STORM-SWEPT

New York, Pennsylvania, New Jersey and New England

PRACTICALLY SHUT OUT FROM THE WORLD FOR FOUR DAYS.

The Worst Storm Known in the

Country's History.

ALL RAILROAD TRAVEL AND TELE. GRAPH COMMUNICATION CUT OFF.

Remarkable Scenes in the Streets of New York-All Business Suspended-The City Threatened With Famine--Intense Suffering Everywhere - Disasters on the Coast -- Graphic Pen Pictures of the

Wiered Scene-Removing the Blockade.

NEW YORK, March 16. -Never in the city's history has New York passed through such a fearful baptismal of the elements-a whirling, seething sea of snow, an unspent whitened hurricane,-the very furies loosened to madly beat and submerge the populace of the great metropolis.

For four days New York has been practically cut off from the world.

. For four days New York has slept 'neath snow banks almost insurmountable to put to work shoveling snow-throwing it human effort. from the the sidewalks and from the

, The storm which began on Sunday last in a cold, drizzling rain, changed to snow Sunday midnight, and an hour later, a hurricane arose and when on Monday morning daylight dawned, the scene was remarkable beyond any winter sight remembered by the people. City Hall Park presented a wiered scene never to be forgottep. The wind howled, whistled, roared and moaned as it rushed along in maddening glee, filling the air with sheets of snow. Snow drifts blocked the streets and to move horse cars or vehicles of any kind was not within the range of possibilities; only here and there a wagon was to be seen, only here and there a feebly moving man.

The Snow's Pranks.

The snow descended in layers, it came in whirls, rose and fell and corkscrewed and , zigzagged and played havoc with everything exposed to its fury.

What a storm! What a day! What a crippling of industry !

Human locomotion was almost impossible. People who ventured out were constantly thrown against each other and fell upon or in the great snow banks. Everywhere horse cars were abandoned

and were lying upon their sides in the streets.

The elevated roads were crippled early in the day, and before noon all were abandoned.

Cabmen were demanding fancy prices

trains loaded with passengers blockaded train weighted down with people, stalled. by snow drifts between stations, and in The snow was blinding. The rear platmany instances the suffering for want of form was crowded. Without a moment's fuel and food has been great. In many warning, a train of four cars, drawn by two engines, came dashing into it. It wrought fearful havoc. Every person who was on the rear platform was either cases there were no farm houses within a mile or more of the unfortunate passengers and when such farm houses were reached, there were few of them prepared to feed a seriously bruised or sustained broken hundred or more people for one meal much bones. That none of them were killed outless for several days. right was a miracle. The engineer of the wild train, Samuel Towle, was caught be-

OTHER POINTS.

Suffering in the East, New York, New Jersey and Pennsylvania General.

There has been the greatest suffering along the coast. Numerous reports come of vessels wrecked, but the extent of the damage, or the loss to human life cannot be known for some days. The entire coast from Maine to Lewes, Del., and even below that has suffered.

New Haven, Conn., has suffered greatly from the storm. In New Haven there were reported up to Thursday seven deaths from exposure. They occurred on the outlying streets of the city, and the victims were all working people. Three girls em-ployed in the Le Candee Rubber Company lost their lives in the large drifts on St. John street. They left the Candee shop during the heaviest part of the storm, and their bodies were taken into a house near by. The Grand avenue precinct reported that one of the policemen connected with the station had found a dead body. It proved to be that of Michael Haggerty, of 25 James street, Fair Haven. Another man was found frozen to death early on Tuesday morning on Lincoln street. His body has not been identified.

A Hartford, Conn., special says the average depth of snow there is three feet, and some drifts are fifteen feet high. Not a wheel is moving on any railroad, and business throughout that section is completely prostrated

A dispatch from Meridan says the block-On Tuesday thousands of Italians were ade is still complete. At Holt's Hill two passenger trains bound for New York are snowed in with 150 passengers, and farm. centre of the street on lower Broadway. ers are trying to feed them.

A telephone message from Danbury says that the hat girls all stayed in the shops on Monday and Tuesday nights. The few who attempted to go home went through a siege. Many did not reach home, but, weak and exhausted, were obliged to ask for shelter along the way. Not a train is running. Several buildings have been crushed by the snow.

Reports from all points in Eastern New York bring the same news-travel suspended and business paralyzed.

