

**AN INTERESTING HISTORY.**

**Bellefonte Law Firm Which Has Had Many Prominent Members.**

Appropos Beaver and Dale's removal of their law offices from their old quarters in the Humes building to the magnificent structure just completed by the Brockerhoff estate, fitly called "Temple Court," an interesting bit of the history of the old Centre County Bar is recalled about which clustered a galaxy of legal luminaries and ripe statesmen, reviving personal characteristics, reminiscences of "ye olden time" and tales of true romance, says the Gazette.

Hon. W. W. Potter was the founder of the office, which through the succeeding three quarters of a century has held intact through undergoing various changes in its personnel. He was a son of General James Potter of Revolutionary fame. Born to riches and surrounded by the prestige of his family he received all the consequent advantages thereof. He was graduated at Dickinson college, after which he read law with Judge Huston, a distinguished lawyer and scholar, and latterly Judge of the Supreme Court. While in this position Mr. Potter became acquainted with the sister of Judge Huston's wife—an acquaintance which ripened into a matrimonial destiny. Another of the sisters married Judge Thomas Burnside. These three young ladies who thus became connected with these most celebrated lawyers of this region were named Winters. They were residents of Williamsport and noted belles in their day. Soon after Mr. Potter's admission to the bar, he attained a high measure of distinction and rapidly rose to the head of the profession in this and adjoining counties.

There is much that might be said of the habits of lawyers in the olden time when the country was new. In the early days of the country's history it was customary for all lawyers in good practice to "ride the circuit," must after the English fashion, attending every court in the district. This kind of practice considering the time and the condition of the country, would naturally be productive of many strange scenes and experiences, a relation of which would, at this time, be extremely interesting. No railroads, few public conveyances of any kind. Then the lawyer frequently mounted his horse and with his saddle bags behind him containing his wardrobe, perchance his authorities, set out, like a knight of old to right such wrongs as he was called upon to redress through the medium of his eloquence, his astuteness or his knowledge. By reason of Mr. Potter's proficiency in law, his literary culture and his qualities as a leader of men he was early solicited as a candidate for his political party. He became a leader in politics, but was always indifferent to political preferment.

In 1832 he was unanimously chosen as the candidate for representative in Congress, but peremptorily declined to accept the nomination. Only a year or so previous to this the grand jury of Union county petitioned the Governor to appoint him president judge of the district, and there were many similar applications, to which he refused to accord his assent. In 1835 he was again nominated for Congress and after earnest solicitation consented to be a candidate. He was elected by an overwhelming majority. He was re-elected in 1838, but died in 1839, in the forty-eighth year of his age.

In 1833 there came fresh from Jefferson college, a young man graced with high honors who entered Mr. Potter's office as a student of the law, Hugh Nelson McAllister, of Juniata county, destined to equal the fame of his preceptor. After two years in the law office Mr. McAllister extended his legal studies at a law school conducted by Judge Reed, at Carlisle, Pa. He was admitted to practice in the courts of Centre county November 25, 1835. He immediately became a law partner of Mr. Potter who took up his place on the Congressional forum. This fact gave Mr. McAllister an opportunity to display the abilities and qualities he possessed, and was the commencement of a long laborious and eminently successful legal career. He was cast into a deluge of work and that recreation and gradual induction into the laborious duties of professional employment was lost to him forever. A busier life could scarcely be imagined. After the death of Mr. Potter, Mr. McAllister was left alone to carry on the extensive law practice.

In the year 1859 General James A. Beaver entered the firm and the co-partnership of McAllister and Beaver continued until the death of the former. Again, during the war, Mr. McAllister was left alone when the junior member General Beaver was summoned by the first call to arms.

Mr. McAllister's conception of life in public station was earnest advocacy of all public measures consonant with the best interests of the country. Personally he cared little for public position. He was, however, appointed president judge once by Governor Bigler, and twice by Governor Curtin. He was appointed as a commissioner to adjust the claims of the citizens of the border counties of the state for losses sustained during the war.

