Democratic Watchman.

Bellefonte, Pa., July 14, 1899.

Texas Floods May Cost 300 Lives.

Spreading Waters have Done a Vast Amount of Damage.—Number of Drowned is Uncertain.—Gov. Sayers Announces that the Property Losses Have not been Exaggerated.—Everything in the District has been Destroyed and the Distress is Terrible.—Many Thousands of Refugees Must be Fed and Clothed.

HOUSTON, Texas, July 8.—A correspondent has just returned from a voyage through the flood districts. The half has not been told of the havoc wrought. The disaster is so appalling that description is not possible. After this flood will come sickness and what a week-ago was the fairest part of Texas is now almost a God-forsaken wilderness. The waters of the Brazos have for six days covered its valley to a depth of from 6 to 30 feet, where a week ago there were on every hand fields of cotton and corn and thousands of acres of watermelons and cantaloupes to-day there is slimy mud over all the vegetation. Carcasses of animals are to be seen and many persons are missing.

Our party left Bryan at sunrise yesterday morning, going to the Navasoto Bottoms and to a point about three miles from Millyan. Here we encountered everywhere an overflow from the Navasoto, which spread out fully two miles on either side of the Houston & Texas Central track.

Everything is under water from two to seventeen feet. It looked on all sides like a great lake and the water was so high that for a vast area it completely submerged the telegraph and telephone poles along the line. In truth portions of the Navasoto Bottoms are even now a perfect sea, extending four or five miles wide at certain points.

I saw hundreds of houses there totally submerged and as many more were swept from their foundations and destroyed. The planters of the bottoms are still moving their help and whatever is left of their stock to places where they can be cared for. They are all nobly helping each other and taking refuge wherever they can, some of them seeking safety on house tops.

All the planters stated that the outside world has no conception of the floods or losses incurred by the destruction of crop, stock and buildings. Nearly every planter has built boats and sent them through the flooded districts to render assistance to the people and if possible save some of their drowning stock.

The flood district has a length of over 500 miles, a breadth of probably fifty miles and in all this vast space damage incalculable has been done.

Gov. Sayers said to-night to the *Times* correspondent over the telephone from Austin:

"The *Times* may say to the people of the North and East, with my approval, that the reports of property losses by the Brazos floods have not been exaggerated. Practically everything has been destroyed in the flooded districts and the distress is terrible. Many lives have been lost, but I can't state definitely the number. I am doing all I can to relieve the distress. I have sent 20,000 rations for distribution to Richmond. I have sent several thousand dollars in cash to different localities. The contributions of all characters to date approximate probably $50,000. There are many thousand refugees to feed and clothe. The people of the State are responding nobly and will do their full duty. Among cash contributions to-day I received $5,000 from Miss Gould, $5,000 from C. P. Huntingdon, and $1,000 from the Fort Worth and Denver railroad company, all by wire from New York."

GALVESTON, July 8.—The situation in Brazos valley is rapidly improving. The river is falling. There is a rumor that five lives were lost near Sartartia, in Fort Bend county. It looks as though there had been a waterspout for more than 100 miles along the Brazos river. One witness says the flood came in a wave that was nearly six feet high. An old negro, found to-day at Duke, lashed to a tree, was taken aboard a boat. He collapsed from exhaustion, fell overboard and was drowned. Missouri City reports one drowning, a negro named Will Williams. In Brazoria county it is claimed three persons were drowned at Sandy Point.

QUINTANA, Tex., July 8.—Eight bodies floated down the river and lodged on the beach and were buried. Four of them were white, a woman and three children, and four were negroes.

DUKE, Texas, July 8.—The flood situation is more grave to-day. The river rose two feet during the night and is still rising. The life savers from Galveston brought in 68 refugees last night from the high embankment at the Santa Fe bridge over the Brazos, where the people had taken refuge. Refugees are flocking from all sides of the river. Four deaths by drowning are reported near here in the last 24 hours. The dead are: Elias Desay, colored; Mrs. Adams, an aged white woman; Mose King, colored, and a child of Henry Snow, colored.

AUSTIN, Texas, July 8.—Gov. Sayers to-day received a message from Sealey over the long distance telephone saying that 1,000 persons who had taken refuge on a mound three miles below there are slowly perishing for food. To add to the horror, the unfortunates are surrounded by poisonous reptiles. Huddled together with the human beings are several hundred head of live stock. A number of those on the mound have received bites from the reptiles and are in a dying condition.

