THE CENTRE REPORTER

S. W. SMITH, ... Editor and Proprietor.

CENTRE HALL, . . . PENN'A.
February 7, 1901.

TERMS.—The terms of subscription to the Reporter are one dollar per year in advance.

ADVERTISEMENTS.—20 cents per line for three insertions, and 5 cents per line for each subsequent insertion. Other rates made known on application.

The Fitzgerald minority report from the house committee on merchant marine shows conclusively that as the subsidy bill is drawn it cannot be expected to reduce freight rates on farm products.

Not only are the rates of subsidy twice as high for swift passenger steamers as for ordinary freighters, but, as it appears from an examination of the amounts of subsidy which would go to the various steamships and lines, the passenger steamers, at least for the first few years, would get considerably more than half of all the subsidy given, and yet the passenger steamers do not carry more than about 10 per cent of our total exports and less than 5 per cent of our agricultural exports.

A careful examination of the manifests of passenger and freight steamers makes this statement apparent and leads to the further conclusion that the swift passenger steamers carry mainly a high class of freight composed largely of manufactured goods exported at prices considerably below those charged to American consumers.

The provision for paying subsidies to foreign built ships is in itself contrary to the avowed purpose of the measure. It is utterly in conflict with every idea ever put forward by the advocates of subsidies for American shipbuilding. Nevertheless, if subsidies were given to ships bought abroad by any and all Americans, say, for the next 20 years, on the sole condition that an equal number of ships of the same kind should be built in America, it is conceivable that this would add considerably to the number of ships owned by Americans and to the number built here. That is not what this bill does. It gives subsidies only to the ships built or contracted for prior to the 1st of January, 1900. For what reason such peculiar and valuable privileges should be directly conferred on any class we do not know, nor have we seen any rational explanation of it by the advocates of the plan in congress. It is easy enough to understand how it was proposed by the gentlemen who would reap the profit, but how any responsible man in public life could allow himself to be implicated in so transparent a prostitution of the public authority for private gain passes our comprehension.

We believe that this feature of the bill will produce its defeat. We do not think that congress will have the hardihood to resist the strong public opinion that has sprung up since the true nature of the bill has been made known. But if the scheme should, by the means open to the wealthy corporations interested in it, be pressed through congress, we shall hope that the president will veto it. It is a shameless attempt to pervert the principle of protection to American industry to which he has lent the force of his advocacy, and to loot the treasury for private interests. As a true friend to an American mercantile marine, he should kill it.—New York Times.

Senator Hanna seems to be having more than his hands full in his attempt to round up the Republican papers of the country in favor of his ship subsidy bill. The following quotations from important Republican papers indicate the way his overtures are received:

"Not only is there no popular demand for a subsidy measure, but there is no reason to believe that it would benefit any person outside of those engaged in building and running ships, and of these classes it would benefit only those who least need it—the large builders and ocean liners and not small ones. * * *

"Congressmen must not mistake the atmosphere of Washington for that of the country at large or the clamor of a few ship builders and owners and their lobby for the voice of the people. Let Republican members go back to the platform of 1896, which demanded the upbuilding of our merchant marine and carrying trade by other methods than a money subsidy."—Indianapolis Journal.

"The ship subsidy proposition is less popular than the tariff for at least two reasons. One is that nobody can be induced to believe that the foreigner pays the freight when the bill itself expressly provides that it shall be paid out of the national treasury in cold cash. The other is that the word subsidy has an unpleasant sound, suggestive of the credit mobilier and land grants for railroads that were never built.

"The subject is one little understood by the people, and even if the subsidy principle be conceded only those familiar with the condition of the shipbuilding industry and the condition and needs of the merchant marine can undertake to say whether the pending bill has been framed on the lines best calculated to increase this nation's importance in the carrying trade at the minimum of cost to the treasury. There are conflicting interests in the trade, some being interested in one class of vessels and some in another and each desiring a bill in its own interest.

"If the pending measure becomes a law, it will be heard from in the next campaign. No inconsiderable part of President McKinley's support in the recent election came from those to whom the subsidy idea is extremely distasteful."—Dubuque (Ia.) Times.