When it was resolved to amend and reform the Constitution of the Commonwealth, Mr. McAllister was select-

ed by the Republican State Convention as one of the delegates from the state-at-large. Unremitting, enthusiastic work in the cause undoubtedly hastened his death which occurred in Philadelphia May 5, 1873. In the convention he was chosen chairman of the committee on "suffrage, election and representation," and was also a member of the committee on "railroads." Out of the war because he was disabled from active service in it General Beaver resumed the practice of his profession. During his absence in the field the law firm of McAllister and Beaver had prospered, its practice had grown largely. With the enthusiasm and tireless energy which characterized him as a soldier, General Beaver when mustered out of the service, devoted himself to the laborious details of the law. On the 26th of December, 1865, General Beaver married Miss McAllister, the daughter of his preceptor and partner—the culmination of a courtship that was harassed by the hazards and uncertainties of warfare.

In 1887, four years after McAllister's death, Mr. J. W. Gephart, a graduate of Princeton, who had pursued his legal studies in this office, was taken into the firm and the copartnership of Beaver and Gephart was formed. The firm not only retained the old clientele but with the growing industrial progress of the locality reaped a generous patronage so that its practice was among the largest and best in this state. In May 1893 Mr. J. M. Dale, a graduate of State College, began his studies of the law with this firm, and on the 1st of January 1896 was admitted to the bar. He then associated himself with Capt. W. C. Kress, at Lock Haven, who enjoyed an extensive practice, remaining there until April 1896 when he returned to Bellefonte. In the following January 1897 the copartnership of Beaver, Gephart and Dale was formed, which continued until the 1st of November 1893. Two years prior to that time Mr. Gephart had become president of the Valentine Iron Company and superintendent of construction of the Central Railroad of Pennsylvania. Latterly he was chosen general superintendent of the road, after its completion. In that dual capacity he was principally engrossed, practically ceased to practice law, and on the first of November 1893 formally and by mutual consent of his associates severed his connection with the firm.

Every since General Beaver's initiation into this office it has enjoyed the peculiar distinction of a perfect system in the conduct of its business, and now since his retirement from the gubernatorial chair the transcendent aim of his life—complete devotion to his profession, is being realized. For the proper management of a large legal business their new quarters are specially adapted. They occupy four good sized rooms, in suite, on the first floor, which are approached either by an easy stairway, or by the elevator.

The front room, facing Allegheny street is the general office, next to it is the library and consultation room, after that are the private offices of General Beaver and Mr. Dale. If we are to judge from appearances, their elegant and commodious offices, enlarged library and general equipment it is reasonable to assume that the present, firm of Beaver and Dale, reinvigorated as it were, will endure unchanged for a long time to come.

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(ORVIS, BOWER & ORVIS,  
Attorneys at Law,  
BELLEFONTE, PA.  
Office in Crider's Exchange building on second floor. ans95

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Time Table in effect Nov. 25, 1894.

**TRAINS LEAVE MONTANDON, EASTWARD**  
9:18 a. m.—Train 14. (Daily except Sunday) For Sunbury, Wilkesbarre, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia at 5:50 p. m., New York 9:58 p. m., Baltimore, 3:10 p. m., Washington, 4:30 p. m., connecting at Philadelphia for all sea-shore points. Through passenger coaches to Philadelphia and Baltimore. Parlor cars to Philadelphia.

1:27 p. m.—Train 8. (Daily except Sunday.) For Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia at 6:50 p. m., New York 9:28 p. m., Baltimore, 6:45 p. m., Washington at 7:50 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia and Baltimore.

5:51 p. m.—Train 12. (Daily except Sunday.) For Wilkesbarre, Hazleton, Pottsville, Harrisburg and intermediate points, arriving at Philadelphia 11:15 p. m., New York 2:53 a. m., Baltimore 10:40 p. m. Passenger coaches to Wilkesbarre and Philadelphia.

7:58 p. m.—Train 6. (Daily.) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia at 4:30 a. m., New York at 7:33 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:00 a. m.