RICHMOND, Texas, July 8.—Many plantations are under water. All trains save those on the Southern Pacific west have been abandoned. Provisions are running low and unless something is done quickly there will be great suffering. It is believed that there will be at the very least from 3,000 to 5,000 persons to feed from this place within a week. Stories of drowning and disasters are coming in constantly, but they cannot be verified, although it is probable that many of them are correct.

NEW YORK, July 8.—The Mutual Life Insurance company, through its president, Richard A. McCurdy, to-day telegraphed to Gov. Sayers, of Texas, to draw on that company for $5,000 in aid of the sufferers from the Brazos river flood.

WASHINGTON, July 8.—Aid rendered the Texas flood sufferers by the War department called out the following telegram from Representative R. B. Hawley, of the Tenth Texas district, to his private secretary in this city: "Convey to Gen. Alger the grateful acknowledgments of Texas people for his prompt and effective response to their appeal."

——"A word to the wise is sufficient." Wise people keep their blood pure with Hood's Sarsaparilla and make sure of health.

The Wire Across Africa.

Pushing the Telegraph Forward Two Miles a Day.

The telegraph line now building to connect the Cape of Good Hope with the Mediterranean will pass through a greater extent of wholly undeveloped country than any other line in the world. For a distance equal to that between New York city and San Francisco the natives living near the route have rarely seen a white man, and are almost untouched as yet by white influences. The enterprise is largely a pioneer venture, requiring special plans and devices for construction and for insuring its safety and durability as far as possible.

The line is already building in the wilderness, far north to the Zambesi, and at last accounts the poles were being reared and the wire strung on the plateau between Lakes Nyassa and Tanganyika, one of the favorite haunts of the wild elephant. These animals, in fact, have seldom been seen in herds so large as near the north end of Nyassa. Some interesting facts have come from the lake region descriptive of the way in which the wires are being strung in wild Africa.

The most responsible part of the work is in charge of Mr. Otto Beringer, who is about 30 years of age. Having advanced his surveys and preparations for the pole rearing about 220 miles beyond the point reached by the constructors, who are going ahead at the rate of two miles a day, he is now on a flying visit to England. The completion of two miles a day is very excellent work considering that the poles, wires and other material must be transported hundreds of miles from the coast and that an enormous amount of work must be done to prepare the route for the construction parties. Five parties are engaged in the work and the total force employed is ten white men and about 1,000 blacks. Mr. Beringer has personal charge of surveying the route and his advance party consists of two white and 200 natives. He selects the route the telegraph is to follow and clears a path for it about fifteen feet wide. This is no easy matter, for it involves cutting a way through the dense grass and jungle, often eleven feet high. The second party follows and widens the fifteen feet path to sixty feet more or less, according to the nature of the country. It is easy to see why so wide a path is necessary. There will be no linemen every few miles, as in our country, to keep the service in repair, and it will be far more costly than in civilized lands to mend a broken wire or repair other damages. So every preliminary caution must be taken. No tree must be left which, falling, would break the wire, and therefore thousands of trees, many of them of great size, are being cut down, and Mr. Beringer thinks that some of them are 3,000 years old.

Then comes the third party which digs the holes, and this is closely followed by the fourth detachment, which plants the poles, and finally come the wire-stringers, who complete the work. The poles are of iron and have all been sent out from England. None of them weighs less than 160 pounds, and most of them rise fourteen feet above the ground. These are the shortest poles, and higher and heavier ones are used where it is necessary to make the spans of unusual length. When the line has to cross gullies or streams it is not unusual for the spans to attain a length of 600 to 750 feet.

The line has been carried up the west coast of Lake Nyassa and will now pass to the west of Lake Tanganyika through Congo State territory. It will connect about half way up the lake with the branch line the Congo State is building up the Congo from the Atlantic to the lake. Then the line will pass along the west shores of Victoria Nyanza, in German territory, to Uganda, and from this point it will be in British or Egyptian territory all the way down the Nile. It is predicted that it will be a great boon to the continent when this enterprise brings central Africa into close touch with the rest of the world. It is not so very long ago that explorers required from six to eight months to reach regions whose news happenings of importance will soon be read by all the civilized world the day after their occurrence. We shall then be able to hear in a few hours from the place where Livingstone lived for many months while the world was wondering if the great man had not perished in the midst of his work.

