

Rail Roads.		
<b>BALD EAGLE VALLEY R. R.</b> Time Table in effect Nov. 19, '83.		
WESTWARD.		
Leave Lock Haven.....	4 45	4 00
Flemington.....	4 48	4 04
Mill Hill.....	4 52	4 07
Beech Creek.....	5 01	4 21
Eagleville.....	5 04	4 26
Howard.....	5 13	4 36
Mount Eagle.....	5 18	4 43
Curtin.....	5 22	4 48
Milesburg.....	5 30	4 55
Bellefonte.....	5 40	5 05
Milesburg.....	5 50	5 15
Snow Shoe Int.....	5 53	5 19
Unionville.....	6 02	5 28
Julian.....	6 12	5 38
Martha.....	6 22	5 48
Port Matilda.....	6 29	5 55
Hannab.....	6 37	6 13
Fowler.....	6 39	6 16
Bald Eagle.....	6 49	6 19
Vail.....	6 53	6 24
Arrive at Tyrone.....	7 05	6 35
EASTWARD.		
Leave Tyrone.....	7 30	8 30
East Tyrone.....	7 37	8 37
Vail.....	7 40	8 40
Bald Eagle.....	7 45	8 45
Fowler.....	7 54	8 54
Hannab.....	7 57	8 59
Port Matilda.....	8 05	9 09
Martha.....	8 13	9 17
Julian.....	8 23	9 26
Unionville.....	8 33	9 37
Snow Shoe Int.....	8 42	9 47
Milesburg.....	8 45	9 50
Bellefonte.....	8 55	10 00
Milesburg.....	9 05	10 10
Curtin.....	9 15	10 19
Mount Eagle.....	9 19	10 23
Howard.....	9 26	10 32
Eagleville.....	9 36	10 42
Beech Creek.....	9 40	10 46
Mill Hill.....	9 52	10 58
Flemington.....	9 55	11 01
Arrive at Lock Haven.....	10 00	11 05

<b>BELLEFONTE &amp; SNOW SHOE R. R.</b> Time Table in effect Nov. 19, '83.		
Leaves Snow Shoe 4:13 a. m., arrives in Bellefonte 6:20 a. m.		
Leaves Bellefonte 9:30 a. m., arrives at Snow Shoe at 11:04 a. m.		
Leaves Snow Shoe 3:50 p. m., arrives at Bellefonte 5:28 p. m.		
Leaves Bellefonte 8:10 p. m., arrives at Snow Shoe 10:40 p. m.		
S. S. BLAIR, Gen. Supt.		

<b>LEWISBURG &amp; TYRONE R. R.</b> Time Table in effect Nov. 19, '83.		
WESTWARD.		
Leave Scotia.....	12 15	5 00
Fairbrook.....	1 00	6 20
Penn's Furnace.....	1 15	5 40
Hostler.....	1 28	5 50
Marengo.....	1 35	5 55
Loveville.....	1 38	6 00
Furnace Road.....	1 45	6 10
Warriors Mark.....	2 00	6 25
Pennington.....	2 12	6 40
Weston Mill.....	2 25	6 55
L. & T. Junction.....	2 31	6 55
Tyrone.....	2 35	6 58
EASTWARD.		
Leave Tyrone.....	4 00	9 20
L. & T. Junction.....	4 04	9 25
Weston Mill.....	4 14	9 35
Pennington.....	4 32	9 48
Warriors Mark.....	4 42	9 58
Furnace Road.....	4 57	10 12
Loveville.....	5 02	10 16
Marengo.....	5 07	10 22
Hostler.....	5 17	10 35
Penn's Furnace.....	5 27	10 44
Fairbrook.....	5 47	11 03
Scotia.....	6 20	11 30

