Democratic Watchman.

Bellefonte, Pa., Oct. 20, 1899.

Wireless Telegraphy on the Coast of Labrador.

An exceedingly interesting practical application of the Marconi system of wireless telegraphy will probably soon be made in one of the most inhospitable regions of the world, and if it shall prove successful—as there is every reason to hope and believe that it will—the great value of this novel method of bringing isolated people into immediate and constant communication with the world will have been fully established. Every year, early in the month of June, a great fleet of fishing smacks, schooners and small steamers sail out from the harbor of St. Johns, Newfoundland, point their course toward the north and distribute themselves all along the rock bound coast of Labrador, extending almost up to the Arctic circle, where they engage in fishing in the comparatively narrow portion of the Atlantic Ocean which separates Greenland from Labrador. Between ten and twelve thousand men leave their homes in Newfoundland each season at the time of this migration. The ships are largely owned and are all "fitted out" by merchants in Newfoundland; and from the time the vessels leave port, early in June, until their return, in October, the only means of communication is by a small steamer which is sent out at intervals to carry provisions to the crews and to bring home news of the progress of the catch.

It frequently happens that the chosen fishing grounds of many ships of the fleet are, for some inexplicable reason, avoided by the fish in one year, and the next season the finny tribe returns in larger schools than before. In order to avoid the risk of complete failure of the fishery it is customary for the boats to scatter all along the Labrador coast for a distance of about six hundred miles. The vessels which happen to "fall in luck" sometimes load up to the water's edge in a few days and start for home, while the unlucky ones may remain out in the same waters, a few hundred dred miles distant, for four months without securing a good catch. When storms arise the boats run for shelter into the innumerable bays between the jutting headlands of Labrador; but they are not infrequently engulfed in the terrific seas. When sailors are wrecked on this inhospitable coast there is no means of communication with those who might come to their rescue, and many poor fellows have starved to death or have suffered frightful tortures from cold and exposure on the rocks. The vital importance of having telegraphic communication with the coast of Labrador has long since impressed itself upon the merchants of Newfoundland and the government, but the enormous first cost of erecting a land line and the certainty of its partial or complete destruction each year by snow and ice in winter have proved prohibitory obstacles to the construction of such a line. Now, however, the problem is in a fair way of being solved by Signor Marconi.

At the invitation of the Newfoundland government. Signor Marconi's principal assistant recently visited St. Johns, the capital, carrying with him a complete outfit of the Marconi apparatus; and highly successful public demonstrations were then given. This representative of the young Italian inventor stated that six stations could be established on six high headlands jutting far out into the sea along the Labrador coast, at distance of 100 miles apart, and that these would practically cover the entire cost from the northermost point, near Hudson's Bay, to the termini of the existing land telegraph lines. At no time would a fishing boat be apt to venture more than fifty miles away from the nearest of these stations; and any vessel would thus be enabled to communicate with the coast, whence its message could be sent from station to station, and so on to St. Johns. Moreover, weather conditions would in no wise interfere with the system.

As soon as one boat should find luck (as the sailors express it) she could telegraph to the nearest station, and in a few hours all the vessels of the fleet would be on the spot, having been notified by signals from their nearest station. Whenever the catch should exceed the safe loading capacity of the boats word would be flashed to St. Johns, and more steamers would be dispatched forthwith to their assistance. In case of disaster the news would likewise be promptly forwarded; and it is interesting to know that a station will probably be establshed at Belle Isle, in the Strait of Belle Isle, where the terrible wreck of the Scotsman occurred recently.

One of the most astonishing featues of the plan is the exceedingly low cost of the installation. We are informed on reliable authority that Signor Marconi has offered to equip the six stations with complete outfits for £120 each (less that $600), and that one operator only would be needed at each station during the time when the fleet of fishing boats should be anchored on the fishing grounds. The ordinary Morse key and sounder would be used, and any ordinary telegraph operator could work the instruments more easily than on land lines, as the speed of sending and receiving messages is much less by the Marconi wireless system. The apparatus is light and easily portable. As no difficulty is apprehended in cummunicating between stations one hundred miles apart, and as it is said that by elevating the terminal wires (by means of kites or balloons) the range might be greatly extended, we see no reason why the apparatus should not form an essential part of the future equipment of intrepid searchers after the North Pole. If Andree had carried such an instrument on his ill-fated balloon voyage we might have known with certainty long ere this whether he actually reached the goal or not.

Women More Charitable Than Men.