Child With Big Head

Robert, the 1 year old child of Mr. and Mrs. Grant Eiser, of Lock Haven, died last week of hydrocephalus or enlargement of the head The child's head had grown to an unusual size and at the time of its death measured from the rear of the head to the forehead in a straight line eleven inches; from ear to ear around the back of the head, one foot seven inches; circumference of head, two feet eleven inches, or one inch less than three feet.

The right name for the disease, as given by the physicians, is hydrocephalus or dropsy of the brain. A medical work states that nearly always this disease occurs in the first few years of life. The disease is caused by water slowly forming upon the brain, while the sutures between the bones yield, and the membranes and bones all grow larger to accommodate the increase of the distending fluid. Death is caused by pressure on the brain and the disease is rarely mastered.

HIS LIFE WAS SAVED.—Mr. J. E. Lilly, a prominent citizen of Hannibal, Mo., lately had a wonderful deliverance from a frightful death. In telling of it he says: "I was taken with typhoid fever, that ran into pneumonia. My lungs became hardened. I was so weak I couldn't sit up in bed. Nothing helped me. I expected to soon die of consumption, when I heard of Dr. King's New Discovery. One bottle gave great relief. I continued to use it, and now am well and strong, I can't say too much in its praise." This marvelous medicine is the surest and quickest cure in the world for all throat and lung trouble. Regular size 50 cents and $1.00. Trial bottles free at F. Potts Green's drug store; every bottle guaranteed.

Dead in the Parlor.

Martha Hoover, an attractive young woman, was found dead in the parlor of the Kellerman hotel, Hollidaysburg, Friday June 30th. Miss Hoover was a guest of the hotel and also a friend of the family of H. L. Rutherford, the landlord. The supposition is that she became ill while in bed and went down stairs to the parlor, where she died before relief came. She was 27 years old, and was a daughter of John Hoover, a prominent citizen of Claysburg. A theory that she committed suicide was disapproved by the coroner's jury, which rendered a verdict that death had been caused by apoplexy.

——"Eleanor certainly isn't marrying Jack for his good looks." "No; probably for his good cents."

Died from the Blow.

T. W. King, who was Struck by J. D. Williams at Altoona, Died from Loss of Blood.

Thomas W. King, an Altoona cabman, who was struck in the face by James D. Williams in that city Wednesday afternoon died at 5:30 Sunday, July 2nd. The two men had bet on a National league base ball game, and each claimed that he had won the bet. The dispute developed into a pretty severe war of words, and Williams struck King a severe blow in the face, which knocked him down. King got up and remarked, "Williams, I wouldn't have done that to you." A man who was present knowing that King was subject to bad hemorrhages of the nose, remarked that it was a dangerous thing to strike him in the face, as he was liable to bleed to death. By this time blood was flowing profusely from King's nose. Williams regretted that he had struck King as soon as he had done it, and he immediately sent for a doctor. King was removed to his home at the Gladstone hotel. The fracas occurred at the Behm house. From the loss of blood King gradually grew weaker, and shortly after arriving at his home became flighty. He eventually lost consciousness and never again came into full possession of his mental faculties, excepting occasionally for brief periods. He was able to take a little solid nourishment until Saturday, when he refused to accept anything but ice water and beef tea. Sunday his condition became very critical and it was evident that the end was near. The blood had never entirely ceased to come from his nose.

As soon as King died the police were notified, and officers arrested him. Williams was ready to accompany the officers as he was very much broken up over King's death. He had been at the house several times each day inquiring after the patient, and asking if there was anything he could do. When Williams was led away his mother fainted. He will be charged with murder. He was a bar tender but resigned the position the day after he struck King.

King was at one time a member of the Sheridan Troop of Tyrone.

The deceased is a young man aged twenty-nine years, and was born at Waterside, Bedford county. He was manager of a boarding stable in Altoona and also drove a cab. Beside his father and mother he is survived by one sister, Mrs. Dollie Coleman, of Altoona.

——Mrs. Barrow, one of the three kidnapers of little Marion Clark, was sentenced to 12 years and 10 months in Auburn prison New York.

Business Notice.

