The Reading Combination Sustained.

The first judicial decision in the Philadelphia and Reading consolidaallelism of two lines of railroad, with-out competition or any possibility of competition between them, we think, would certainly not be construed to be in violation of this provision of the Constitution. There could be no pur-pose in prohibiting the consolidation of such lines. We must, therefore, hold that the framers of the Constitu-tion intended by the word "parallel" to maan such lines as by reason of their be, but practicable, for them to be-come competing lines of railroad. Mr. and Mrs. Loren Tres cott are keepers of the Gov. Lighthouse at out competition or any possibility of ed. competition between them, we think, in violation of this provision of the Constitution. There could be no purtion intended by the word "parallel" to mean such lines as by reason of their ders of California-the grandest winlocation would make it not only possi- | ter resort in America. ble, but practicable, for them to become competing lines of railroad.

Sand Beach, Mich., and are blessed Pa. with a daughter, four years old. Last April she was taken down with Measles, followed with a dreadful Cough and turning into a Fever. Doctors at home and at Detroit treated her, but covery and after the use of two and a They say Dr. King's New Discovery is worth its weight in gold, yet you may get a trial bottle free at J. D. Murray's.

.

Electric Trolley Road.

A tri-county electric trolley line will be constructed in the spring from Middleburg to Watsontown, via New Berlin, Centreville, Mifflinburg, Lewisburg and Mifflin-a distance of thirtyfive miles. Ex-United States Senator John J. Patterson, of North Carolina, is at the head of the enterprise. The directors of the company are State Senator W. H. Hackenburg, of Milton; S. M. Patterson, of Mifflinburg; Representative B. K. Focht and Register and Recorder H. E. Gutelius. The route has been surveyed and a charter applied for. Why can't Millheim try a trolley from that town to Coburn?

Forty-Two Degrees Below.

Advices from various points throughout the northwest show that a blizzard of unusual severity prevails throughout the whole section. Wires are down

Better Every Year.

Time was when the "glorious climate of California" did not attract tion case was the one rendered by tourists. But year after year the tide President Judge Metzger, of the Ly- of travel sets in stronger and stronger coming County Court. The opinion every fall and winter toward this fais a voluminous document, covering vored region. There is no climate all the great mass of testimony, and like it on this continent for a winter deciding every point in favor of the resort, and the usual fine service on ON THE FOURTH OF NEXT MARCH defendant companies. Judge Metzger the Union Cacific System and the GROVER CLEVELAND decides that the railroads were not Southern Pacific Railway has this seacompeting lines, and says: "Mere par- son been brought to a degree of perfecallelism of two lines of railroad, with- tion which leaves nothing to be desir-

keepers of the Gov. Lighthouse at safisfaction. Address, Centre Hall, AS & FAMILY NEWSPAPER jan20-1m

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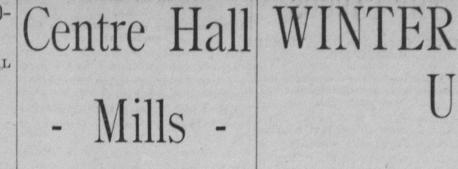
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UNDERWEAR

Philadelphia & Erie R. R. Division and Northern Central Railway.

Time Table, in effect Dec. 18, 1892.

TEAINS LEAVE MONTANDON, EASTWARD

9.18 a. m.—Train 14. (Daily except Sunday. For sunbury, Willkerbarre, Hazleton, Pottsville, Harrisbury and intermediate stations, arriving at Philadelphia at 3.00 p. m., New York, 5.50 p m., Baltimore, 3.10 p m., Washington, 4.30 p. m. connecting at Philadelphia for all sea-shore points. Through passenger coaches to Wilkes-barre, Philadelphia, and Baltimore. Parlor cars to Philadelphia.

1.35 p. m.-Train 8. (Daily except Sunday.) For Sunbury, Harrisburg and intermediate sta-tions, arriving at Philadelphia at 6.50 p. m., New York. 9.35 p. m., Baltimore, 6.45 p. m., Washing-ton at 8.15 p. m. Parlor car through to Philadel-phia, and passenger coaches to Philadelphia and Baltimore.

5.01 p. m.—Train 12. [Dafly except Sunday.] For Wilkesbarre. Hazleton, Pottsviile Harrisburg and Intermediate points, arriving at Philadeiphia 10.55 p. m., New York 8.50 a. m., Baltimore 10.40 p. m., Washington 4.19 s. m. Passenger coaches to Wilkesbarre and Philadelphia.

Wilkesbarre and Philadelphia. 8 02 p. m.-Train 6. (Dally.) For Sunbury, Harrisburg and all intermediate stations, arriv-ing at Philadelphia, 4.25 a. m. New York at 7,10 a. m. Pullman skeeping cars from Harrisburg to Philadelphia pas-sengers can remain in skeeper undisturbed until 7,00 a. m. 1.29 a. m.-Train 4. (Daily.) For Sunbury Harrisburg and intermediate stations, arriving a Philadelphia at 6.50 a. m., New York, 920 a. m. Baitimore, 6.20 a. m., Washington, 7.39, a m Pulman skeeping cars to Philadelphis and passenger coaches to Philadelphis and Baitimore.

WESTWARD.

WESTWARD. 5.36 a.m.—Train 3. (Daily) For Erie and Can andaigua and intermediate stations. Rochester Buffaio and Niagara Falls, with through Fullman cars to Erie and Elmira and passenger coaches to Erie and Rochester. 40.17.—Train 15. (Daily) For Lock Haven and intermediate stations. 1.56 p.m.—Train 11. (Daily except Sunday. For Kane, Canandaigua and intermediate stations Rochester, Buffalo and Niagara Falls, with through passenger coaches to Kane and Rochess ter, and Parlor car to Rochester. 54 p. m.—Train 1. (Daily except Sunday.) For Renovo, Elmira and intermediate stations. 9.45 p. m.—Train 1. (Daily except Sunday.) For Renovo, Elmira and intermediate stations.



