

Democratic Watchman

Bellefonte, Pa., October 18, 1901.

CHANGE OF MIND—NOT HEART.

"Miss Clarke, Helen, will you be my wife?" "You are wrong," answered the man.

"No, no, no! And again no!" laughed the girl. "Fancy the criticism I should be subjected to."

George Howard fixed his gaze on a rose bush directly ahead and mentally reflected. He might, he thought, put the boy in a military school.

He had married at twenty and his wife had died in less than two years, and while he had been traveling all over the country.

When George Howard said "Good afternoon" to Helen, she looked after his retreating figure and murmured: "He wasn't very persistent, I declare."

The next day as Miss Clarke was wheeling along a country road her thoughts were on the father; it was the son that she fully expected to see.

For some reason she was not so glad at missing him as she consistently should have been. Some one has said that "Women are strange creatures!"

And she was not to be disappointed, for as she turned around bend, there was her "man" as large as life.

"Look out, missy! Look out! A horse!" A runaway horse had reared up and was promptly thrown.

"You are dear girl, Helen," he whispered; "you don't seem to find missionary work so hard after all."

Miss Helen gazed into each other's eyes, and George knew at that moment that his precious boy would have, as long as he lived, the loving care of a mother.

"Miss Clarke," his voice was very faint. "I won't ever back no more burrs at you, honest Injun!"

And he never did.—By F. A. Ferguson.

Dream Saved Him.

Remarkable Incident in the Life of Bishop Whipple

Hector Baxter, of St. Mark's Episcopal church, contributes an anecdote of Bishop Whipple, which the latter related not long before his death.

Cornelia Whipple, the bishop's first wife, believed in dreams. She was a woman who seldom dreamed, but when she did the dream invariably came true.

A few hours later Bishop Whipple, obedient to his wife's wishes, was flying southward as fast as steam could take him.

When he reached St. Louis he found a telegram awaiting him from his wife. It read: "Proceed without delay to New Mexico. Don't waste any time; every moment is precious."

He followed directions to the letter and reached his stepson's side just in time. The scene was just as Mrs. Whipple had described it.

"What can one expect of a child with such a fifty-step mother?" And if I corrected him, he would howl loudly enough to be heard in the next township.

"No, no, no! And again no!" laughed the girl. "Fancy the criticism I should be subjected to."

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The "Missing Link" in Java.

Interesting Notes About a Monkey-man on Man-Monkey in Captivity.

Prof. Ernst Haeckel's latest publication contains some curious information about the human monkey of Java, from which our Berlin correspondent selects the following: The most interesting specimen was a young gibbon, which Herr Haeckel had an opportunity of watching for several months at his own house at Buitenzorg, in Java.

By the natives it is called Oa, on account of the characteristic sound it utters. The little animal, when standing erect, is scarcely taller than a child of six years. The head is comparatively small, the waist slender, the legs short, and the arms much longer.

When I held a piece of tasty food just out of his reach, he cried, like a naughty child, "Huite, huite, huite!" a sound altogether different from the "Oa, oa, oa," which he used to express various emotions.

It traverses the best portion of the states of Illinois, Wisconsin, the Upper Peninsula of Michigan, Iowa, Missouri, Minnesota, South and North Dakota.

It runs electric lighted, steam heated trains. It has the absolute block system. It uses all modern appliances for the comfort and safety of its patrons.

Its train employees are civil and obliging. It tries to give each passenger "value received" for his money, and

It asks every man, woman and child to buy tickets over the Chicago, Milwaukee & St. Paul Railway—for it is a Great Railway.

Time tables, maps and information furnished on application to John R. Pott, district passenger agent, 810 Park Building, Pittsburg.

A Home in the South. Escape the rigors of another Northern winter and enjoy the delights of the Southland.

Nowhere can be found a more delightful climate than in our Southland. Its winters are mild and balmy, and in most cases summer does not bring with it such extremes of heat as are to be found elsewhere.

The tide of emigration has turned southward, for it is not alone in climate advantages that this favored land excels, but its resources, the fertility of its soil and its mineral wealth, and its abundant water power commend it to the thoughtful consideration of any one who seeks a home where northern thrift and enterprise may carve out success.