Castoria

Bears the signature of CHAS. H. FLETCHER.
In use for more than thirty years, and
The Kind You Have Always Bought

Many People Cannot Drink

Coffee at night. It spoils their sleep. You can drink Grain-O when you please and sleep like a top. For Grain-O does not stimulate; it nourishes, cheers and feeds. Yet it looks and tastes like the best coffee. For nervous persons, young people and children Grain-O is the perfect drink. Made from pure grains. Get a package from your grocer to-day. Try it in place of coffee. 15 and 25c. 44-1-1y

Tourists.

"What They Say"

Is the title of an exceedingly well printed and finely illustrated booklet, which has just been issued and distributed by the Chicago & North-Western R'y, describing their electric lighted 20th century train, "The North-Western Limited." It is unique in design and composition and affords entertaining reading.

A copy will be sent to any address by A. Q. Tallant, 507 Smithfield Pittsburg, Pa., 44-23-4t

Half Rates to California,

Via the Chicago and North-Western Railway, affording the quickest time, grandest scenery, variable routes and perfect service. Chicago to Los Angeles and return $64.50, tickets on sale June 25th to July 8th, limited to return until September 4th, 1899, account of Annual Meeting, National Educational Association. Illustrated pamphlet sent free on application. For rates and other information ask your nearest ticket agent or write A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa. 44-23-4t

Medical.

FOR THE PUBLIC GOOD.

THE INFORMATION CONTAINED IN THIS CITIZEN'S STATEMENT IS INVALUABLE TO BELLEFONTE PEOPLE.

When a resident of Bellefonte whose statement appears below, who has no monetary or other interest in the article which he endorses, who is anxious to do his acquaintances and fellow residents a good turn, who publishes in this paper his experience with Doan's Kidney Pills—that citizen must have good and sufficient reason for doing so. The following should dispel any doubts which may have existed in the reader's mind on this subject:

Mr. William Valence, of 226 High street, night watchman, says: "For 2 years or more, off and on, I had trouble with my back and pains in the upper part of my spine accompanied by a disagreeable feeling in my head and acute lameness right over my kidneys At first I thought it was my liver but later found it arose from my kidneys not acting properly. I read of many cures that had been made here at home by Doan's Kidney Pills and I got them at F. Potts Green's drug store. They stopped the annoyance from the kidneys and removed the lameness and aching in my back. They did me any amount of good and I do not hesitate to recommend them."

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.

Medical.

LISTEN TO THIS WOMAN'S STORY.

Sarah E. Bowen, of Peru, Ind., said:

"For eighteen years I suffered with weakness peculiar to my sex. I could neither sleep nor eat well, and was reduced to a mere skeleton. My skin was muddy, my eyes heavy, and I was dizzy much of the time. Doctors prescribed for me without avail; medicine seemed to do me no good. I was at the brink of despair when a friend told me what Dr. Williams' Pink Pills for Pale People had accomplished in a case similar to mine. I bought a box and took them. I bought more and took them until I was well and strong. Dr. Williams' Pink Pills for Pale People brought me new life and I recommended them to every suffering woman."—*From the Republican, Peru, Ind.*

Dr. Williams' Pink Pills for Pale People contain, in a condensed form, all the elements necessary to give new life and richness to the blood and restore shattered nerves. They are an unfailing specific for such diseases as locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, the after-effects of the grip, palpitation of the heart, pale and sallow complexions, and all forms of weakness either in male or female.

Dr. Williams' Pink Pills for Pale People are never sold by the dozen or hundred, but always in packages. At all druggists, or direct from the Dr. Williams Medicine Company, Schenectady, N. Y., 50 cent per box, 6 boxes $2.50.

For Sale.

ROCK FARMS.

J. HARRIS HOY, Manager,
Office, No. 8 So. Allegheny St.
Bellefonte, Pa.

Horses, Cows, Sheep, Shoats, Young Cattle and Feeders for sale at all times.
43-15-1y

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

Scales.

THE FAIRBANKS SCALES,
VALVES AND SUPPLIES,
236 and 238 Third Avenue,
PITTSBURG, PA.
H. C. BREW, AGENT,
44-5 Bellefonte, Pa.

Meat Market.

GET THE
BEST MEATS.

You save nothing by buying, poor, thin or gristly meats. I use only the

LARGEST, FATTEST, CATTLE,

and supply my customers with the freshest, choicest, best blood and muscle making Steaks and Roasts. My prices are no higher than poorer meats are elsewhere.

I always have
——DRESSED POULTRY,——
Game in season, and any kinds of good meats you want.