Spring Mills.

Rev. Schuyler, of the Presbyterian church, is holding a series of meetings at this place this week.

Presiding Elder of the United Evangelical church, preached an able sermon to a large audience.

C. P. Long and wife spent Sunday at the home of Jack Limbert, at Madisonburg.

John Breon is able to be about again; he had his foot crushed a short time ago.

J. O. Stover, of Potters Mills, who for some years has been extensively engaged in the lumber business, was in town Friday looking after business.

Miss Mabel Allison, daughter of Hon. Wm. Allison, came home from Lewisburg Seminary to spend Saturday and Sunday.

The good sleighing brought many people to town to do shopping.

Mrs. O. T. Corman has been at Madisonburg for the last week caring for her sick mother.

Clark Bible, of Potters Mills, spent Saturday with Michael Shires.

Rev. Kershner held communion services in the Reformed church last Sunday; he preached a very able sermon.

O. T. Corman has opened in connection with his store a fresh fish market where all kinds of fish can be had any time.

Mrs. John Glass, of near Salem church, has been visiting her many friends and relatives.

Who will be the next postmaster?

Rev. Brown is holding a meeting in the United Evangelical church.

The horse buyers are in the neighborhood buying up cheap horses.

Mrs. Felty Breon expects to have sale soon.

David Sweetwood, of Sprucetown, was in town, and took a peep into the furniture store.

Quite a number of our people have what you might call "a tight hold on the grip."

John Bubb, of Feidler, was a guest at the home of Samuel Krape. Mr. Bubb is one of the successful farmers of that section.

Old mother Kennelly is among those who are sick.

The devil came upon the earth one day,
And into the court he wended his way,
Just as an attorney with a very grave face
Was proceeding to argue the points in a case.
Now a lawyer, his majesty never had seen,
For none to his dominion ever had been.
Its the fault of my agents, his majesty cried,
That none of these lawyers have ever been caught.
So, for his own pleasure he felt a desire
To come to the earth and the reason inquire.
Now satan was very considerably amused,
To hear the poor attorney so badly abused.
But as soon as the speaker had come to a close,
The counsel opposing him freely arose
And heaped such abuse on the head of the first
That he made him a villain of all men the worst;
Then they quarreled and argued so long,
It was hard to determine who was in the wrong;
So concluding he had heard enough of the fuss
Old Nick turned aside and soliloquized thus:
They have puzzled the court with their villainous cavil
And I am free to confess they have puzzled the devil.
My agents are right to leave lawyers alone,
For if I had any they would swindle me out of my throne.

Mrs. Chilcote is on the sick list.

The many friends of Harry Grove were shocked to hear of his death and offer their sincere sympathy to his parents and other relatives. He was always known as a good and honorable boy and young man.

Rev. Brown's revival services are well attended and much good is being done by his earnest work.

We are having an abundance of snow and a great many sporty teams are out.

Our young people had a party in Millheim and report a jolly time.

Mr. Campbell, of Bellefonte, accompanied by several ladies, drove through town Saturday in a swell cutter.

James Runkle, Centre Hall's new landlord, spent Sunday in town.

Miss Lizzie Stover is visiting her aunt, Mrs. Brachbill, in Bellefonte.

The boys and girls are making up for lost time in coasting. Go ahead; we all enjoyed it at one time and could hardly resist the temptation again if we were'nt out of practice.

Mr. Wolf, of State College, is visiting his sister, Mrs. Beatty.

R. U. Bitner says he likes his new cook. She has come to stay.

Miss Anna Musser is visiting her cousin, Miss Laura Runkle, at Centre Hall.

Frank Long, merchant prince of Stuebenville, looked over old land marks last week.

Mr. Barger Speaks for Deer.