During the past eight years, out of the ten and a half millions of personalty over which 150 women in England have exercised testamentary powers, they have bequeathed no less than £2,696,000 for religious or charitable objects, or more than 25 per cent. Within the same period 318 men, who left behind them £65,489,000 in cash, distributed only £7,423,000 in charity, or 11¼ per cent. of the total sum. Women are therefore, if judged by their wills, more than twice as charitable as men.

From Alpha to Omega.

A little miss,
A little kiss,
A little bliss,
A wedding—that is splendid;
A little jaw,
A little law,
Back home to ma,
And, lo! the trouble's ended!

—*Chicago News.*

Victim of a Tragedy.

Mrs. Harry Harris Died of Her Wound. Crime Caused by Jealousy. Mrs. Harris Lured to Baltimore by a Bogus Telegram Announcing Serious Illness of Her Husband.

Mrs. Eva Harris, daughter of Mr. and Mrs. A. Y. Jones, of Renovo, who was shot by her husband at their home 15 North Strlcker street in Baltimore, Md., on last Thursday morning, died late Saturday night at the Maryland University hospital, where she was removed after being shot. Mrs. Harris did not regain consciousness after being taken to the hospital, which prevented justice Smith from securing any statement from her as to the shooting.

The case is a particularly sad one in as much as Mrs. Harris was only 24 years of age and was beloved and esteemed by every one who came in contact with her.

Mrs. Harris, who was married about three years ago, had separated from her husband sometime in April and had returned to the home of her parents, Mr. and Mrs. A. Y. Jones, at Renovo, where she remained until about four weeks ago, when she came to Kane and was the guest of her aunt, Mrs. Martha Griffith, and it was while there that she received a telegram announcing the serious illness of her husband and requesting her to come to Baltimore at once. Thinking no doubt that he was dangerously ill, she started for Baltimore one week ago Wednesday, stopping at Renovo on her way, where she left her nine months old baby girl. When she arrived home she found that the telegram was a bogus one, gotten up for the purpose of inducing her to come home. She was accompanied to Baltimore by her mother who remained until Monday when she returned to Renovo to get the baby. In order to keep up the deception, however, Mr. Harris was found in bed, but he soon let the mask fall. Mrs. Harris concluded to try and live with him, but she had tried the experiment only a few days when she wrote to her father that he would have to come and get her, as she could not stand it to continue living with a man who was treating her so cruelly.

Upon receipt of his daughter's letter Mr. Jones, in company with his wife's sister, Miss Lou Kinkead, at once started for Baltimore, arriving there Friday morning at six o'clock. After eating breakfast at a hotel they started for the residence of Mr. Harris, which they reached about 9 o'clock and were ushered into the house. Just what took place after they entered is not known, but they had not been in the house very long when Mr. Harris pulled out a revolver and shot his wife as she was standing in the kitchen talking to her father and aunt.

Mr. Harris has been employed as clerk in the general freight office of the B. & O., and there are no words strong enough to express the contempt that such a cowardly cur deserves in thus wantonly shooting down the wife whom he has sworn to love and protect so long as life shall last. Hanging is altogether too good for such brutes in human form. It is believed to be a case of jealousy, a disease which fools only are troubled with.

State Honors at Paris.

Governor Stone Names Exposition Commissioners. Twenty-eight on the List who will Draw No Pay and Bear their Own Expenses.

The following are the commissioners appointed by Governor Stone to represent the State of Pennsylvania at the Exposition to be held in Paris during the year 1900. These commissioners serve without any compensation, and will be required to pay their own expenses. The appointment is purely an honorary one:

Elliott Rodgers, Allegheny county.
John R. Murphy, Allegheny county.
George M. Von Bonnhorst, Allegheny county.
Emil Winter, Allegheny county.
D. F. Henry, Allegheny county.
Thomas J. Keenan, Jr., Allegheny Co.
Allen B. Rorke, Philadelphia county.
Dr. J. V. Shoemaker, Philadelphia Co.
Ralph Blum, Philadelphia county.
James Elverson, Philadelphia county.
Wm. F. Harrity, Philadelphia county.
George D. Widener, Philadelphia county.
D. A. Dennison, McKean county.
Henry E. Fish, Erie county.
E. W. Biddle, Cumberland county.
General Charles Miller, Venango county.
W. F. Reynolds, Centre county.
Wm. H. Sayer, Delaware county.
Mrs. Sara T. Stevenson, Philadelphia county.
Mrs. Harriet S. Hickling, Philadelphia county.
Eleanor E. Widener, Philadelphia county.
Mrs. Agnes M. Scandrett, Allegheny county.
Mrs. Susan McCormick, Clinton county.
Mrs. Horace Brock, Lebanon county.
Mrs. Gertrude Biddle, Cumberland Co.
Mrs. Nellie Bach Graves, Tioga county.
Mrs. Margaretta Haldeman, Dauphin county.
William B. Given, Lancaster county.