At Albany.

A despatch from Albany says: "Not a horse car ran in the city yester day, and sleighs succeeded in getting through only three or four of the wider down town streets. All the rest were absolutely impassable, except for pedestrians, and they had to wade through deep drifts. Business was at a standstill, and many stores did not open. The public schools were closed. Neither branch of the Legislature met yesterday, as not enough members to form a quorum succeeded in getting into the city. Such a state of affairs has never before been known here. The Hudson River road is so badly blockaded that officials hardly expect to get a train here from New York before Thursday. All trains on the Delaware and Hudson are abandoned. The same is true of the Boston and Albany. All communication with Troy and Cohoes is cut off. Last evening a Chicage express, due here on Monday afternoon, succeeded in getting into the city. She had lain about twenty-four hours near Schenectady, and several trains blockaded The grocer turns over his stock of many at the same point followed her, and at midnight two more Buffalo expresses came in. A train was sent West during the evening, and two more are to be sent this morning. so that communication with that quarter is now practically open." In Pennsylvania.

deck. The men all rushed on deck, and the fireman of the Crawford fell overboard. The engineer immediately jumped into the water to save him. Poth men were thrown on the beach by the waves and saved. The Crawford was left without engineer or fireman, and Caut Kare head to the save to make and the save to make and are now making several hundred dollars a month. It is easy for any one to make 85 and upwards perday, old capital net product. Either sex, young or and Huntington with on the beach by the waves and saved. The Crawford was left without engineer or fireman, and Capt Kane headed his boat for the beach. A big wave struck her before she could be turned, and she was swamped. The Captain and the rest of the crew were washed ashore.

"When the Crawford went through the pier we-slipped our lines and started to back out. Our decks were filled with timbers from the pier, and we were leaking badly. We backed away from the pier and let go one of our anchors and thirty fathoms of .chain, but we were tossed about, and kept drifting toward the stone pier, which was a mile away. We kept the pumps at work, but the water gained on us. Then one of the steam pipes burst, and the pump would not work any longer. The sea was running high, and it looked as though there was no hope for us. The tug Protector was lying at anchor near the stone pler. We drifted toward her, and Capt. Mimford shouted to us to throw him a line. It was a dangerous thing for the Protector, and Capt. Mimford knew it, but it was the only chance we had for our lives. A line was thrown to him and it was made fast to the starboard side. Mrs. 6. Holt was the first to get off. Watching her chance she jumped to the deck of the Protector, and was caught in the arms of Capt. Mimford and the engineer. Mr. Robinson and the deck hands followed her, and landed safely. The waves kept running higher, and when I jumped they were 9. renning as high as a three-story house I remember jump-10. ing, and that's all I do remember. When I 11 came to myself I was lying in the cabin, and all hands were rubbing me, and trying to force medicine down my throat. I had 12 fallen to the deck, and struck my head on one of the stanchions, and cut it open. Everybody except my wife thought I was dead, and they tell me I was unconscious for half an hour. When I regained my senses the Simpson was at the bottom of the bay in six fathoms of water, and her April 5th decks had been washed away. When the tion, addr storm abated on Tuesday we were landed at the iron pier, and walked two miles to Lewes. We had been reported lost, and the town went wild over us when they

found that we were safe. "After we landed I had a chance to see ing, April 30, for the Teaching in Vocal what the storm had done. Three bodies and Instrumental Music. Address, were washed ashore and twenty-seven men are in the hospital with frozen limbs. Two

schooners were sunk, twenty vessels are ashore along the beach, and twenty-five are lying inside of the stone piles with signals of distress flying. The steamboat pier was torn away, and the beach is strewn with wreckage. The tug Protector also rescued the Captain and crew of a schooner loaded

with sugar, and set them ashore." As near as Capt. Holt could remember the names of the vessels ashore were: Barks Zephyr and Eva Lynch; schooners Flora A. Newcomb, A. P. Crammer, Lizzee Wall, Index, J. W. Anderson, Paul and Thomas, William G. Bartlett, Providence, Lizze Elliott, L. Down Earl P. 500 with sugar, and set them ashore." Isabella, Alberto, Elliott L. Dowe, Earl P. 87 00. Mason, E. A. Seward, Pennsylvania; pilot I am now able to sell guns as cheaply boat Turley, Delaware; pilot boat Tummel, as anyone in America, and will meet any

Captain, "that this storm aurpassed any-thing ever known in the bay, and I am sure which is now arriving. "t is the worst I was over in."