EDITOR REPORTER—Will you please allow a small space in your paper to answer the Potters Mills hunter, who doubts my statement of Dec. 14, in regard to fifty-four deer having been killed within a radius of five miles of Kulp's camp. Now, Mr. Hunter, you know who I am, and if you meet me at Potters Mills when I pass through there, I will prove to you that instead of fifty-four deer there were sixty-three deer killed, and all within a radius of five miles of Kulp's camp. The woods were full of hunters; alive with them; and it cannot be denied. There were as many as four parties came together at or near our camp, numbering in all about forty men, at one time. The law should be changed.

M. J. BARGER,
Milroy, Pa.

The Reporter $1.00 per year.

"Florida and Metropolitan Limited" Seaboard Air Line Railway, "Florida and West India Short Line" to the Winter Resorts of the South. The Only Line Operating Daily Trains to Florida.

Effective January 14th, the Seaboard Air Line Railway, the only line operating daily limited trains to Florida, will put on its magnificent new train, "Florida and Metropolitan Limited," solid from New York via Philadelphia, Baltimore, Washington to Richmond, Raleigh, Columbia, Savannah, Jacksonville and St. Augustine. Connections at Jacksonville for Tampa and all Florida points, and at St. Augustine for the East Coast. This train also carries Drawing Room Sleeping car New York to Atlanta. Making direct connections at Atlanta for New Orleans and Mexico and Texas and Pacific Coast Points. Leaves Boston 12:03 A. M., New York 12:55 P. M., (from 23rd Street Station Pennsylvania Railroad), Philadelphia 3:29 P. M., Baltimore 5:45 P. M., Washington 6:55 P. M., arriving at Southern Pines, N. C. 5:53 A. M., Columbia, S. C. 10:00 A. M., Savannah, Ga., 12:25 P. M., Jacksonville 3:50 P. M., St. Augustine 5:00 P. M., Tampa 5:00 A. M., Charlotte 9:51 A. M., Atlanta 4:35 P. M. Connections are made both at Miami on the East Coast and Port Tampa on the West Coast for Key West and Havana. The "Florida and Metropolitan Limited" is luxuriously equipped in every respect, with Pullman Drawing Room Car, Compartment Car with Drawing Rooms and State Rooms, Observation Car, through Day Coaches and unexcelled Pullman Dining Car service.

For further information, call on or write to all Pennsylvania Railroad offices, or representatives of the Seaboard Air Line Railway at 306 Washington Street, Boston, Mass.; 1206 and 371 Broadway, New York; 30 South Third Street, Philadelphia, 207 East German Street, Baltimore; 1434 New York Ave., Washington, or to P. E. L. Bunch, General Passenger Agent, Portsmouth, Va.

"Not In It."

For the benefit of the secretary of the Spinsters' Society: My fate is sealed, and not as stated, "in the market." Had I known of the coming of this lovely band of benefactors, I might have waited at least to have seen the prospect. But by disappointment and cold indifference I was driven away to seek a loving heart elsewhere, and believe I am the only one left who could be captured by the charms of the lovely and beautiful. And heart melted by the fervent heat of that blushing cheek, the beat of that noble heart, the touch of those tender lips; oh, the thrill of those angelic hands that sends a rapture through the soul. Who could resist those matchless charms, as they entwine around man's aching, anxious, throbbing heart. Not I, and I was led to explain in the language of the poet, "so be it." I think this lovely band made a poor selection of a place for the hearts of the bachelors here are as hard as adamant or the rock knockers of Greenland. They will stand on the corners and grin and freeze, watching the beautiful maidens pass by, and never say, "will you have me?" My kind advice to all, which was suggested at the convention, is, pack your trunks for the Klondike. As I have a letter from a gentleman there, only one among a thousand, who says he has not seen a lady for six months. He has a photograph of a Centre county lady, which he has almost worn out looking at it. He says he gets up in the night to look at it. Just think of that, ladies; getting up at night when the thermometer is one hundred and fifty degrees below zero and no fire. Just think of it. It almost makes my heart ache, when you could prevent all this freezing and anxious thought. No doubt he would take two, as he says he has interests in several mines that he would exchange at a sacrifice. Here is a chance for a shrewd lady to strike a bargain. In order to get you all out of misery, into joys unspeakable, I will agree to foot the bill, as this may be my last noble gift to the beautiful, lovely maidens of my native town.