Millions in Phosphate.

One County Expects to Ship One Hundred Million Tons.

The Klondike of the South is believed to be Maury county, Tenn. The phosphate deposits in the little county are estimated to be worth fully $250,000,000, and about 100,000,000 tons of marketable phosphate will be shipped from this field before the supply is exhausted. One farmer, in 1893, raked and scraped to get money to hold his home, only to find that his home in Mount Pleasant was built on top of the finest deposit of phosphate in the world. It was merely by accident that the discovery was made at Mount Pleasant. A traveler passing through Mount Pleasant spent the night with Hon. Scott Jennings, and happened to notice the resemblance in texture of a stone which he had picked up to the Hickman county phosphate that he had been examining some days before. This led to the analysis and to the knowledge that there was a bed of phosphate rock at Mount Pleasant such as the world had never seen before.

The mining did not begin to any considerable extent until the spring of 1896, and did not prove profitable for a long time after that. Every farmer for miles around Mount Pleasant could pick up the rock by the wagon-load, and, as it cost them nothing, they were willing to take any price that was offered them. The effect was to depress the phosphate market the world over.

Men of all kinds and conditions have crowded here from all sections of the world, and are engaged in a fierce struggle for a share of the golden harvest which is being dug out of the surrounding lots and fields. Columbia, the nearest city, is about 11 miles from Mount Pleasant and less than eight miles from the nearest large mines. Indeed, there are mines on all sides of Columbia, and the city is feeling the stimulating effect of the enterprise almost as much as Mount Pleasant.

——Subscribe for the WATCHMAN.

Medical.

HIS

NERVES

WORE

OUT

F. J. Lawrence, of 435 Fourth Ave., Detroit, Mich., exchange editor on the *Evening News*, says: "I never really broke down while at this work, but one time I was in such a condition that my physician said I would have nervous prostration. I was in a bad way, my nerves seemed to give out and I could not sleep. I lost flesh and had a complication of ailments which baffled skilful medical treatment.

"One of my associates recommended Dr. Williams' Pink Pills for Pale People and I gave them a trial. The pills gave me strength and helped my shattered nerves so that I could get a full night's rest. Soon after I began taking them regularly, the pain ceased, causing me to feel like a new man."—*From the Evening News, Detroit, Mich.*

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.

A Candid Child.

I went to see a woman the day before yesterday who has a small daughter. My soul loves that child. She was in the room when I came in, and her mother endeavored by coax and bribe and covert threat to induce her to speak to me. The child paid not the slightest attention, but went on happily locking at the pictures in her picture book. The mother gave up in despair.

"I'm sorry she won't speak to people," she said with a sigh, "but, you know, she's so shy."

The child looked up with a candid sweetness that went straight to my heart.

"I ain't shy," said she, cheerfully, "I'm rude."

Home-made Peanut Candy.

Shell and skin a quart of peanuts and roll them until fine. Place a heaping coffee cupful of granulated sugar into a saucepan, set it over a very hot fire and stir the contents quickly until it melts. Do this while the peanuts are being heated through in the oven, and after the pans are buttered and set on the back of the range to be kept hot. When the sugar has melted pour the hot peanuts into it, remove from the fire and pour the mixture into the hot buttered pans. When cold it can be broken into suitable pieces.

Deep Sea Fishing.

Catalina Island, 30 miles off the coast of California, in the Pacific, is the fisherman's paradise. Nowhere on the face of the earth can the devotee of the rod and reel get a surer and better "run for his money" than at Catalina, where a morning's "catch" is estimated by the hundredweight. The leaping tuna is the gamest fish that swims, and is a foe worthy the steel of the best angler. The smallest caught in two years weighed 77 pounds, and the Tuna Club will recognize nothing under 70 pounds as worthy of notice.

——An average-sized automobile, weighing 1,600lbs., and capable of making 160 miles a day over fairly good roads, costs $1,000. Such a machine is built in phaeton style and will seat three persons. The power is by a six-horse gasoline engine, and the 3-gallon tank holds enough for a run of nearly 100 miles. It would probably require more fluid, however, if the machine was up against a few of our Centre county hills and hummocky roads. The wheels are covered with pneumatic tires about four inches in diameter and three-quarters of an inch thick, filled with air the same as an ordinary bicycle tire, but their thickness making it almost impossible to puncture them.

——Dost thou love life? Then do not squander time, for that is the stuff life is made of.

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.

Try Grain-O! Try Grain-O!