TRY MY SHOP.
43-34-1y P. L. BEEZER.
High Street, Bellefonte.

SAVE IN
YOUR MEAT BILLS.

There is no reason why you should use poor meat, or pay exorbitant prices for tender, juicy steaks. Good meat is abundant hereabouts, because good cattle, sheep and calves are to be had.

WE BUY ONLY THE BEST

and we sell only that which is good. We don't promise to give it away, but we will furnish you GOOD MEAT, at prices that you have paid elsewhere for very poor.

——GIVE US A TRIAL——

and see if you don't save in the long run and have better Meats, Poultry and Game (in season) than have been furnished you.

GETTIG & KREAMER,
BELLEFONTE, PA. Bush House Block.
44-18

Plumbing etc.

CHOOSE
YOUR
PLUMBER

as you chose your doctor—for effectiveness of work rather than for lowness of price. Judge of our ability as you judged of his—by the work already done.

Many very particular people have judged us in this way, and have chosen us as their plumbers.

R. J. SCHAD & BRO.
No. 6 N. Allegheny St.,
BELLEFONTE, PA.
42-43-6t

Tailoring.

J. H. GROSS,
FINE MERCHANT TAILORING.
High St., next door to Centre county Bank Building.
BELLEFONTE, PA.

The Latest Patterns in Spring and Summer Suitings for Men are now on Display, and the Prices will Suit you. 45-13-3m

Spouting.

SPOUTING! SPOUTING! SPOUTING!
SPOUTING! SPOUTING!

W. H. MILLER,
Allegheny St. - - BELLEFONTE, PA.

Repairs Spouting and supplies New Spouting at prices that will astonish you. His workmen are all skilled mechanics and any of his work carries a guarantee of satisfaction with it.
24-38

Prospectus.

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Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. Oldest agency for securing patents.

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42-49

Travelers Guide.

ALTOONA & PHILIPSBURG CONNECTING RAILROAD.

Condensed Time Table in effect November 27th, 1898.

EASTWARD—WEEK DAYS.

	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Ramey	7 00	7 40	9 00	1 00	4 10	6 10
Houtzdale	7 14	7 58	9 14	1 14	4 24	6 24
Osceola Mills	7 33	8 38	9 33	1 33	4 43	6 43
Philipsburg	7 47	8 56	9 47	1 47	4 57	6 57
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

WESTWARD—WEEK DAYS.

	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Philipsburg	8 00	11 00	3 00	5 10	6 10	8 10
Osceola Mills	8 15	11 15	3 15	5 25	6 26	8 25
Houtzdale	8 34	11 34	3 34	5 44	6 58	8 44
Ramey	8 47	11 47	3 47	5 57	7 10	8 57

SUNDAY TRAINS.

Read down.				Read up.		
P.M.	P. M.	A.M.		A. M.	P.M.	P.M.
6 10	12 43	8 38	Ramey	10 27	2 47	8 57
6 24	12 57	8 52	Houtzdale	10 14	2 34	8 44
6 43	1 16	9 11	Osceola Mills	9 55	2 15	8 25
6 57	1 30	9 25	Philipsburg	9 40	2 00	8 10
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			Nov. 21st, 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 10	†7 50	†2 40	BELLEFONTE.	10 17	5 10	9 40
7 22	8 02	2 52	Nigh	10 04	4 57	9 27
7 28	8 08	2 58	Zion	9 59	4 51	9 21
7 33	8 13	3 03	HECLA PARK	9 54	4 46	9 16
7 35	8 15	3 05	Dun kies	9 52	4 44	9 14
7 39	8 19	3 09	Hublersburg	9 49	4 40	9 10
7 43	8 23	3 13	Snydertown	9 46	4 36	9 06
7 46	8 26	3 16	Nittany	9 44	4 33	9 03
7 48	8 29	3 18	Huston	9 42	4 30	9 00
7 51	8 32	3 21	Lamar	9 40	4 27	8 57
7 53	8 35	3 23	Clintondale	9 38	4 24	8 54
7 57	8 39	3 27	Krider's Siding	9 34	4 19	8 49
8 02	8 44	3 32	Mackeyville	9 30	4 13	8 43
8 08	8 50	3 38	Cedar Spring	9 24	4 07	8 37
8 10	8 52	3 40	Salona	9 22	4 05	8 35
8 15	8 57	3 45	MILL HALL	†9 17	†4 00	†8 30
			(Beech Creek R. R.)			
11 45	9 50		Jersey Shore	3 25		7 55
12 20	10 25	Arr.	WMs'PORT Lve	2 56		†7 21
†12 34	*11 30	Lve	WMs'PORT Arr.	2 30		*6 55
			(Phila. & Reading Ry.)			
8 29	7 09		PHILA	†8 36		*11 36
10 40	‡9 30		NEW YORK (Via Phila.)	†4 30		§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 11.36.