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GUNS

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TRVIN HOUSE, S. WOODS CALD WELL, Proprietor. Terms reasonable. Good sample rooms

on first floor.

and the tugs Crawford, Tamesi, and Simp- competitor's price.

their services. As high as \$200 was paid for a cab from City Hall park to Central Park, and yet to start upon such a journey was perilous alike to the life of man and

So amazing, so unprecedented was the situation that 3 o'clock in the afternoon the only vehicles in Printing House square were two abandoned horse cars covered with sleet stuck horseless in the snow. The only human beings to be seen were a Yat policeman and three boys on the sidewalk.

Clothing, the like of which is seldom seen in town, was brought out. Men appeared in quaint caps, in enormous high boots, some looking like theatrical properties, in vast coats of cloth, rubber, canvass, fur, pilskin, sou'westers, Indian moccasins, legs tied at the bottom with twine-everything, anything that could keep out the weather was to be found on the people in the street.

A Lifeless City.

The busiest streets were lifeless, the wires were down at last-not subwayed, but hanging in tatters. The houses were coated with sleet, the general tone of every scene was white, the general motion was whirling, the general sound was roaring. When dusk came there was no abatement of the fury of the blizzard. It howled more and more loudly, accentuated by the darkness and absence of all distracting sounds. New York had at last experienced at least one day with a Western blizzard. At last weather had been felt the like of which no old inhabitant ventured to say he had ever seen in the neighborhood. The city went into its gas-lighted rooms and its heated houses, and its parlors and beds tired, wet, helpless and full of amazement. The mail service of the city succumbed to the storm early in the day. The employes came to their posts pretty promptly. but the carriers went out almost emptyhanded, as the railway mail service was about paralyzed. Supt. Jackson, of the railway mail service, said that all his means of obtaining information was cut off. What little mail was brought in by the collectors and from sub-stations during the morning was dispatched from the general office. But no afternoon mails were gotten out.

Of forty out-of-town mails due, four of them came in.

Railroad travel was completely blocked and all telegraphy was suspended. New York could not hear from the outside world, save by way of the Atlantic sable, and the world could not hear from New York.

A Fatal Accident.

' There was no business. Few houses save corner groceries, were opened during the day. Everybody made an effort to get to his place of business, and many kept up the struggle to get down town until in the afternoon, when, finding their efforts futile, turned back home.

During Monday night, East River became before the ice was broken by steam tugs, a thousand people walked over on it from Brooklyn to New York.

Everywhere snow laid two feet deep on the level, and in the streets it was drifted ten feet deep in many places, submerging the lower windows of the residences.

There was only one accident on Monday of any consequence, and that was a deplorable one. A rear end collision occurred on the Third Avenue Elevated Road, killing one engineer, fatally injuring the fireman, and seriously injuring nearly a dozen passengers. The struggle to get down town was so great, that the few trains that ran early in the morning were literally packed with people. All the platforms roads all through Massachusetts and other stems, and the heavy timbers fell at the were growded. At Seventy-sixth street a New England States were strewn with

of coal, the coal man knows at once his customer is engaged in some large business and has a big bank account.

> articles of food daily, and a storm that stops his supply two days, precipitates a famine among his customers.

> tween the heavy irons of his engine and truck and crushed to death.

Brooklyn and Jersey City.

The scenes in Brooklyn were even worse

than in New York. With only one ele-

vated road, travel there was totally sus-

Jersey City was practically lost. At the

Jersey Central Ferry house, on the New

York side, Tuesday morning, the notice

"Fifty trains are on the roads some-

where, blockaded, and the Lord knows

All night long a ball, with harmonicas

During Monday night the snow ceased to

fall, but the temperature grew colder, and

the situation Tuesday morning was but

little improved. The streets of the great

cities were littered with abandoned

vehicles of every discription-many of

them loaded with provisions or goods of

some kind, and left just where the poor

beasts drawing them stalled and could go

no further. Hardly a block in the city but

had upon it a load of meat, or beer, or coal,

or groceries, stuck half way up its sides in

a snow drift, and to-day the great mass of

these vehicles still remain and will remain

The Shovelers at Work.