When you get up to Klondike,
And get a pretty man,
Be sure and wish him always pray,
And lend a helping hand.

IN CLOVER

ROOFING SLATE.

ED. F. FOREMAN, Centre Hall, Penn'a,

HANDLES all grades of roofing slates. Estimates made per square. Work done by experienced mechanics. Slate is as cheap as shingles and far superior. 13dec1y.

L. L. SMITH, Agent for . .
Glenwood Nursery, Rochester, New York,

will call on you before long and if you wish to purchase fruit trees, berry bushes, vines, bulbs, or anything grown by nurserymen, you will find he has both the best stock and lowest prices. He also sells the ROCHESTER SPRAY PUMP, the best of the kind made. 13dec

D. C. ARMSTRONG,
CENTRE HALL, PENN'A,
—AGENT FOR THE—
LINCOLN OIL COMPANY,
CLEVELAND, OHIO.

I am prepared to furnish a full line of lubricants, paints, varnishes and axle greases at the lowest possible prices. These goods are manufactured by the Lincoln Oil Company and must be as represented. I have a full line of samples from which you may select. Oils are sold in 5, 10, 15 gal. and barrel lots. You cannot do better anywhere in quality of goods or in prices. Jan31 5t

JULIAN A. FLEMING,
Centre Hall, Pa.,
Agent for the
Johnston Harvester Co's
full line of
Harvesting Machines.
SELF BINDERS,
MOWERS,
RAKES, ETC.
Repairing Binders a Specialty.
I have had a practical experience for a period of eighteen years with farm and other machinery and I feel that money can be saved to many farmers by having their old machines looked over and repaired by a practical man.

Oak Hall.

Mrs. J. H. Williams and son Ray transacted business in Bellefonte last Friday.

Michael Segner and Sidney Poorman were noticed in town Saturday.

Jacob Meyers, of Boalsburg, transacted business in town Friday.

Mr. and Mrs. Sughert, of Stone Valley, visited their daughter, Mrs Burns the latter part of last week.

John Reeser, of Snow Shoe, was through here buying fat cattle last week.

J. A. Kline and Wm. Kern each took a sled load of people to Pine Grove Mills to preaching service last Thursday evening.

Miss Dollie Lonberger visited her sister, Mrs. Wm. Zeigler, Saturday.

Samuel Waite, of Big Hollow, was the guest of Ira C. Korman Monday.

Newton Yarnel, of Linden Hall, is hauling corn to the enterprising miller, Clayton Etters.

Quite a number from this place attended the funeral of Wm. Ross, son of J. H. Ross, of Linden Hall, Tuesday.

Write Grant Hoover for prices on insurance.

"Florida Atlanta and Fast Mail" by Seaboard Air Line Railway, "Florida and West India Short Line" to the Winter Resorts of the South. The Only Line Operating Daily Trains to Florida.

The "Florida and Atlanta Fast Mail," another of the Seaboard Air Line Railway's most splendidly equipped trains, leaves New York daily at 12:10 A. M, 23rd Street Station, Pennsylvania Railroad, with Pullman Drawing Room Sleeping Car and Day Coaches to Raleigh, Southern Pines, Columbia, Savannah, Jacksonville, where connections are made for St. Augustine, Tampa and Florida points. Connections are also made at Hamlet, N. C., with Pullman Drawing Room Sleeping Car to Atlanta, Ga., with connections at Atlanta for New Orleans and Mexico, and Texas and and Pacific Coast Points.

This train connects at Washington with train leaving Boston 7:00 P. M. Leaves Philadelphia 3:50 A. M., Baltimore 6:22 A. M., Washington 8:35 A. M., Richmond 12:23 P. M., arriving at Southern Pines 6:57 P. M., Columbia 11:20 A. M., Savannah 2:50 A. M., Jacksonville 7:30 A. M., St. Augustine 11:10 A. M., Tampa 5:30 P. M. Through Pullman Drawing Room Sleeper New York to Jacksonville. Through Vestibuled Passenger Coaches and perfect service.