J. W. GEPHART.
General Superintendent.

Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.
Schedule in effect Nov. 20th, 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, 6.20 at Harrisburg, at 10.00 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.				SOUTHWARD.		
EXPRESS.	DAY EXPRESS.	MAIL.	Nov. 20th, 1898.	EXPRESS.	DAY EXPRESS.	MAIL.
P.M.	P. M.	A. M.	Lv. Ar.	P. M.	A. M.	P.M.
7 20	3 20	8 20	Tyrone	8 55	11 20	6 10
7 26	3 26	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 30	8 31	Vail	8 45	11 09	5 57
7 41	3 40	8 42	Vanscoyoc	8 38	11 02	5 52
7 45	3 44	8 47	Gardner	8 35	10 59	5 48
7 54	3 53	8 57	Mt. Pleasant	8 27	10 51	5 39
8 00	3 59	9 05	Summit	8 20	10 44	5 32
8 05	4 03	9 09	Sandy Ridge	8 14	10 38	5 25
8 06	4 05	9 11	Retort	8 11	10 35	5 21
8 07	4 06	9 12	Powelton	8 09	10 33	5 19
8 15	4 12	9 19	Osceola	7 59	10 23	5 08
......	......	9 26	Osceola Junc.	....	10 20	5 04
8 19	4 16	9 29	Boynton	7 55	10 17	5 01
8 23	4 20	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 29	9 45	Graham	7 46	10 07	4 51
8 36	4 34	9 50	Blue Ball	7 41	10 02	4 46
8 42	4 40	9 56	Wallaceton	7 36	9 56	4 39
8 47	4 45	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 54	10 11	Mineral Sp.	7 25	9 42	4 25
9 00	4 58	10 15	Barrett	7 21	9 39	4 20
9 05	5 03	10 22	Leonard	7 17	9 35	4 15
9 09	5 07	10 26	Clearfield	7 13	9 31	4 09
9 14	5 12	10 32	Riverview	7 09	9 26	4 03
9 20	5 18	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.				EASTWARD.		
MAIL	EXPRESS	EXPRESS	Nov. 20th, 1898.	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.		Nov. 20th, 1898.	WESTWARD.	
MAIL.	EXP.	STATIONS.	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.	P. M.	P. M.

LEWISBURG & TYRONE RAILROAD.

UPPER END.

EASTWARD.						WESTWARD.
	Mixed.	Mixed.	May 30th, 1898.	Mixed.	Mixed.	
	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 Fifth Ave. Pittsburg, Pa.

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

BELLEFONTE CENTRAL RAILROAD.

Schedule to take effect Monday, Apr. 3rd, 1899.

WESTWARD read down				EASTWARD read up		
†No. 5	†No. 3	No. 1	STATIONS.	†No. 2	†No. 4	No. †6
P. M.	A. M.	A.M.	Lv. Ar.	A. M.	P. M.	P.M.
4 15	10 30	6 30	Bellefonte	8 50	2 40	6 40
4 21	10 37	6 35	Coleville	8 40	2 25	6 30
4 25	10 42	6 38	Morris	8 37	2 22	6 27
4 28	10 47	6 43	Whitmer	8 35	2 17	6 23
4 33	10 51	6 46	Hunter's Park	8 31	2 10	6 21
4 36	10 56	6 50	Fillmore	8 28	2 06	6 18
4 40	11 02	6 55	Briarly	8 24	2 00	6 14
4 43	11 05	7 00	Waddles	8 20	1 55	6 10
4 45	11 08	7 03	Lambourn	8 18	1 52	6 07
4 55	11 20	7 12	Krumrine	8 07	1 37	5 52
5 00	11 35	7 25	State College	8 00	1 30	5 45
5 05	11 24	7 27	Strubles	7 45	1 34	5 25
5 10		7 31	Bloomsdorf	7 40		5 20
5 15		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.