This made the streets passable to pedes-

On Wednesday most of the surface rail-

ways had armies of shovelers at work un-

covering their tracks, and by Wednesday

noon, the Fourth Avenue line had the upper

part of its track cleared and cars began

banked it so high that people standing upon opposite sides of the streets were

not visible to each other.

Removing the snow from the sidewalk

With the snow removed from the car

tracks in the middle of the streets, two

great snow mountain ridges are left along

either side of the street, and the sight is a

A Famine Threatened.

There has been the greatest apprehen-

sion of a famine on account of the impas-

sable condition of the streets, and this

frightful visitation of the elements only

serves to strongly illustrate how entirely

New York lives "from hand to mouth."

Almost any Western city is prepared to be

locked up at any time for a month. When

New York has been hemmed in for two

days, the cry at once goes up of universal

suffering, of famine; po milk, bread, meat

nor coal. People buy coal by the pail or bushel; meat by the half pound and bread

by the loaf, or flour by the five cents'

of flour, the grocer stops and looks at him:

or if he tells the coal man he wants a ton

If a man asks for a dollar's worth

for two or three days to come.

for music, was kept up by delayed

passengers in the Pennsylvania depot in

was posted : "All trains abandoned."

where," remarked a railroad man.

pended.

Jersey City.

trians.

to run.

novel one.

worth.

An Original Genius.

On Wednesday an original genius on Vesey street conceived the plan of building a fire on the big drifts before his store, and all over the lower part of the city his example was quickly followed. The air was full of brown smoke and the appetizing odor of bonfires. The method was unique and interesting. A hole was excavated in the drift of about the capacity of a cubic yard. From the top of this to the top of the drift a funnel was made to secure ventilation. Then trenches were dug at the sides of the drift to conduct the water te the gutters. The hole was filled with barrels of shavings and paper and empty packing boxes and fired. The fuel burned right merrily, and the interior of the drifts were speedily toasted-at least they looked toasted, for the cinders and smeke discolored the snow to a dark brown, and as time passed the drifts gradually melted away. This artificial thaw caused no serious discomfort to pedestrians, and it greatly facilitated the reception and delivery of goods at the many stores where it

Perished in the Storm.

Almost hourly reports are coming in from the surrounding country of fatalities resulting from the storm. It is feared that over twenty lives have been lost in Essex County, N. J., alone. The following are known to have perished:

Xavier Zwinge, Livingston, John Murphy, Newark, John Boyer, Brookdale,

was employed.

Unknown man, called "Crazy Fisher-nan," Newark.

Unknown man, Newark. John Horan, Battle Row, Orange.

Unknown man Irvington. One man and two children, Hackensack. Alexander Bennett, Staten Island.

---Lee, Staten Island. Unknown man, Bennett's brother-in-law, Staten Island.

Three milkmen, Orange.

The following are missing:

John Alamy, Harrison. Theodore Schmeffer, Newark. Son of Nathan Grotta, Newark. Henry Bonner, Elizabeth. James Kelly, Elizabeth.

Two Employes, Elizabeth Oil Works. A few trains were moved Wednesday morning but they were only local. Newark,

Patterson and Jamaica were reached with much difficulty.

Starting the Mails.

On Wednesday mail pouches for the South and West consisting of 157 pouches and 249 sacks were started out over the Pennsylvania Road in the hope that they would eventually get through. A Bound Brook train, the first to arrive, came over the Central Railroad of New Jersey. In the blocked with ice, and Tuesday morning, afternoon the Western Union Telegraph secured the first direct communication for three days with Chicago, Pittsburg and Cincinnati. Messages to Philadelp iia and Washington were sent to one of these

points and there repeated. Blockaded Passenger Trains.

Yesterday the Erie posted the following notice in its Jersey City depot:

We expect soon to commence running passenger trains between Jersey City and Paterson and perhaps further later in the day. Also expect soon to start train over Northern Railroad of New Jersey.

