

Bellefonte, Pa., May 3, 1901.

PREPARING FOR EXPOSITION

BUFFALO, April 25.—Enthusiastic crowds have watched exciting yacht races; great steamships have sped across the ocean with their passengers and crews keyed to the highest note in hopes of winning the contest; huge wonderful locomotives have dashed along the lines of steel in mighty effort against time; wheelmen have spurted day in and day out for weeks in remarkable recess ward sized. able races; world-girdlers have hurried forward for many months in their encircling strife to accomplish a famous feat in a certain number of hours. But no matter what all such events have been to the world and its people, they do not equal the magnifi-cent spectacle presented by the employes of the Pan American Exposition company in their marvelous effort to complete the great show. The exposition will be a marvel when it is completed, but if anything it is more wonderful to-day in the picture it portrays of how men and women have their enthusiasm raised to the highest point by a desire to accomplish a certain result by a certain date, and especially when the date is the one looked forward to and anticipated by millions of people.

It is impossible adequately to describe that mighty force of human energy that is being exerted in order that the May-day event may be truly glorious. High up in the air, 400 feet, at the very apex of the beautiful Electric Tower, men of nerve and skill are placing the glorious Goddess of Light. In the great buildings new forces are being added every day as the employes of various exhibiting concerns are added to the army in the employ of the Exposition company. Each hour now serves to bring the picture closer to perfection, and soon the construction of the first exposition of the Twentieth Century and the greatest in the world's record will be history.

But this is not all! There is hardly a

assenger train moving across the country passenger train moving across the country, but what has aboard people whose destina-tion is Buffalo and the exposition. There is hardly a steamship on the ocean but what carries passengers or freight bound for the Pan-American. There is hardly a freight train running but what is laden in some section with goods that will form a part of the wonderful exhibit. The telegraph wires and those of the long distance telephone are both feeling the effect of the war that is being waged on the Pan-American grounds against imperfection.

Paving has been going on rapidly during the last ten days, two gangs being kept at work in eight-hour shifts. The visitor standing in the Esplanade—the spacious court will hold a quarter of a million of people—and looking about him sees the level stretch of asphalt across the great court and extended along the western side of the Court of Fountains.

to that wonderful court. Rising above are the big piers of the Triumphal Causeway on which remarkable progress has been made. Two of them are now almost complete and the others are not far behind. The great white structures with their ornate pillars, statuary and various designs are already most imposing. Facing these at the upper end of the great Courts of the Rainbow City. stands that marvelously beautiful structure, the centre piece of the exposition, the Electric Tower. The tower is now complete, inside and out, including the now complete which will take visitors to the complete of the complete over the great Exposition at a height of 409 feet. The Goddess will be swung up to her pedestal in a few days, and with

that the tower will be complete. The face of the Tower, studded with myriads of electric light bulbs, presents at the present time a beautiful appearance as the sun strikes upon its light ivory and cool water green coloring which is brightened here and there by the brilliant yellow gold and golf lead on many different parts

of the tower proper and colonnades. The grill or open work, with its circles, stars and many elaborate and ingenious designs, makes a beautiful picture. Above this at each corner of the Tower, two great gilded eagles spread their wings.

The figures that will occupy the niches in the ends of the colonnade stand out in all their sculptural beauty. The capitals of the columns in the columnade have been covered to keep their brilliancy fresh for the opening of the exposition. But occasionally the wind whips away an end and shows the beauty of the gilded design.

Inside the tower wiring is completed and hundreds of yards of copper wire run in parellels up and down the walls. Switch boards control the lights on the different landings at frequent intervals on the tower. The lights which appear from the face of the tower are connected with the wires inside and attached to a plug which is pushed through a tin thimble to the ontside of the walls. Other lights are attached to a bar of wood and screwed in place, and may be readily drawn in for such exigencies as repairs. Through the little square windows that line the faces of the tower it is easy to reach out and put the lights about the window in place.