<b>PENNSYLVANIA RAILROAD.</b> (Phila. & Erie Division.)—On and after Nov. 18, 1883.		
WESTWARD.		
ERIE MAIL		
Leaves Philadelphia.....	11 20	p m
Harrisburg.....	4 20	a m
Williamsport.....	8 40	a m
Jersey Shore.....	9 09	a m
Lock Haven.....	9 49	a m
Renovo.....	10 55	a m
Arrives at Erie.....	7 35	p m
NIAGARA EXPRESS		
Leaves Philadelphia.....	7 40	a m
Harrisburg.....	11 15	a m
Arr. at Williamsport.....	2 55	p m
Lock Haven.....	3 55	p m
Renovo.....	5 10	p m
Kane.....	9 03	p m
Passengers by this train arrive in Bellefonte at.....	5 05	p m
FAST LINE		
Leaves Philadelphia.....	11 10	a m
Harrisburg.....	3 25	p m
Williamsport.....	7 15	p m
Arr at Lock Haven.....	8 05	p m
EASTWARD.		
LOCK HAVEN EXPRESS		
Leaves Lock Haven.....	6 50	a m
Williamsport.....	7 55	a m
arr at Harrisburg.....	11 30	a m
Philadelphia.....	3 15	p m
DAY EXPRESS		
Leaves Kane.....	6 00	a m
Renovo.....	10 05	a m
Lock Haven.....	11 15	a m
Williamsport.....	12 25	a m
arr at Harrisburg.....	3 43	p m
Philadelphia.....	7 25	p m
ERIE MAIL		
Leaves Erie.....	1 55	p m
Renovo.....	10 27	p m
Lock Haven.....	11 20	p m
Williamsport.....	12 35	a m
arr at Harrisburg.....	4 08	a m
Philadelphia.....	7 50	a m

Erie Mail East and West connect at Erie with trains on L. S. & M. S. RR.; at Corry with B. P. & W. RR.; at Emporium with B. N. Y. & P. RR., and at Driftwood with A. V. RR. T. GUCKER, Gen'l Supt.

**CANCER CURED.**  
No disease has so thoroughly baffled the skill of the medical profession as cancerous affections and as they have always been considered incurable, it has been thought disreputable to adopt their treatment as a specialty; and hence physicians have neglected their proper study. But of late years new and important discoveries have brought forth a course that now proves successful in any of its forms, with certainty, without the use of the knife or caustic plasters. We have a treatment that is comparatively mild. It is not poisonous, does not interfere with the healthy flesh, can be applied to any part of the body, even the tongue. We take nothing for our services until the cancer is cured. Address D. J. HULBERT, Eagleville, Centre Co., Pa.

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1860. Established 1860.  
**ANNOUNCEMENT.**  
THE OLDEST AND MOST RELIABLE BUSINESS HOUSE IN BELLEFONTE.  
In order to make room for our Spring Stock we are offering

**IMMENSE BARGAINS IN DRY GOODS Boots and Shoes And Notions.**  
We have constantly on hand a full supply of

**PURE GROCERIES, PROVISIONS, QUEENSWARE, ETC.**  
**Country Produce** Constantly on hand and Solicited.  
**C. U. HOFFER & CO.**  
Allegheny Street, Bellefonte, Pa.

**The Jeannette Dead.**  
ARRIVAL OF THE REMAINS OF LT. DELONG AND COMRADES.  
New York, February 20.—The steamship Frisia, from Hamburg, with the bodies of Lieut. DeLong and comrades on board, arrived at the dock this afternoon. There were no deputized delegations to receive the bodies, but there was a considerable number of relations and friends of the deceased on the dock of the steamship company. The remains were in steelbound packages on the dock on either side of the saloon skylights. All the bodies are not in a state of preservation, and will not be exposed to public view. Lieutenant Ward, of the United States Navy, representing Commodore Upshen, met the Frisia at quarantine and came on it to the dock at Hoboken and transferred the case containing the bodies to undertakers, who will remove the bodies to the pier and guard them until Friday morning, when they will be taken to the pier 1 of North river and put into ten hearses and escorted to the yard at Brooklyn. De Long will be buried in Woodlawn Cemetery. Dr. Ambler will be taken to Philadelphia, and Boyd, seaman, to Virginia. The bodies of De Long and six men will be taken to the Church of the Holy Trinity, Forty-second street and Madison avenue where religious services will be held. Lieutenant William Schuetz, who, with Lieutenant Harber, left New York February 14, 1882, to find the Jeannette dead, gave an interesting account of his search for the bodies. He told of his efforts about Lena river, how he and his comrades built a schooner fifty one foot long by nine feet beam, called the "Search" and how the officers and men took their four hours watch at pulling the vessel like canal boat mules on a stony shore that wore out their boots. Lieutenant Schuetz related how they travelled by dog and reindeer sleds some 3,000 miles: sometimes, he said, the dog sleds could make over 100 miles a day. The reindeers had to be driven comparatively moderately. The Lieutenant and his comrades, after they found the bodies within ten miles of the mouth of the river Lena, drove night and day, stopping for nothing except to eat until they reached Irkutsk. At that place the people welcomed them.

