to the presence of the surveying party, and the Seventh Cavalry fought and defeated them in two battles at the mouths of the Tongue and Big Horn rivers.

The succeeding year Captain Varnum was engaged in the exploration of the Black Hills when the excitement consequent to the discovery of gold there was at its highest. Two years later he was with Custer's expedition as chief of the Indian scouts. In this position he performed splendid service, locating the village of the Sioux and eventually escaping with Reno.

In 1877 he fought against the Nez Perce Indians, which war was ended by the capture of Chief Joseph by General Miles near Fort Assinibone, close to the Canadian line. During the years 1878, 1890 and 1891 he fought the Cheyennes. In 1892 the Seventh was ordered to Fort Sheridan, near Chicago, and in 1894 Captain Varnum was assigned to duty as military professor at Wyoming University.—*Boston Herald.*

——The future is uncertain, but if you keep your blood pure with Hood's Sarsaparilla you may be sure of good health.

Unexplored Bolivia.

The richest parts of Bolivia have not been surveyed, and there are great provinces here which are practically unexplored. There are some sections which are as unknown as Central Africa, and their inhabitants have as curious customs as the savages along the the edges of the Sahara. There is a strip of Bolivia several hundred miles wide and about five hundred miles long, lying between this plateau and the boundary of Brazil, which has resources of great wealth. I have met men here who have traveled overland to Paraguay, and the Argentine. They tell me of vast plains upon which cattle feed in herds of thousands. They can be bought for from $2 to $3 a head, for there is no means of getting them to the markets. At present Senor Ballivian tells me there is a syndicate formed in London to connect these rich grazing lands with the head of navigation on some of the Amazon branches by means of a railway which will be run along the boundary between Brazil and Bolivia, but on Brazilian soil. The road will be on the line of a concession granted to Colonel Church some years ago, and its purpose will be to carry these cheap cattle to the rubber camps of the Amazon. There are several other important projects to build railroads in Bolivia. One is to construct a line from LaPaz to the Desuaguadero river. This line would be sixty-five miles long, and Senor Ballivian says it will probably be begun this summer. Another scheme is to extend the Central North Argentine railway to Sucre. This road is now near the Bolivian border, and it would pass through a rich cattle-grazing, agricultural and mining territory, and would furnish an outlet to the Atlantic for Bolivian products. There are several other plans for railroads from the Argentine into Bolivia, and the day will probably come when all of eastern Bolivia will be opened to settlement.—*Frank G. Carpenter in Atlanta Constitution.*

Same Pay for Everybody.

An aged Georgia negro, Nathan by name, is employed by a gentleman prominent in state politics. That Nathan also has an eye to political favors is shown by the following conversation which recently took place between him and his employer:

"Marse Jim," said Nathan, "is you gwine in dis yere race for Governor?"

"Haven't thought about it."

"Well, ef yer does run, an' gits elected, will you give me a job?"

"Certainly I would remember you, Nathan. What would you like?"

"Well, suh, I'd des like ter black boots roun' de Capitol."

"And what would you expect for that service?"

"Well, suh," he replied, "I should say $4 a day would be reasonable. Das what de yuther Legislators get."

HOW TO LOOK GOOD.—Good looks are really more than skin deep, depending entirely on a healthy condition of all the vital organs. If the liver is inactive, you have a bilious look; if your stomach is disordered, you have a dyspeptic look; if your kidneys are affected, you have a pinched look. Secure good health, and you will surely have good looks. "Electric Bitters" is a good Alterative and Tonic. Acts directly on the stomach, liver and kidneys, purifies the blood, cures pimples, blotches and boils, and gives a good complexion. Every bottle guaranteed. Sold at F. Potts Green's drug store. 50 cents per bottle.

War Feeling.

"So your wife went without a new gown to buy a silk flag—what touching patriotism."

"Well—partly that and partly because she wanted to outshine her neighbor."—*Detroit Free Press.*

Artistic Trade-Marks.

"The slim girl yonder is an art student, isn't she?"

"I think so; her hair is touzled and her skirt sags in the back."—*Chicago Record.*

A New Definition.

"Pa," asked little Reggie, "what does this paper mean by the lull before the storm?"

"Some poor fellow's honeymoon, I suppose."—*Tid-Bits.*

Tourists.

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. 43-27

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.

Tourists.

athy, all with favorable return limits. For rates and other information ask your nearest ticket agent or write,

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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.

TESTED AND PROVEN.

THERE IS A HEAP OF SOLACE IN BEING

ABLE TO DEPEND UPON A WELL-

EARNED REPUTATION.

—[o]—

It has been in Bellefonte for months. Any reader of this paper might have seen it. It is what everybody demands nowadays, but it's what they do not obtain. There's only one medium supplies it; and probably only one will ever accomplish it. What is it! Let Mr. James Rine, of No. 2 Thomas street employed in Crider's planing mill, he says:

"I can speak as highly now of Doan's Kidney Pills as I did years ago and my case is pretty good evidence that the cures made by them are not temporary. I have not had any of the severe pains in my back since I used Doan's Kidney Pills while before I suffered intensely. I used to be so bad that I could not put on my shoes and could hardly drag myself around. Though I have had slight touches of backache it never amounted to much. I have recommended Doan's Kidney Pills to nearly a hundred people and I know of those who have had the greatest relief from suffering by using them. I can say that they are reliable and permanent in their effects."

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. 24-43.

Buggies, Wagons, Etc.

FARMERS BREAK THE BUGGY MONOPOLY.

It is claimed that for years buggy manufacturers have secured exorbitant prices for their goods but recently, through the combined assistance of the farmers of Iowa, Illinois and other states SEARS, ROEBUCK & Co., of Chicago, have got the price of open buggies down to $16.50; Top Buggies, $22 79; Top Surries, $43.75 and upwards, and they are shipping them in immense numbers direct to farmers in every state. They send an immense Buggy Catalogue free, postpaid, to any one who asks for it. This certainly is a big victory for the farmer, but a severe blow to the carriage manufacturers and dealers. 43-27-3m

YOU CAN BELIEVE IT.

McQUISTION SAYS ITS SO.

You'll be glad if, you do and sorry if you dont take advantage of the special bargains he is offering now in

.....BUGGIES, WAGONS, ETC.

Preparatory to reducing his stock to make room for his winter stock of Sleds, Sleighs, &c. Among others he has

5 second hand Buggies,
2 " " Spring Wagons

that will almost be given away. Don't fail to remember this.

S. A. McQUISTION & CO.
BELLEFONTE, PA.

New Advertisements.

FOR SALE.—Top buggy almost new Inquire of W. P. HUMES, Bellefonte. 43-25

FOR RENT.—A good brick house with all modern improvements located on east Linn street, one of the most pleasant parts of the town, can be rented cheap by applying to HAMILTON OTTO. 43-7-tf

Jewelry.

NEWEST NOVELTIES

.....IN.....

BELTS,

HAT PINS.

SHIRT WAIST SETS, Etc.,

in Gold and Sterling Silver.

QUALITY HIGH. *PRICES LOW.*

—[o]—

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41-46 High St. BELLEFONTE, PA

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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.

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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 7.20, 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	..... 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		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., 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 33	...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