1:29 a. m.—Train 4. (Daily.) For Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia at 6:52 a. m., New York 9:23 a. m., week days, 10:35 a. m., Sunday, Baltimore, 6:20 a. m., Washington, 7:49 a. m. Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

5:27 a. m.—Train 3. (Daily.) For Erie and Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with through Pullman cars to Erie and Elmira, and passenger coaches to Erie and Rochester.  
10:17 a. m.—Train 15. (Daily.) For Lock Haven and intermediate stations.  
1:52 p. m.—Train 11. (Daily except Sunday.) For Kane, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with through Pullman sleeping cars to Kane and Rochester, and Parlor car to Rochester.

5:59 p. m.—Train 1. (Daily except Sunday.) For Kenosha, Elmira and intermediate stations.  
9:45 p. m.—Train 13. (Daily except Sunday.) For Williamsport and intermediate stations.

**THROUGH TRAINS FOR MONTANDON FROM EAST AND SOUTH.**  
Train 15 leaves New York 12:15 night, Philadelphia 4:30 a. m., Baltimore 4:45 a. m., Harrisburg 4:55 a. m., daily, Wilkesbarre, 7:25 a. m., (Daily except Sunday) arriving at Montandon 10:17 a. m.  
Train 11 leaves Philadelphia 8:50 a. m., Washington 10:15 a. m., Baltimore 8:55 a. m., Wilkesbarre 10:15 a. m., (Daily except Sunday) arriving at Montandon 1:56 p. m., with parlor car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.

Train 1 leaves New York 9:30 a. m., Phila., 12:25 p. m.; Washington at 10:30 a. m., Baltimore at 11:40 a. m., Wilkesbarre 8:12 p. m., arriving at Montandon at 5:59 p. m., week days, with through passenger coaches from Phila. and Baltimore.  
Train 13 leaves New York 2:10 p. m., week days, 2:40 p. m., Sunday, Philadelphia 4:40 p. m., week days, 4:30 p. m., Sundays, Washington 3:15 p. m., Baltimore 4:45 p. m., arriving at Montandon 9:45 p. m. Through Parlor Car and passenger coach from Philadelphia.

Train 5 leaves New York at 8:00 p. m., Philad. 11:20 p. m., Washington 10:40 p. m., Baltimore, 11:50 p. m., (daily) arriving at Montandon at 8:27 a. m., with through Pullman sleeping cars from Phila., Washington and Baltimore and through passenger coaches from Philadelphia and Baltimore.

**LEWISBURG AND TYONE RAILROAD.**  
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P.M.	A.M.	STATIONS.	A.M.	P.M.
1:58	5:40	Montandon	9:10	4:47
2:08	6:15	Lewisburg	9:20	4:57
2:17	6:28	Bleeh	9:32	4:59
2:22	6:28	Vicksburg	9:47	4:35
2:31	6:37	Millsburg	9:57	4:27
2:43	6:50	Millmont	8:25	4:15
2:51	6:58	Glen Iron	8:17	4:07
3:00	7:07	Paddy Mountain	8:08	3:59
3:09	7:28	Coburn	7:28	3:50
3:17	7:45	Zerby	7:30	3:25
3:27	7:55	Rising Spring	7:35	3:14
3:35	8:02	Penn Cave	7:14	3:07
4:01	8:09	Centre Hall	7:06	3:01
4:10	8:16	Gregg	6:51	2:54
4:18	8:23	Linden Hall	6:52	2:47
4:28	8:28	Oak Hall	6:47	2:42
4:37	8:32	Leont	6:38	2:35
4:47	8:37	Dale Summit	6:38	2:33
4:57	8:47	Pleasant Gap	6:28	2:23
5:05	8:50	Axman	6:25	2:20
5:15	8:55	Bellefonte	6:20	2:15

Additional trains leave Lewisburg for Montandon at 5:20 a. m., 10:50 a. m., 1:30, 5:45 and 7:40 p. m., returning leave Montandon for Lewisburg at 8:20 a. m., 10:19 a. m., 5:52 p. m., 6:00 p. m., and 8:00 p. m. On Sundays trains leave Montandon 10:18 a. m., and 8:00 p. m., returning leave Lewisburg 10:25 a. m. and 8:55 p. m.

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