Every railroad in New York and New Jersey, many in Pennsylvanis, and the

A dispatch from Reading, Pa., says:

"Trains south of here have been blockaded since Sunday night. Fifteen trains are snow bound between here and Bridgeport, but it is expected that they will be released to-day. The East Pennsylvania Branch is entirely blocked, as is the Schuylkill and Lehigh Branch Railroad. The bridge at Albany station, on the Lainer Branch, was entirely demolished by the storm. Beveral wrecks are reported on the Reading and Columbia Branch. Dospatches. from Allentown, Bethlehem, Mauch Chunk, Easton, Shamokin, Pottsville, York and Lancaster report the storm as unusually severe. The trains are snow bound in all directions, and telegraph wires are all down. The snow drifts are | W from six to fifteen feet deep throughout Lebanon, Dauphin, Lehigh, Bucks, Chester and Bergs counties. "The snow blockade on the Pocono Moun-

Pa tains is so severe that no trains will be run over the Delaware, Lackawana and Western Railroad to New York before the end of the week. In some places between Moscow and Cresco the tracks are covered to a depth of twenty-five feet. No trains can be sent over the Jefferson Branch of the Erie road north of Carbondale for several days, and the blockade on the Dele ware and Hudson gravity road to Honesdale will not be opened until next week Not a single colliery in Lackawanna or Wy- Be oming Valley are in operation." A Binghamton dispatch says: "Not a train has arrived in this city from New York since Monday at 3 a.m. The Lacka-

wanna has three express trains stuck fast Of on the top of Pocono Mountain, with little hope of release before to-morrow, and the Erie is digging out its tracks along the Deleware and moving trains very slowly. The trains are running on good time be tween Susquehanna and Buffalo, all the trouble being east of Susquehanna." TRENTON, N. J., March 16 .- The first train from New York since Sunday arrived at 3 yesterday afternoon. The Legislature will try to get a quorum to-day.

to

| th

DISASTERS OFF LEWES, DEL,

Many Vessels Wrecked and Several Lives Lost-Schooners Ashore.

PHILADELPHIA, March 16 .- Capt. Handy Holt of the steam lug George G. Simpson arrived in this city from Delaware Break water late Wednesday. His boat was sunk | W in the storm on Sunday night, and it had been reported that the Captain, his wife, and the crew had been drowned, He had his head bandaged, and was badly cut about the face and was suffering from | Ca his terrible exposure.

"On Sunday night," said he, "the steam tug Lizzie Crawford, the wrecking tugs Tamesi and the George G. Simpson were tied up to the steamboat pier at the Break-water. At about 11 o'clock the wind began to blow hard from the northwest and the rain fell in torrents. Suddenly it shifted to the southwest and blew a hurricane. Both the Crawford and Simpson wanted to get away from the pier, but it was impossible. The sea was running very high and washing over the upper decks. A big wave dashed against us and forced the Crawford clear through the pier. The heavy piles were snapped off like pip