The big pipes that will convey the water to such a high point in the Tower, are in place, as is the parabolic steel sheet against which it is to be thrown. 35,000 gallons of water per minute will be propelled through this pipe which divides at the top into two 10-inch pipes out of the nozzle opening in which water, propelled with this great force, will strike the parabolic curve and so dash upon a metal shell 70 ft. from the basin, and be broken before its de-The bottom of the pool below is practically complete, the canvas covering having been tacked into place during the last week.

But the Electric Tower is only one feature of the Exposition. Artistic and architectural critics are very enthusiastic in their admiration of the Temple of Music. Its decoration is ornate and coloring harmonious, its brilliant yellow and red effects being most beautifully blended with the softer colors. The cool green that covers the dome, the elaborate and profuse sculptural effects, and the brightness of color, are all striking features of this extremely artistic

To the left of the Esplanade as one faces seen, its great entrance encircled with gency.

"It would be a menace to the country to "It would be a menace of men with indicative of the character of the exhibits nothing to do." shown therein.

The Mines building and the Graphic Arts building each joined to the Horticulture building by a conservatory, the entire structure.

Three Presidents' widows are living. Mrs. Grant makes her home in Washington. Mrs. Harrison lives in Indianapolis and Mrs. Garfield at Mentor. O. Buchanture or three structures, forming a semi-circle about the head of the court, are com-

and their appearance is most attractive. Four gilded eagles occupy pinnacles at the top of corner towers in each of the smaller buildings. High above these another gilded eagle spreads his wings over the centre of

the Horticulture building.
At the opposite end of the Esplanade the quiet gray of the Government building, brightened in spots by the yellow and gold of its corner domes loom up in mammoth proportions.

The great white horses above the entrance to the Ethnology building, recently set free from their prison of scaffolding, rear in the air with apparent joy at their

Confession of Faith

Action by Committee on Revision of Presbyterian Creed-Unanimous Report Secured-Recommen dations Which Will be Made to the General Assembly Which Meets in Philadelphia on May 16th -Tenure of Changes to be Made.

PITTSBURG, April 26.—Harmonious action was taken by the committee on revision of the creed of the Presbyterian church at its session here to-day, and a unanimous report was formulated for submission to the general assembly, which will meet at Philadelphia, May 16. Rev. Dr. Henry C. Vandyke, of Princeton university, when he handed the report to the Associated Press representative, said:

The action taken cannot be emphasized too strongly, for it will have to endure comment and criticism in every Presbyterian home and community in the United States. Ten members assigned it, and we are assured that every one of the other four will attach his signature. It was the full committee that met and not a sub-committee. Professor Wm. R. Crabbe, of your city, was prevented by illness from being present. Former President Benjamin Harrison is dead and that leaves Rev. Samuels, of St. Louis, and Elders John M. Harlan, assistant justice of the United States su-

preme court; John E. Parsons and Daniel R. Noyes, of St. Paul, to sign. This report was unanimously adopted, with the exception of recommendation B, against which Rev. Dr. William McKib-bon and Judge E. W. C. Humphrey voted. The report which the sub-committee will

make to the general assembly was unanimous agreed upon as follows: "Your committee will find, upon an examination of returns from the presbyteries.

the following facts: "I. That the returns indicate that the church desires some change in its credal "II. That the returns indicate that no

change is desired which would in any way impair the integrity of the system of doctrine contained in the Confession of Faith.

"III. These returns indicate that it is the mind of the church that the Confession shall be interpreted throughout, in harmony with the teaching of Scripture, that God is not willing that anyone should perish, nor is it the decree of God, but the wickedness of their own hearts, which shuts Below the Esplanade the colonnade is complete and affords a finished background lovingly offered in Jesus Christ to all sin-

> "IV. The returns indicate that a plural ity of the presbyteries desired that correction should be made by some new statement of present doctrines.