The Seaboard Air Line Railway, in order to stimulate investigation and to assist in opening up the fine territory traversed by its lines, announces that it will sell to prospectors and settlers tickets one way or round trip at greatly reduced rates, information as to which may be obtained of any agent or representative of the Company.

J. C. HORTON, EASTERN PASS. AGENT, 46-36-71 1183 Broadway, New York City

Examination in Music. Which note of the scale is the softest? Dough (do.)

Which is the lightest? Ray (re.) Which the fullest and deepest? Sea (si.)

Which demands the use of the pedal? Sole (sol.) Which is in the objective most frequently? Me (mi.)

—Mrs. Mary Minich for eight years lived in the poor house at Wilkesbarre, although at the time she was heir to \$40,000 left her by Rudolph Bach of Brooklyn.

Tourists.

The Chicago, Milwaukee & St. Paul Railway

Many people unacquainted with the geography of the West imagine that because the names "Chicago, Milwaukee & St. Paul" are used in the corporate title of the railway owning the Short Line between Chicago and Omaha, they must go via the cities of Milwaukee St. Paul to reach their destination—and if it be Omaha or west thereof, this is a mistaken idea.

There is nothing more simple than that, and it is less than 200 miles between Chicago and Omaha. Two through trains daily in each direction with the best sleeping car and dining car service, and all regular travelers know and appreciate the merits of the Chicago, Milwaukee & St. Paul Railway's Short Line between the East and the West.

The Chicago, Milwaukee & St. Paul Railway Company operates 6,000 miles of thoroughly equipped railway.

It operates its own sleeping cars and dining cars, and the service is first-class in every respect.

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New Advertisements.

AMENDMENT TO THE CONSTITUTION PROPOSED TO THE CITIZENS OF THIS COMMONWEALTH FOR THEIR APPROVAL OR REJECTION BY THE GENERAL ASSEMBLY OF THE COMMONWEALTH OF PENNSYLVANIA.

A JOINT RESOLUTION. Proposing an amendment to the Constitution of the Commonwealth.

Section 1. Be it resolved by the Senate and House of Representatives of the Commonwealth in General Assembly met, that the following is proposed as amendments to the Constitution of the Commonwealth of Pennsylvania, in accordance with the provisions of the eighteenth article thereof:

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Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect May 26th, 1901.

VIA TYRONE—WESTWARD. Leave Bellefonte, 9.55 a. m., arrive at Tyrone 11.10 a. m., at Altoona, 1.00 p. m., at Pittsburg, 5.50 p. m., at Altoona, 3.10 p. m., at Pittsburg, 6.55 p. m., at Altoona, 3.10 p. m., at Pittsburg, 6.55 p. m.

VIA TYRONE—EASTWARD. 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., at Altoona, 3.10 p. m., at Pittsburg, 6.55 p. m.

VIA LOCK HAVEN—WESTWARD. Leave Bellefonte, 9.32 a. m., arrive at Lock Haven 10.30 a. m., at Williamsport, 12.40 p. m., at Harrisburg, 3.15 p. m., at Philadelphia at 6.23 p. m.

VIA LOCK HAVEN—EASTWARD. Leave Bellefonte, 1.20 p. m., arrive at Lock Haven 2.17 p. m., arrive at Williamsport, 3.50 p. m., at Harrisburg, 6.55 p. m., Philadelphia at 10.20 p. m.

VIA LEWISBURG. Leave Bellefonte, 11.30 a. m., Philadelphia, 3.17 p. m. Leave Bellefonte, 2.15 p. m., arrive at Lewisburg, 4.47 a. m., Harrisburg, 6.55 p. m., Philadelphia at 10.20 p. m.

TYRONE AND CLEARFIELD, R. R. NORTHWARD. SOUTHWARD. MAY 26TH, 1901.

WESTWARD. BALD EAGLE VALLEY BRANCH. MAY 26TH, 1901.

WESTWARD. LEWISBURG & TYRONE RAILROAD. NOV. 26TH 1900.

WESTWARD. LEWISBURG & TYRONE RAILROAD. UPPER END. NOV. 26TH, 1900.

WESTWARD. BELLEFONTE & SNOW SHOE BRANCH. TIME TABLE IN EFFECT ON AND AFTER JULY 10, 1899.

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Various small advertisements and notices on the right margin.