the the worst I was over in."	AGENT FOR VAN CAMPEN'S COMPOUND,	
She Tried and Knows.	(DYNAMITE.) THEODORE DESCHNER,	NEW GARMAN HOUSE,
A leading chemist of New York	Bellefoute' Pa	opposite the Court Honse, BELLEFONTE, PA.
says: "No plasters of such merit as the Ath-lo-pho-ros Plasters have ever before been produced." They are	Great Central Gun Works.	The New Garman House has arisen from its
a novelty because they are not made simply to sell cheap, they are the	PULLMAN BUFFET SLEEPING CARS WITHOUT CHANGE,	ashes and is open for the public New building.
best that science, skill and money can produce, and will do what is	St. Louis to Los Angeles and San Francisco.	bells, and all modern improvements. Good table.
claimed for them. For sprains, aches, weakness, lameness, etc.,	VIA THE IRON MOUNTAIN ROUTE Leave St. Louis at 8:30 p. m., Daily.	G W. HOSTERMAN. Dentist. Centre Hall
they are unequaled. 404 Fulton St., Sandusky, O., Nov. 21, '87."	THE ONLY LINE THAT DOES IT.	Dentist, Centre Hall, Residence on Main street. Office in
404 Fulton St., Sandusky, O., Nov. 21, '87.' The Athiophorce Plaster acted like mario. It is the best I ever tried and I have used many kinds. Our druggist said "plasters are all about the same" but I don't think so now. I sprahed my arm and shoulder in July, and it has been painful since, but it does not pain me at all now. Mrs. WILLS MAGUL.	NO HIGH ALTITUDES, NO SNOW BLOCKADES	residence. Will give satisfaction in all oranches of his profession. Ether ad-
said "plasters are all about the same" but I don't think so now. I sprained my arm and shoulder in July, and it has been	CALVIN F. SOLT,	ministered Hapr
and chemical or contrast for Fine restriction contractor fines	o)Merchant Tailor(o Centre Hall, Pa.	DR. S. G. GUTELIUS Dentist, Millheim. Offers his
ture, "Moorish Malden." THE ATHLOPHOROS CO. 112 Wall St. N. Y.	I hereby announce to the public that I have opened a Merchant Tailoring es	professional services to the public. He is prepared to perform all operations in the
	tablishment in o)SHIRK'S BUILDING(o	dental profession. He is now fully pre- pared to extract teeth absolutely withon
WALL PAPER :	at Centre Hall, and am prepared to at- tend to all work pertaining to my line of	pain. my 278
in much i mi che i	business. Having taken a complete course in cutting. I feel confident that	J. L. SPANGLER. C. P. HEWES SPANGLER & HEWES, ATTORNEYS-AT-LAW,
VINDOW SHADES AND	my work will give satisfaction. A good	BELLEFONTE. CENTRE CO., PENN'A. Special attention to collections ; practice in all the courts; Consultation in German and English
FIXTURES.	call and examine my work. tf. Also, Agent for Lewandos French Dye-	
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A SPECIALTY AT	mer Samples.	Office on second floor of Furst's new building north of Court House. Can be
а н ничич	GRAIN. REPORTED WEEKLY BY KURTZ & SON.	consulted in English or German. 7m'y84
S. H. Williams,	Prices subject to fluctuations of market. Wheat, red	J. H. ORVIS, C. M. BOWER, E. L. ORVIS. ORVIS, BOWER & ORVIS,
	Wheat, white	ATTORNEYS-AT-LAW.
46 High Street,	Barley No. 2, mixed with oats, bought at oats weight and price. Wheat mixed with Rye bought at rye weigh	BELLEFONTE, PA. Office opposite the Court House, on 2d floor of Furst's building. jan85
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We have the Largest Stock	Fancy Pat. Flour. 1 45 Bran per ton 18 00 Best Roller Flour\$ 1 25 Bran, retail, cwt. 1 00 2d Best Roll'r Flour 1 25 Chop per ton 22 00	D. Attorney-at-Law, Office in old Conard building, Belle-
f Wall Paper ever brought	Middlings per ton 20 00 " retail per cwt 1 25	fonte.
b Bellefonte, at prices lower han ever before.	Broken	H. K. HOY, M. D., OCULIST AND AURIST,
the second states and second states	Small Stove	and the second
BROWN BACKS 7c, WHITE BACKS 12c, PATENT BACKS 10c, WHITE BACKS 12c,	Pea	Office No. 4 South Spring Street, Belle- fonte, Pa.
SATINS and MICAS 12c, GOLD from 15 to 45c. Embossed Golds and Flocks from 45 cents to .75 per piece.	## A discount on all above prices will be made forSPOT Cash,	Office Hours, 7 to 9 a. m., 1 to 2, and 7 8, p. m. 11may4m
COLOR BORDERS-6 band 12c, 5 band 15 cents, band 25 cents, 3 band 35 cents, 2 band 45 cents,	KURTZ & SON	S. A. LIST,
band 75 cents. GCLD EMBOSSED BORDERS-5 band 25 cents, band 35 cents, 3 band 45 cents, 2 band 75 cents,		LEWISBURG BOOK BINDERY.
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workman-like manner. all and examine our stock Tele-	6 Cholera Morbus, Vomiting	Brockerhoff House. jan19tf.
phone Connection.	9 Headaches, Sick Headache, Vertigo25	Wind the Wind the O
TIDES HIDES !	10 Dyspepsia, Biljons Stompch	Where Are You Going? When do you start? Where from 7 How many
Highest cash market prices will be aid forall kinds of hides by Asron Har-	11 Suppressed or Frainful Feriods	in your party? What amount of freight or baggage have you? What route do you prefer? Upon receipt of an anywer to the above over
r,at Centre Hall station. tf.	16 Resumatism, Resumatio Pains	Upon receipt of an answer to the above ques- tions you will be furnished, free of expense, with the lowest stream rates, also
TAS. N LEITZEL	19 Catarrh, Influenza, Cold in the Head .50 20 Whooping Cough, Violent Coughs50 24 General Bebility, Physical Weskness.50	the lowest maps, time Manuficus Arites, also tables, par- able inform-
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