"V The returns also indicate a desire on the part of many presbyteries for the re-vision of the present Confession, especially in chapter III, chapter X, section 3, chapter XVI, section 7; chapter XXII, section 3; chapter XXV, section 6, with amendments concerning the love of God for all

the top of the tall structure from whose pinnacle the Goddess of Light will preside form of government, chapter 23, section 3,

"B. We recommend that this committee be instructed to prepare a brief summary of the Reformed faith, bearing the same relation to the Confession which the Shorter Catechism bears to the Longer Catechism and formed on the general model of the creed prepared for assembly of 1892, or the "Articles of Faith" of the Presbyterian church of England, both of which doctrines are appended to the committee's report and submitteed to the assembly to be referred

to the committee that may be selected. This summary is not to be a substitute for the confession and it is not to affect the terms of subscription, but "to vindicate and clear the doctrines of the church from all false aspersions and misconceptions,' to give a better understanding of what is believed among and is in no sense to impair, but rather to manifest and maintain the integrity of the Reformed faith.

Mrs. Harrison Accepts the Will.

Mrs. Benj. Harrison filed with Probate Com. Walker formal notice of her intention to accept the provisions of the will of the late General Harrison.

By the terms of the will she is to receive \$15,000 in cash, the summer home in the Adirondacks, the use of the home in North Delaware street, and the interest on \$125,during her life.

Under the Indiana law she might have demanded one third of the entire estate, which is valued at about \$375,000. The Union Trust compan, as administrator, will at once proceed with the settlement of the estate.

Mrs. Grater Outdoes Mrs. Nation.

Mrs. Richard Grater, the wife of a house painter, of Cincinuati, O., on being unable to keep her husband from a saloon on Ludlow avenue, went to the place Saturday with one of his kalsomine buckets and a whitewash brush. She kalsomined him from head to foot in the saloon. He returned to the saloon after he had accompanied her home and changed his clothing. She followed him again and the next time kalsomined the saloon keeper and his bar and its fixtures and gave notice that she would repeat the performance to anyone selling liquor to her husband.

Big Army Menace.

General H. C. Merriam, commander of the department of Colorado, is quoted as being opposed to a large standing army.

The general is reported to have said:
"The size of the regular army, as decided upon by the Washington authorities is large enough. We do not need 100,000

men. "What we do need is a small and thor oughly disciplined and equipped body, not the grounds, the Horticulture building is afraid to work and ready for any emer-

the whole front ornamented with designs fill the posts with thousands of men with

Coast and Mountains of the Canadian Northwest, via the Pennsvlvania Railroad.

In view of the extremely low rates authorized by the various transcontinental lines on account of the International Conference of the Epworth League at San Francisco in July next, the Pennsylvania railroad company aunounces a thirty-day tour across the continent, leaving New York, Newark, Philadelphia, Baltimore Washington and other stations on its lines east of Pittsburg, on Monday, July 8th, returning to New York Tuesday, August

The route will include stops at all the really important points for rest and sightseeing, among them being Chicago, Omaha Denver, Colorado Springs, Glenwood Springs (with a daylight ride through the Rocky Mountains, including the Royal Gerge and Grand Canon of the Arkansas,) at Salt Lake City, arriving at San Francisco 10.00 a. m. Tuesday, July 16th, before the convention opens. Six days will be alloted to San Francisco, for which time no hotel accommodations or other features will be included in the tickets. Leaving San Francisco Monday morning, July 22nd, Monterey, Santa Barbara and Los Angeles will be risited, all traveling over the new Coast Line of the Southern Pacific company being done in daylight, in order to view what is reputed to be the most attractive scenery in California. Leaving Los Angelles, San Jose will be visited, thence Portland, with two days' stop, after which will come the crowning feature of the tour, the journey homeward via the Canadian Pacific railway through the unrivaled moun-

tains of British Columbia.

grade of Pullman equipment, and the special train will be composed of vestibuled dining car, sleeping car and an observation car. The latter car will be similar to those used on the famous Pennsylvania

With the exception of the time devoted to San Francisco, passengers will by located on the special train during the entire tour. Breakfast, luncheon and dinner will be provided in the dining car while en route and when side-tracked at the various places visited. Our patrons will therefore avoid the expense of high priced hostelries, the hurrying and annoyance of meal stations, and the unsatisfactory accommodations af forded by inferior hotels.