**The Presidency in the South.**  
A GEORGIAN'S CANDID TALK ON THE QUESTION OF CANDIDATES.  
"Bayard's name is heard a good deal in the South just now as an available man for a Presidential candidate," said Gen. Clement E. Evans, of Georgia, to a Post reporter last night. Gen. Evans was the spiritual adviser and confidential friend of the late Benjamin H. Hill and is in a position to know whereof he speaks better than if he were an active participant in politics. The war found Evans a Methodist preacher of some reputation and left him a military man of mark with a brigadier's commission. He returned to the more pacific business but has since held a strong influence with men prominent in politics, who knew him as only comrades in arms can be known to each other. "The South does not demand a Southern man on the ticket," he continued. "We will vote for any one the Democrats may nominate. Had it been possible the renomination of Tilden would perhaps have aroused more enthusiasm in the South than any other ticket, but his feeble health is understood to preclude that. Gov. Colquhoun's name, and that of Gov. Joe. Brown, have been mentioned, but it is not thought by the most conservative Democrats in the South that it would be right to hamper the North with a name from our section. Perhaps after four years of good Democratic Administration, in which, of course, the South will have some share, it may be found that the North will offer her a place on the ticket, will not be afraid to trust the erring sister again.—Washington Post.

**Romance From the Dust.**  
Representative Cassidy, of Nevada, recites the following interesting romance which was dug out of the dusty files of the Pension Office: A short time ago Mr. Cassidy received a communication from Eli Johnson, of Luning, Esmeralda county, Nevada, making application for a pension and arrears. The letter stated that he was a private in Company C, First California Cavalry. Upon inquiry at the Pension Office Eli Johnson was reported dead, and his widow until recently has drawn his pension. Further inquiry showed that Mrs. Johnson, believing her husband dead, had married again and was living in Flonna, Henry county, Ohio, as Mrs. Gill. A careful investigation was made, which proved that Eli Johnson was wounded during the war, sent to the hospital and afterwards reported dead. His wife came East, thinking herself a widow, made application and was granted a pension, which she continued to draw until she married Mr. Gill. In the meantime her first husband, believing his wife dead, went to Europe and remained several years. Returning to America, he discovered that he was entitled to a pension and immediately made application for it through Mr. Cassidy. Events have shown that the marriage of Mr. Gill was illegal, and the prospects are that Mr. and Mrs. Eli Johnson will be returned after being separated over fifteen years.

**Land Grant Legislation.**  
The policy declared by the Democratic House of Representatives, in its recent large vote of the Holman resolution, and since shown in action by declaring grants to the amount of many million of acres forfeited, looks to the restoration to the public domain of a large body of lands now claimed by railroads and other corporation, and to the restriction hereafter of the power of acquiring agricultural lands to actual settlers under the homestead laws. As the area of farming land to be bought back into the possession of the Government is about 100,000,000 acres, it will be seen that the Holman resolution, as the precursor of long-needed legislation on this subject, is one of the most important considered by Congress in many years.

According to data before the House Committee on Public Lands, the amount of land granted to fifteen corporations foots up in round numbers 121,000,000 acres, of which only 21,000,000 have been earned by complying with the conditions of the grants, leaving 100,000,000 acres forfeitable—an area as large as the States of New York, Pennsylvania, New Jersey, Delaware, Maryland and Virginia with their thirteen millions of population. It is possible that some of the corporations have an equitable claim for a portion of their land grants liable to forfeiture, by reason that they have completed their roads in good faith. The Northern Pacific seems to be one of these exceptions. It has earned 10,000,000 acres, but has 37,000,000 forfeited under the conditions of its grant. Of scarcely less importance than the proposed action of the House in regard to the forfeiture of unearned lands in the bill introduced by Mr. Edmunds in the Senate, to secure to the United States the indebtedness of the subsidized Pacific Railroads. These roads owed the Government on June 30, 1883, \$102,376,312, for which large amount it has no fixed obligations, but only a general lien created by the terms of their charters. Payment has so far been made by a running book account. The Thurman act requires the application of 25 per cent. of the net earnings of the roads to the payment, at the maturity of the bonds given by the United States to eight of the railroads, will leave the road still indebted to the Government in the sum of about \$75,000,000; and this, too after the deduction of the sums to their credit in the sinking fund and on account of transportation services. Should the companies default in the payment of interest or principal at the maturity of their bonded indebtedness, the United States, to save its interests, would have to become a purchaser of the roads. It is the purpose, therefore of the Edmunds bill "to charge the method of book account payment into bonds of fixed obligation for definite amounts, payable at fixed periods."

It is considered questionable whether the Senate, not being, like the House, "fresh from the people," will promptly engage in the determined land legislation which the popular voice at present so loudly demands.