Ask your Grocer to-day to show you a package of GRAIN-O, the new food drink that takes the place of coffee. The children may drink it without injury as well as the adult. All who try it like it. GRAIN-O has that rich seal brown of Mocha or Java, but it is made from pure grains, and the most delicate stomach receives it without distress. ¼ the price of coffee. 15c. and 25cts per package. Sold by all grocers. 43-50-17

Tourists.

Nebraska's Great Corn Crop.

300,000,000 Bushels is the Estimate and May be More.

A conservative estimate of Nebraska's corn crop, which is now safe from frost, is 300,000,000 bushels. It is hard for the mind to grasp just what these figures mean.

Counting 60 bushels of shelled corn to the load, it would take five million teams to haul the crop to market, a caravan that would reach around the world. It will take an army of 80,000 men over two months to husk it if they husk 60 bushels a day each. If loaded into cars of 30,000 capacity it would take 000,000 cars to haul the crop, a train over 4,000 miles long. At no time within the past ten years has there been such a tendency on the part of farmers to look for new locations, either to better themselves or to provide homes for their children. Many sections in the East are overcrowded while thousands of acres of rich, well watered lands can still be had in Nebraska and Northern Kansas at comparatively low prices. Thousands will visit that country this fall as the railroads have announced cheap rate harvest excursions for Oct. 17th.

A Leper to be Deported.

The commissioner of immigration is in communication with General Shafter at San Francisco with a view to securing passage on a transport for Mrs. L. M. Todd, the San Francisco leper, whom it is intended to deport to the Island of Molokai. The British Consul General at San Francisco, W. C. Pickersgill, became interested in Mrs. Todd's case and protested against deporting her to Molokai. He was asked to make provisions for her care and isolation in Canada or elsewhere, but declined to do so, and the Treasury Department Friday directed immigration commissioner Schell at San Francisco to proceed under his previous instructions to secure passage for Mrs. Todd on some army transport.

Medical.

DON'T LEAVE THE CITY.

PLENTY OF PROOF RIGHT HERE IN BELLEFONTE.

Claim is one thing, proof another.
Columbus claimed the world was round.
Did people believe it? Not until he proved it.
Unproven claims have made the people skeptics.
Every claim made for the "Little Conquerer" is proven.
Proven in Bellefonte by local experience.
Here is one case from the many we have:

Mrs. F. Davis, of Logan street, says:—"Doan's Kidney Pills did more towards freeing me from terrible pains in my back than any other medicine ever did. I had taken so many kinds and so many prescriptions without any perceptible gain that I was unprepared for the immediate improvement I received from taking Doan's Kidney Pills. I read statements about Bellefonte people who had been cured by their use and I got them at F. Potts Green's drug store. After taking them I felt so well that I walked down town with my husband, something I had not done for 2 years. I highly recommend Doan's Kidney Pills to others suffering from their back and kidneys. I have more confidence in them than in any physician's prescriptions."

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.

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

Restaurant.

DO YOU GET HUNGRY?

Of course you do. Every body does. But every body does not know that the place to satisfy that hunger when in Bellefonte is at Anderson's Restaurant, opposite the Bush House, where good, clean, tasty meals can be had at all hours. Oysters and Game in season.

DO YOU PLAY POOL?

If you do, you will find excellent Pool and Billard tables, in connection with the Restaurant.

DO YOU USE BOTTLED BEER?

If you do, Anderson is the man to supply you. He is the only licensed wholesale dealer in the town, and supplies only the best and purest brands. Will fill orders from out of town, promptly and carefully, either by the keg or in bottles. Address

JOHN ANDERSON,
Bellefonte, Pa

44-28-6m

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.

43-45-1y

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. 44-28-1y

Scales.

THE FAIRBANKS SCALES,

VALVES AND SUPPLIES,

236 and 238 Third Avenue,
PITTSBURG, PA.
H. C. BREW, AGENT,
44-5 Bellefonte, Pa.

Meat Markets.

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.

P. L. BEEZER.
43-34-1y 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

Prospectus.

PATENTS.

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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.	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.	P. M.

WESTWARD—WEEK DAYS.

	A. M.	A. M.	P. 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 kles.....	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 26
10 40	‡9 30		.....NEW YORK.....		†4 30	‡9 00
			(Via Phila.)			
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. EXPRESS.	DAY EXPRESS.	MAIL.	Nov. 20th, 1898.	SOUTHWARD. 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 23	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 38	...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 03	....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	Nov. 20th, 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
f 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 25	1 51	10 44	.....Hannah.....	8 35	12 54	7 40
5 28	1 45	10 39	..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 55	....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.	Nov. 20th, 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