A thoroughy experienced tourist agent and a chaperon will accompany the party, and in fact the entire tour will be conducted under the same careful management that has made the "Pennsylvania Tours' world famous.

The total rate for entire trip as outlined above, covering one double berth and all meals in dining car, from New York, Philadelphia, Baltimore, Washington, Harrisburg, Altoona and points on the Pennsylvania railroad east of Pittsburg, will be \$188.50; two persons in a berth, each \$168.50.

Rate going with the main party, with Pullman berth and meals up to arrival at San Francisco, returning from San Francisco independently by any direct route, with transportation only on return trip, \$118.10; two persons in a berth, each \$108.10.

Rate, transportation, Pullman berth and meals on special train to San Francisco, vith tran ortation only returning independently via Portland and Northern Pacific railway or Canadian Pacific railway and St. Paul until August 31st, \$127.10 two in a berth, each \$117.10. This route will especially appeal to those who desire to visit Yellowstone Park on their return journey. The tickets admit of stopover at Livingston, at which point a ticket covering five and one-half days' hotel accommodations, with stage transportation through Yellowstone Park, may be purchased for \$49.50.

Rate, covering same as preceding trip to Sau Francisco with transportation only re-turning independently via Los Angeles, San Francisco, Portland and Canadian Pacific or Northern Pacific and St. Paul, \$131.60; two in a berth, each \$121.60. Rates from Pittsburg, \$5 less than above

figures. For the information of those who desire to travel independently after arriving at San Francisco, it should be noted that tickets permit stop-off within limit of August 31st, at and west of Denver, Colorado Springs, Pueblo, Colo., and west of St. Paul. Stop-over will also be allowed until August 31st at Niagara Falls and Buffalo, for Pan American Exposition, on

tickets reading through those points. Descriptive booklet will shortly be is sued, giving the schedule and further details. Diagrams are now open, and as the number who can be accommodated will be strictly limited, names should be register-

ed immediately.

For further information apply to tourist agent, 1196 Broadway, New York; or address Geo. W. Boyd, assistant general passenger agent, Broad street station, Phila-

Girl's Life Saved By a Dog.

The life of 8-year-old Mary Kovatus, of Seek, near Tamaqua, was saved recently by a faithful dog. The little one wandered away from home, in company with the dog, and walked into a mud dam, where she began to sink. The animal tried to extricate the child but was unable to do so. It then ran to the little one's home, where the child had been missed, and led the distracted parents to the dam in time to save her life. She had sunk to her neck in the mud.

IT SAVED HIS LEG .- P. A. Danforth, of LaGrange, Ga., suffered for six months with a frightful running sore on his leg; but writes that Bucklen's Arnica Salve wholly cured it in five days. For Ulcers, Wounds, Piles, it's the best salve in the world. Cure guaranteed. Only 25c. Sold by Green.

Tourists.

Excursion to California.

Account of Epworth League meeting at Sar Francisco in July. Excursion tickets will be on sale from points in Pennsylvania, from July 4th to 12th, good to return until August 31st, low rates of fare have been named for the round trip, and if desired tickets may be had returning vis Portland, Yellowstone Park and St. Paul, at small additional cost. For full particulars call on or address, W. S. Howell, general eastern passenge panion buildings. Blue, green and white inent in Washington during the Administrations of these buildings trations of those Presidents still survive.

St. Paul railway, 810 Park building, Pittsburg, Pa. 3t Tourists.

\$30 00 Chicago to Portland, Scattle, Tacoma and North Pacific Coast,

Via Chicago & Northwestern railway, opitiona routes via St. Paul or Omaha. Tickets on sale each Tuesday. Feb. 12th April 30th. Shortest time en route. Finest scenery. Daily tourist car excursion personally conducted semi-weekly. For tickets, illustrated pamphlets and full information inquire of nearest ticket agent or address Chicago & Northwestern railway. 47-8-4t

The Shortest and Quickest Line to Denver.

