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It is only fair to say that the Focht ballot bill which the Governor has signed is a slight improvement upon the old law.

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CENTRE COUNTY IN THE CIVIL WAR.

Continued from first page.

not able to walk, dragging themselves along alone, or led by a more fortunate comrade, all disheveled and blood-covered, leaving trails of blood on the ground as they move.

A little farther to the rear is the regular and systematized work of the Ambulance Corps, assisted by all the mechanics. Here the badly wounded are lifted into ambulances and hurried to the field hospitals, where the wounds are hurriedly and therefore often indifferently dressed.

Men supposed to be mortally wounded are often left on the field to die, while the surgical force devote all their time to those who still have chances of life and recovery left.

The surgeons and marked by the hospital flag, where the wounded are collected and cared for, as far as it is possible, which is always far short of the demands. There is no shelter, cots or bedding. The wounded lie on the bare ground, exposed to sun and rain and the chilliness of the night, and so the wreck continues to flow and accumulate while the battle continues.

During the afternoon of May 4th we momentarily expected an attack in force on our part of the line, so we made every preparation for it.

All available troops were brought to the front; battle lines were doubled; a heavy detail of "Patrol Guards," in which the writer was included, was sent to the rear to bring up all stragglers.

We scoured the woods back of the battle lines and brought up all stragglers and put them in the lines of battle. Orders were given to shoot down any and all men who would flinch or attempt to leave their places, unless wounded.

A line of pickets was formed a few paces to the rear of the battle lines, whose special duty was to shoot down all who might "quail" or attempt to run. Desperation was everywhere in evidence.

While in the performance of this patrol service, we found, scattered through the woods for half a mile to the rear of the lines many dead Union soldiers. They were men, who, badly wounded, would walk and crawl out of the trampling and tumult of battle to the rear, in search of help and safety, and when too weak to go any farther would lie down and die, unknown to their comrades, unseen and uncared for, through loss of blood or mortal wound.

At the end of the battles when the casualties were noted their names would appear in the long list of "missing in action," and opposite their names on their company books was written—"Supposed dead." The 148th furnished half a hundred names to the list of thousands of "missing in action" during the war.

No one ever knew how or in what agony these men died. It is estimated that over fifty thousand Union soldiers found repose in unknown graves. Their relatives and friends never afterwards knew how they died. Perhaps this was well.

Tuesday, May 5th came; no change. Neither army seemed disposed or in a condition to take the offensive. The retreat of the Union army had commenced. The heavy rains which followed all of our great battles were now on in earnest.

During the afternoon there was another terrific artillery duel. This was the end. We were getting hungry; for several days we had only a few crackers each, many had nothing. Heavy rain continued and the mud deepened. Shortly after midnight, in impenetrable darkness and a fearful storm of rain, we packed our wet shelter tents and blankets and slowly filed out of our position in retreat; the wagon trains and artillery were already on the north side of the Rappahannock, which we reached and crossed at eight o'clock a. m., May 6th, at United States ford, five miles from Chancellorsville, by the same pontoon bridge we had come.

While the 148th P. V. was still on the swaying pontoon bridge, a great shout went up from the north bank of the river. Many friends of the Regiment, including the musicians and the ambulance service men of the Regiment had assembled at the end of the bridge and with anxiety awaited our coming, since we were of the rear guard and among the last to get out.

It was eight o'clock in the morning and it was expected that we would be vigorously pursued and furiously attacked while on retreat, from the break of day on. Seeing that we had reached safety, our friends shouted and shook hands as if we had returned from the dead.

The Rebs. cautiously followed but did not seriously bother us. On the Rappahannock river line we were ready for them; the hills on the north side bristled with Union cannon. They did not come up.

The roads in which we marched were again canals of liquid mud, but we cared no longer for the heavy, falling rain or the deep mud. The rain could not soak us any wetter and no more mud could hang on us. We were plastered, moving images of mud.

A few miles south of the United States Ford, on the north side of the river, a general commissary had been established but not abandoned. Hundreds of full, fifty-pound cracker boxes were there and free to all. How we

Thousands Have Kidney Trouble and Don't Know It.

How To Find Out.

Fill a bottle or common glass with your water and let it stand twenty-four hours; a sediment or settling indicates an unhealthy condition of the kidneys; if it stains your linen it is evidence of kidney trouble; too frequent desire to pass it or pain in the back is also a convincing proof that the kidneys and bladder are out of order.

What To Do. There is comfort in the knowledge so often expressed, that Dr. Kilmer's Swamp-Root, the great kidney remedy, fulfills every wish in curing rheumatism, pain in the back, kidneys, liver, bladder and every part of the urinary passage.

It corrects inability to hold water and scalding pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to go often during the day, and to get up many times during the night.

The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases. If you need a medicine you should have the best. Sold by druggists in 50c. and \$1. sizes.

You may have a sample bottle of this wonderful discovery and a book that tells more about it, both sent absolutely free by mail.

Address Dr. Kilmer & Co., Binghamton, N. Y. When writing mention reading this generous offer in this paper.

Don't make any mistake, but remember the name, Swamp-Root. Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

did eat crackers. I filled my haversack and my knapsack to overflowing. I stuffed my pockets and had about a bushel; enough for myself and to give away. We always thought of our messmates when there was a chance for a "haul." We would forage, fight and steal for our messmates.

We reached our old winter camp, near Falmouth and Fredericksburg, about fifteen miles from the luckless field of Chancellorsville, toward evening. Once more we stretched our shelter tents over the log walls of our winter cabins.