For information call on or write to all Pennsylvania Railroad offices, or Seaboard Air Line Railway representatives at 306 Washington Street, Boston, Mass.; 1206 and 371 Broadway, New York; 30 South Third Street, Philadelphia; 207 East German Street, Baltimore; 1434 New York Ave., Washington, or to R. E. L. Bunch, General Passenger Agent, Portsmouth, Va.

NOTICE.—NOTICE IS HEREBY GIVEN that Wm. M. Grove, of Centre Hill, Pa., has made application to the Secretary of Internal affairs for (20) seventy acres of vacant land situated in Potter and Gregg townships, Centre Co., Pa., bounded on the north by lands of Samuel Bitner and Michael Decker, on the east by Green Decker and Howard Foust, on the south by vacant land and on the west by J. P. Stover.

WM. M. GROVE,
Jan. 17-3t. Centre Hill Pa.

CAUTION.—ALL PERSONS ARE HEREBY cautioned not to sell my wife, Ida J. Kerstetter, any goods on my credit, as she left my bed and board without just cause or provocation, and I will pay no bills or debts contracted by her.

S. A. KERSTETTER.
Jan24-3t Centre Hall, Pa.

NOTICE OF TRANSFER OF LICENSE.—Notice is hereby given that S. B. Shaffer has applied to the Court asking for the tavern license of A. L. Armstrong, of Old Fort Hotel, Potter township, to be transferred to him.

M. I. GARDNER, Clerk.

W. A. SANDOE, AUCTIONEER, Centre Hall, Pa., is open for engagements at all times. The best prices can be obtained only when the best auctioneers are employed. Twenty years' experience in the business. Terms reasonable.

WANTS.

AGENTS WANTED.—Agents are wanted in every town in Centre county to sell "The Church Member," by S. H. Dietzel, Ph. D., the author, Covetown, Md. The book is dedicated to Rev. W. H. Grob, formerly of Boalsburg, and will find ready sale. Price fifty cents.

YOUNG MEN WANTED, WITH FAIR EDUCATION and good character, to learn Telegraphy, Railroad Accounting, and Typewriting. This is endorsed by all leading railway companies as the only perfect and reliable institution of its kind. All our graduates are assisted to positions. Ladies also admitted. Write for free catalog. Fall term opens August 15th.

GLOBE TELEGRAPH COLLEGE,
266m Lexington, Ky.

WANTED, AGENTS.

To sell our Teas, Coffees, Spices and Baking Powder to consumers. Liberal commission paid. Address, GRAND UNION TEA CO.,
j44 55 N. 3rd Street, Harrisburg, Pa.

DR. SMITH'S SALVE for chilblains, etc., sent by mail for 25 cents. The DR. SMITH CO., Centre Hall, Pa.

Solid Oak Extension Table, $5.50.

Woven Bed Springs, $1.65.

Weber's Improved Flour Heater, $6.00.

The Cheapest Place to buy Furniture in Centre County.

SARAH E. WEBER,
Boalsburg, Penn'a.

A Republican borough ticket was said to be placed in nomination some time after the regularly advertised caucus date, but up to this time no one was able, (or willing) to give the names of the candidates. The information to hand was secured through the commissioner's office.

La Grippe Quickly Cured.

"In the winter of 1898 and 1899 I was taken down with a severe attack of what is called La Grippe" says F. L. Hewett, a prominent druggist of Winfield, Ill. "The only medicine I used was two bottles of Chamberlain's Cough Remedy. It broke up the cold and stopped the coughing like magic, and I have never since been troubled with Grippe." Chamberlain's Cough Remedy can always be depended upon to break up a severe cold and ward off any threatened attack of pneumonia. It is pleasant to take too, which makes it the most desirable and one of the most popular preparations in use for these ailments. For sale by Mrs. J. H. Keller, Linden Hall; J. F. Smith, Centre Hall.

GRAIN MARKET.

Wheat	70
Rye	45
Corn	45
New Oats	28
Barley	35

PRODUCE AT STORES.