Is from St. Louis via the Missouri Pacific Railway leaving St. Louis at 9:00 a. m., and arriving at Denver 11 o'clock the next morning-only one night out. Pullman sleepers, superior service. For complete information address, J. R. James C. P. A., Pittsburg, Pa. Or H. C. Townsend, G. P. & T. A., St. Louis, Mo.

Career and Character of Abraham Lin coln.

An address by Joseph Choate, Ambassador to Great Britain, on the career and character of Abraham Lincoln-his early life-his character developed in the later years of his life and his administration, which placed his name so high on the world's roll of honor and fame, has been pub lished by the Chicago, Milwaukee & St. Paul Railway and may be had by sending six (6) cents in postage to F. A. Miller, General Passenger Agent, Cnicago, Ill.

The Indian and the Northwest.

A handsomely illustrated book just issued, bound in cloth and containing 115 pages of interesting historical data relating to the settlement The schedule over the Canadian Pacific of the great Northwest, with fine half-tone enrailway will be prepared with especial gravings of Black Hawk, Sitting Bull, Red Cloud and other noted chiefs; Custer's battleground when necessary, in order that no part of this delightful feature may be missed by the various tribes dating back to 1600. A careful night traveling. This in itself is a rare opportunity. In addition, stops will be made at Banff Hot Springs and St. Paul. pioneers, and a copy should be in every library. The tourists will travel in the highest Price, 50 cents per copy. Mailed, postage prepaid, upon receipt of this amount by W. B. Kniskern, 22 Fifth avenue, Chicago, Ill.

New Advertisements.

COMMON PROPERTY.

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BY LOCAL EXPERIENCE.

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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 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 two 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 prescription."

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DO YOU USE

44-28-6m

if you do, you will find excellent ool and Bilard tables, in connection with the Restaurant.

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

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F. C. RICHARD'S SONS. BELLEFONTE PA High St.

Travelers Guide.

ENTRAL RAILROAD OF PENNA. Condensed Time Table. READ DOWN

Jan. 21st, 1900. No 1 No 5 No 3 No 6 No 4 No 2

8 10| 7 32| 3 40|Salona....... 7 57| 4 05| 8 35 8 15| 7 37| 3 45| ...MILL HALL... | 7 52| +4 00| +8 30 8 15 (Beech Creek R. Jersey Shore... †Week Days. 26.00 P. M. Sundays. *Daily.

‡10.55 A. M. Sunday. PHILADELPHIA SLEEPING CAR attached to East-bound train from Williamsport at 11.30 P. M. and West-bound from Philadelphia at 11.36. J. W. GEPHART.

Travelers Guide.

DENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect Nov. 26th, 1900.

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.

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, 7.35, 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 10.00 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 2.43 p. m., arrive at Williamsport, 3.50 p. m.

Leave Bellefonte, 9.32 a. m., arrive at Lock Haven 10.30, leave Williamsport, 12.40 p. m., arrive at Lock Haven 10.30, leave Williamsport, 12.40 p. m., arrive at Lock Harrisburg, 3.15 p. m., at Philadelphia at 6.23 p. m., arrive at Lock Haven 10.30, leave Williamsport, 12.40 p. m., arrive at Lock Haven 10.30 p. m.

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, 1.05 a.
m., arrive at Harrisburg, 3.55 a. m., arrive at
Philadelphia at 6.52 a. m.

Leave Bellefonte, at 6.52 a. m.

Leave Bellefonte, at 6.40 a. m., arrive at Lewisburg, at 9.05 a. m., Montandon, 9.15, Harrisburg, 11.30 a. m., Philadelphia, 3.17 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.