How glad we were to get back to our old familiar camp. We soon had cheerful fires burning in the chimneys. We at once commenced to cook and eat and clean our clothes. We hung our wet, mud covered clothes in the sun and when dry we beat them with sticks and struck them around stumps; soon the original patriotic blue was again the uniform color. We washed, blacked our shoes. In a week the army was again tidy and clean. We received full rations. Rapidly the generally good morals of the army were restored.

A Rare Bargain. Our regular \$4.50 Cabinets for a short time for \$3.00. A discount of 33 1/3 per cent. This is not an advertising dodge but a straight tip. If you want pictures now is your opportunity. At Centre Hall Fridays, May 8 and 22. W. W. SMITH.

Single Comb Brown Leghorn eggs for sale; 50 cents per setting of 13.—H. W. Dinges, Centre Hall, Pa.

If you are going to South Dakota, the Reporter will help you to secure free transportation.

"Money is Power" Cash always did secure bargains and always will.

The Patent SARVEN WHEEL We will furnish you SARVEN PATENT WHEELS, in the White, Standard Grade, with or without best quality Round Edged steel Tires on them and belted between every spoke, at the following prices—

Table with 3 columns: STANDARD XXX Grade, XX, and X. Prices listed for different wheel sizes.

TOP BUGGIES WARRANTED \$35.70 to \$99.87. We are also selling Top Buggies, Warranted for one year, ranging in price from \$85.70 to \$99.87.

REPAINTING REPAIRING. Repainting and all kinds of Repair Work done at the most reasonable prices. It will pay you to come to see me before placing your orders, or arrange elsewhere for your work.

CENTRE HALL John T. Lee Semi Annual Clearance Sale of Overcoats and Suits, 1-4 off; Overcoats and Suits, 1-3 off; Overcoats and Suits, 1-2 off;—Montgomery & Co., Clothiers.

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S. W. SMITH, Editor and Proprietor. CENTRE HALL, PENN'A. THURSDAY, MAY 7, 1903.

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After a weeks visit with her son, W. C. Noll, Mrs. Noll left for her home at Jeannette, Pa., on Wednesday.

Rock Grove.

Misses Pearl and Virgie Kritzer and John Sheesley were at Centre Hall on Friday. Miss Susie Bogdan has been on the sick list.

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Specials.

You cannot match these bargains anywhere.

500 pieces of Granite Ware at Ten Cents each, any piece worth from 15 to 25 Cents, regular. Unheard of price, 10c.

That Pound of Oleine Soap at Five Cents is a stunner.

A SASH CURTAIN SPECIAL. Ready to put up, no shoddy, nice enough for any room, just think of it, only Twenty-five Cents for the pair. No body can buy the material for that amount, and all ready to hang without a stitch of sewing.

Garman's...

BELLEFONTE, PA.

PENNSYLVANIA R. R.

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

Time Table in effect May 25, 1902.

TRAINS LEAVE MONTANDON. EASTWARD. 7:37 a. m.—Train 64. Week days for Sunbury, Harrisburg, arriving at Philadelphia, 12:45 p. m.

7:55 a. m.—Train 89 Daily for Sunbury, Williamsport, Scranton, Harrisburg and Intermediate Stations. Week days for Harrisburg, Baltimore, Washington, Through Passenger coaches to Philadelphia.

8:35 p. m.—Train 12. Weekdays for Sunbury, Harrisburg, Scranton, Harrisburg, Potsville, Harrisburg and Intermediate Stations, arriving at Philadelphia at 6:25 p. m. New York 9:30 p. m. Baltimore, 6:00 p. m. Washington 7:15 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia, Baltimore and Washington.

4:54 p. m.—Train 22. Weekdays for Williamsport, Scranton, Harrisburg, Potsville and daily for Harrisburg and intermediate points, arriving at Philadelphia 10:20 p. m. New York 8:30 a. m. Baltimore 9:45 p. m. Washington 10:50 p. m. Passenger coaches to Philadelphia and Baltimore.

8:00 p. m.—Train 6. Daily for Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia 4:25 a. m. New York at 7:15 a. m. Baltimore 2:50 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.

2:5 a. m.—Train 4 daily for Sunbury, Harrisburg and points east and west, arriving at Philadelphia 7:25 a. m. New York 9:30 a. m. Baltimore 8:30 a. m. Washington 9:30 a. m. Pullman sleeping cars and passenger coaches to Philadelphia and Washington.

WESTWARD. 5:35 a. m.—Train 8. (Daily) For Erie, Canadawana, Rochester, Buffalo, Niagara Falls, and intermediate stations, with passenger coaches to Erie and Rochester. Week days for Buffalo, Bellefonte, and Philadelphia. On Sundays only Pullman sleeper to Philadelphia.

10:00 a. m.—Train 31. (Daily) For Lock Haven and intermediate stations, and weekdays for Tyrone, Clearfield, Philipsburg, Sunbury, and the West, with through cars to Tyrone.

1:31 p. m.—Train 61. Weekdays for Kane, Tyrone, Clearfield, Philipsburg, Philipsburg, Clearfield, and intermediate stations, arriving at Rochester, Buffalo and Niagara Falls with through passenger coaches to Kane and Rochester, and Parlor car to Philadelphia.

5:27 p. m.—Train 1. Weekdays for Renovo, Elmira and intermediate stations.

10:00 p. m.—Train 67. Weekdays for Williamsport and intermediate stations. Through Parlor Car and Passenger Coach for Philadelphia.

9:10 p. m.—Train 92 Sunday only, for Williamsport and intermediate stations.

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