Butter	18
Eggs	16
Lard	7½
Potatoes	45

SPRING MILLS GRAIN MARKET.

Corrected every Wednesday by Allison Bros.

Wheat	70
Corn	40
Oats	30
Rye	40
Barley	40

LINDEN HALL MARKET.

Corrected weekly by J. H. Ross.

Wheat, red	70
Wheat, white	70
Corn ears	45
Shelled Corn	40
Rye	40
Oats, new	25
Barley	30
New Potatoes	40
Eggs	17
Butter	20

CELERY KING
NATURE'S CURE

A Great Nerve Medicine.

Celery King cleanses the system and builds it up.
It makes the blood pure.
It beautifies the complexion.
It cures constipation and liver disorders.
It cures headache and most other aches.

Celery King cures Nerve, Stomach, Liver and Kidney diseases. 1

Sold by J. F. Smith, Centre Hall; F. E. Wieland Linden Hall; G. H. Long, Spring Mills.

Spring Mills, Pa.
P. V. S. STORE.
Shoe
Clearing Sale,
Commencing January 26th.

For 30 days I will offer at special prices Men's, Women's, Youths' and Children's Shoes and Felts. This clearing sale includes all styles and qualities. I must make room for my large spring orders. Do not miss this sale or you will miss the fortune of your life.

C. A. KRAPE.

Unskilled mechanics blame their tools for doing unmechanical work. Our tools were never in such hands.

The work turned out of this shop is mechanical in appearance and in reality. We are prepared to do

Repair Work of Every Description.

Parts of machinery which you may think are broken for good, can often be mended and both time and money saved.

Now is the time to have your buggies and wagons repaired and repainted.

New Work of all Kinds Done to Order.

Work is positively guaranteed. Our prices are very reasonable. Give us a call.

W. A. HENNEY.

Livery . . . .
. . . . . D. A. BOOZER
Centre Hall, Pa. - - -

PENNSYLVANIA R. R.

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

Time Table, in effect Nov. 25, 1900.

TRAINS LEAVE MONTANDON. EASTWARD

7.32 a. m.—Train 64. Week days for Sunbury, Harrisburg, arriving at Philadelphia, 12.10 a. m., New York 2.13 p. m., Baltimore 11.50 p. m., Washington 1.15 p. m. Parlor car and passenger coach to Philadelphia.

9.27 a. m.—Train 30. Daily for Sunbury Wilkesbarre, Scranton, Harrisburg and intermediate stations. Week days for Scranton, Hazleton, and Pottsville. Philadelphia, New York, Baltimore, Washington. Through passenger coaches to Philadelphia.

1.35 p. m.—Train 12. Weekdays for Sunbury, Wilkesbarre, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia at 4.22 p. m., New York 9.30 p. m. Baltimore, 6.00 p. m. Washington at 7.15 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia, Baltimore and Washington.

5.01 p. m.—Train 32. Weekdays for Wilkesbarre, Scranton, Hazleton, Pottsville, and daily for Harrisburg and intermediate points, arriving at Philadelphia 10.20 p. m. New York 3.53 a. m., Baltimore 2.45 p. m. Washington 10.55 p. m. Passenger coaches to Philadelphia and Baltimore.

8.11 p. m.—Train 6. Daily for Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4.25 a. m. New York at 7.13 a. m., Baltimore, 2.30 a. m., Washington, 4.05 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7.30 a. m.

WESTWARD.

5.23 a. m.—Train 3. (Daily) For Erie, Canandaigua, Rochester, Buffalo, Niagara Falls, and intermediate stations, with passenger coaches to Erie and Rochester. Week days for DuBois, Bellefonte, and Pittsburg. On Sundays only Pullman sleepers to Rochester and Erie.

10.00 a. m.—Train 31. (Daily) For Lock Haven and intermediate stations, and weekdays for Tyrone, Clearfield, Phillipsburg, Pittsburg and the West, with through cars to Tyrone.

1.31 p. m.—Train 61. Weekdays for Kane, Tyrone, Clearfield, Philipsburg, Pittsburg, Canandaigua and intermediate stations Syracuse, Rochester, Buffalo and Niagara Falls, with through passenger coaches to Kane and Rochester, and Parlor car to Rochester.