NORTHWARD.			and Appendiculate	SOUTHWARD.		
EXPRESS.	DAY EXPRESS.	MAIL.	Nov. 26th, 1900	EXPRESS.	DAY EXPRESS.	MAIL.
P.M.	P. M.	A. M.	Lv. Ar	P. M.	A. M.	
7 20 7 26	3 30	8 20	I Vrone	OEE	11 20	P. M
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7 45 7 54	3 55	8 47	Gardner	0 95		5 4
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8 04	4 12	9 05	Slimmit	0 00		
8 06	4 16	9 09	Sandy Ridge	0 14	STATE OF THE PARTY	5 3
8 07	4 18	9 11	Ketort	0 11	00	
8 15	4 20	9 12	Powelton	8 00		
	4 30	9 21	Usceola	7 50	10 00	
8 19	7 07		Usceola luna		10 20	5 0
8 23	4 34	9 26	Dovnton	7 55	10 17	5 (
8 26	4 38	9 00	Steiners	7 51	10 13	4 5
8 31	4 41 4 57	9 40	Philipsburg	7 50	10 12	4 5
8 36		9 45	Graham	7 40	10 07	
8 42	5 02	9 50	Blue Ball	7 41		
8 47	5 08 5 14	9 56	Wallaceton	7 36		4 4
8 53		10 02	Bigler	7 91		4 3
8 56		10 08	Woodland	7 00	9 43	4 2
9 00	5 22 5 26	10 11	Mineral Sp.	7 25		4 2
9 05		10 15	Barrett	7 01		4 2
9 09		10 20	Leonard	7 17		4 1
9 14	5 37 5 44	10 26	Clearfield	7 19	9 28	4 0
9 20	5 50	10 32	Klverview	7 00		4 0
9 25	6 05	10 33	bus. Bridge	7 04	9 15	3 5
0 20	6 11	10 44	Curwensville	7 00		3 5
	6 19	10 50	Rustic	R EA		3 3
	6 25	10 58	Stronach	6 46		3 2
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P.M. P. M. A. M. Lv. LEWISBURG & TYRONE RAILROAD. EASTWARD. MAIL. | EXP.

MAIL. EXP. .Bellefonte 9 00 8 55 8 52Axemann..... ...Pleasant Gap..... ...Linden Hall
...Gregg....
Centre Hall
...Penn's Cave...
Rising Spring...
Zerby...
...Coburn...Cherry Run .Pardee

.Glen Iron. .Milmont... 6 50 6 42 LEWISBURG & TYRONE RAILROAD. EASTWARD. UPPER END. WESTWARD

Mixed Nov. 26th, 1906 Mixe BELLEFONTE & SNOW SHOE BRANCH. Time Table in effect on and after July 10, 1899.

 Mix
 Stations

 9 53 Lv
 Bellefonte
 Ar.
 9 32
 5 20

 10 01
 Milesburg
 9 18 5 06
 10 05

 10 04
 Snow Shoe Int
 9 9 15 4 56
 40

 10 14
 School House
 f8 55 f4 33
 50 f4 27

 11 26
 Ar
 Snow Shoe
 Lv
 7 30 3 15

 A. M.
 A. M.
 P. M.
 "f' stop on signal. Week days only.
B. HUTCHINSON. J. R. WOOD.
General Manager. General Passenger Agent. BELLEFONTE CENTRAL RAIL-

Stations.

Mix | Mix |

5 45 9 53 Lv. 5 55 10 01

Schedule to take effect Monday, Apr. 3rd, 1899. WESTWARD EASTWARD read up †No. 5 †No. 3 No. tNo. 2 tNo. 4 P. M. A. M. A.M. Lv. Ar. A. M. Lv. 4 15 19 30 6 30Bellefonte 4 21 10 37 6 35Coleville 4 25 10 426 38Morris 4 28 10 426 38 ...Morris 4 28 10 47 6 43Whitmer 4 33 10 51 6 46Whitmer 4 36 10 56 6 50Fillmore 4 40 11 02 6 55Briarly 4 43 11 057 00Waddles ... 4 45 11 08 7 03Lambourn 4 5 11 20 7 12Krumrine 4 5 00 13 57 28 State College

5 00 11 35 7 25 ...State College.. 8 00 1 30 5 45

Trains from Montandon, Lewisburg, Williams port, 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