6.05 p. m.—Train 1. Week days for Renovo, Elmira and intermediate stations.

8.57 p. m.—Train 67. Weekdays for Williamsport and intermediate stations.

9.10 p. m.—Train 9 1 Sunday only, for Williamsport and intermediate stations.

THROUGH TRAINS FOR MONTANDON FROM EAST AND SOUTH.

Train 31 leaves New York 12.10 night, Philadelphia 4.25 a. m, Baltimore 6.50 a. m, Harrisburg 7.55 a. m, daily, Wilkesbarre, 7.30 a. m. Week-days arriving at Montandon 10.00 a. m.

Train 61 leaves Philadelphia 8.40 a. m, Washington 7.45 a. m, Baltimore, 8.45 a. m, Willkesbarre 10.55 a. m, Week days, arriving at Montandon 1.31 p. m, with parlor car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.

Train 1 leaves New York 1.25 a. m, Phila., 12.25 p. m; Washington at 10.50 a. m, Baltimore at 1.45 a. m, Wilkesbarre 3.05 p. m, arriving at Montandon at 6.00 p. m, week days, with through passenger coaches from Phila. and Baltimore.

Train 67 leaves New York 1.55 p. m. Philadelphia 4.26 p. m, Washington 8.30 p. m, Baltimore 4.35 p. m. daily, Wilkesbarre, 6.00 p. m. (week days) arriving at Montandon 8.57 p. m. Through Parlor Car from Philadelphia, and passenger coach from Philadelphia and Washington.

Train 3 leaves New York at 7.55 p. m, Philad. 11.20 p. m, Washington 10.40 p. m, Baltimore, 11.41 p. m, (daily) arriving at Montandon at 5.23 a. m, with through Pullman sleeping car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.

Train 921, Sunday only, leaves New York 1.55 p. m., Philadelphia 4.37 p. m, Washington 3.38 p. m, Baltimore 4.35 p. m., arriving at Montandon 9.10 p. m.

LEWISBURG AND TYRONE RAILROAD.

Week days.

Westward. P M	A.M.	STATIONS.	Eastward. A M	P M
1 38	5 40	Montandon	9 15	4 55
1 45	5 50	Lewisburg	9 05	4 47
1 53	6 58	Biehl	8 58	4 39
1 57	6 42	Vicksburg	8 53	4 35
2 05	6 50	Mifflinburg	8 45	4 27
2 16	7 02	Millmont	8 33	4 16
2 23	7 09	Glen Iron	8 26	4 08
2 31	7 40	Paddy Mountain	8 06	3 43
3 02	7 50	Coburn	7 56	3 32
3 08	7 57	Zerby	7 43	3 25
3 17	8 05	Rising Spring	7 35	3 17
3 23	8 11	Penn Cave	7 28	3 10
3 30	8 18	Centre Hall	7 22	3 02
3 35	8 24	Gregg	7 17	2 55
3 42	8 31	Linden Hall	7 10	2 48
3 46	8 35	Oak Hall	7 06	2 43
3 50	8 39	Lemont	7 02	2 38
3 54	8 43	Dale Summit	6 57	2 34
4 03	8 52	Pleasant Gap	6 48	2 24
4 06	8 55	Axemann	6 45	2 21
4 10	9 00	Bellefonte	6 40	2 15

Additional trains leave Lewisburg for Montandon at 5.20 a. m, 7.18 a. m., 9.45 a. m, 1.15 5.10 and 8.00 p. m. returning leave Montandon for Lewisburg at 7.35, 9.30 a. m, 10.03 a. m. 5.05, 6.08 p. m, and 8.15 p. m.

On Sundays trains leave Montandon 9.28 and 10.01 a. m and 5.02 p. m., returning leave Lewisburg 9.30 a. m., 10.03 a. m. and 5.0: p. m.

J. B. HUTCHINSON, General Manager. J. S. WOOD, Gen'l Pass'ger Agt.

CENTRAL RAILROAD OF PENNSYLVANIA.
Condensed Time Table.

Read Down No. 1	No 3	No 5	Nov. 21, 1900. Lv.	Ar.	Read Up. No 6	No 4	No 2
a. m	p. m.	p.m.			p m	p. m	a. m.
†7 10	†2 40	†6 30	BELLEFONTE		9 02	5 10	9 40
7 22	2 52	6 42	Nigh		8 49	4 57	9 27
7 28	2 58	6 48	Zion		8 43	4 51	9 21
7 33	3 03	6 53	Hecla Park		8 38	4 46	9 16
7 35	3 05	6 55	Dunkles		8 36	4 44	9 14
7 39	3 09	6 59	HUBLERSB'G		8 32	4 40	9 10
7 43	3 1	7 03	Snydertown		8 28	4 36	9 06
7 46	3 16	7 06	Nittany		8 25	4 33	9 03
7 48	3 18	7 09	Huston		8 22	4 30	9 00
7 51	3 21	7 12	LAMAR		8 19	4 27	8 57
7 53	3 23	7 15	Clintondale		8 16	4 24	8 54
7 57	3 27	7 19	Krider's S'ng		8 12	4 19	8 49
8 02	3 32	7 24	Mackeyville		8 06	4 13	8 43
8 08	3 38	7 30	Cedar Springs		7 59	4 07	8 37
8 10	3 40	7 32	Salona		7 57	4 05	8 35
8 15	3 45	7 37	MILL HALL		†7 52	†4 00	†8 30
11 45	8 15		Jersey Shore			3 35	7 55
12 20	8 4	Arr.	Wm'PO'T	Lve	†2 50	†7 21
†12 34	*11 50	Lve	Wm'PO'T	Arr.	2 30	*6 55
8 29	7 00		PHILA		†8 36	*11 36
			Atlantic City			
			NEW YORK (Via Tamaqua.)			
*10 40	‡9 30		NEW YORK (Via Phila.)		†4 30	‡9 00
p. m	a. m.	Arr		Lve.	a. m	p. m.

*Daily. †Week Days. ‡6 00 p. m. Sunday. ‡10 10 a. m. Sunday.

Philadelphia Sleeping Cars attached to Eastbound train from Williamsport at 11 30 p. m. and West-bound from Philadelphia at 11.36 p. m.

J. W. GEPHART,
General Superintendent.

BELLEFONTE CENTRAL RAILROAD.
To take effect May 25, 1896.

EASTWARD. 12¾	8¾	2¾	STATIONS. Ar, Lv.	WESTWARD 1¾	7¾	11¾
PM	PM	AM		A M	AM	PM
6 30	1 10	8 45	Bellefonte	6 30	10 30	4 21
6 20	1 02	8 40	Coleville	6 37	10 37	4 26
6 16	12 58	8 37	Morris	6 40	10 42	4 30
6 10	12 54	8 35	Whitmer	6 44	10 47	4 33
6 08	12 49	8 31	Hunters	6 50	10 53	4 38
6 02	12 46	8 28	Fillmore	6 53	10 56	4 42
5 57	12 41	8 24	Brisly	7 00	11 02	4 47
5 53	12 37	8 20	Waddle	7 05	11 05	4 52
5 50	12 35	8 18	Scotia Crossing	7 08	11 08	4 54
5 36	12 26	8 07	Krumrine	7 17	11 20	5 03
5 33	12 24	8 04	Struble	7 20	11 24	5 01
5 31	12 22	8 02	Inn	7 28	11 28	5 08
5 30	12 20	8 00	State College	7 30	11 30	5 10

Morning trains from Montandon, Williamsport Lock Haven and Tyrone connect with train No. 7 for State College. Afternoon trains from Montandon, Lewisburg and Tyrone connect with Train No. 11 for State College. Trains from State College connect with Penna. R. R. trains at Bellefonte.

‡Daily except Sunday.

F. H. THOMAS, Supt.

Letter and note heads, bill heads, statements, with all lines of office stationery, neatly and cheaply done at the Reporter printing house.