**Chief Justice Waite's Dilemma.**  
BEING WITHOUT MONEY HE FINDS IT HARD TO GET HIS CHECK CASHED.  
Chief Justice Waite, of the supreme court, had a funny experience the other day, and as he has related it to any number of friends, the story has had a wide circulation in society. Several weeks ago he had an imperative engagement in Baltimore. Like all great men he is proverbially absent minded. He went up to the court and a few moments session adjourned the court and came down leisurely to the Baltimore and Ohio depot, which is only a short distance from the capitol. As he got out of the street car he found he had ten minutes in which to purchase a ticket and get a seat on the train. As he went up to the ticket office he discovered, to his surprise, that he had only a few pennies in his pocket. He had neglected to provide himself with "scrip for his journey." He looked around the waiting room but saw no one he knew. What was to be done must be done quickly; his engagement was an important one. So he fled up in the fine to the ticket office, and when he reached the window the chief justice smiled an awful smile across the full width of his ample mouth and asked the ticket agent if he new him. "No, I don't," snarled the agent, "and what is more I don't want to? What do you want?" "I want a ticket to Baltimore and return. I am the chief justice of the supreme court and I have no money with me it is purely accidental. I can give you my personal check."

"Oh, I know you. I know all the bloods, but that dodge won't work on me. I have just had two members of the cabinet try to 'bilk' me out of the tickets and no chief justice dodge gets

me. Take your ugly mug out of the window and get out of the way of people who have money. The chief justice glared. He could not fine the young man for contempt of court. He felt cheaper and worse than if he had been a real fraud. He blushed and perspired so that the agent had his firm belief strengthened. The chief justice dashed out of the station to see if he could not find some one to identify him. He had only five minutes left. It was too short a time to run to the capitol. He saw no one. Across the street there was a saloon and eating house. The chief justice made a dash across the road, but he stopped at the door. What if he should be seen going into a common gin mill? What would people say, and it was a bare chance if any one in there should know him? Spying a private entrance he rushed in and accosted the proprietor with the frantic inquiry of "Do you know me?" "Yes, bet yer head, I do, Yer Honor," said the short haired, freckled face man behind the bar. "Ye are the boss av the shuprime court. I seaye ivery day going by here on the cars."

"Will you cash my check? I have no time to explain." Here the justice grabbed a piece of paper upon a desk near by and began to write hurriedly. "Shure I will. I've seen ouid eyes off on a tear before get out of money. Trust me, soar. It is a twenty ye want here it is. Will ye have a drop before ye run?" But before any further explanation could be made the chief justice had grabbed the money and ran across the street. In some way the ticket agent had learned of his blunder during the judge's absence, and was all politeness when he saw the money. Mr. Waite barely made the train, but he has not had such a shock to his dignity since he went upon the bench of the supreme court.

**A Bad Place for Chinamen.**  
Strange to say there has been a Chinaman in Leadville for some time, and nobody has objected to his presence. He has expressed the intention of establishing a novelty store, which will doubtless have for an adjunct the opening of an opium den. For the purpose of purchasing the necessary equipment and wares he will depart for San Francisco. It is reasonable to expect, however, that his entire outfit will be confiscated when he returns. Chinamen have never been tolerated here and his escape from formal notice to quit the country can be explained by the fact that only a few confirmed opium fiends knew he was in the city.

There is a grim tradition connected with the early history of the camp, which tells of the midnight murder of a Celestial, who refused to leave when informed of his danger, and the lonesome burial of his remains on a ridge lying between California gulch and the Arkansas river. In 1875 two Mongolians came in on one of Barlow and Sanderson's stage coaches. They were instantly surrounded by a clamorous mob that forced them to walk out of town in a instant. The intense hatred which is felt here for the moon-eyed washee-man was engendered in 1878, when Stevens & Woods, the owners of the hydraulic ditch and the iron mines, proposed to import an army of them to take the places of rebellious miners. The miners not only threatened to kill every Chinaman who came to the camp but were making preparations to lynch the man that would cause them to come. It was owing to the menaces of the miners, it is said, that Wood sold out his interest at a sacrifice to Leiser of Chicago who realized from an investment of \$400,000 several millions.

The newspapers are making great fun of Victoria's anxiety, as told in her book, concerning John Brown's legs. It certainly is an odd subject to so greatly exercise the mind of an empress, and then, so many ladies are shocked to think that she didn't speak of them as limbs.

A TIMELY illustration of the difference between Democratic and Republican rule, says the Union Leader, comes from the little city of Binghamton, up the Susquehanna. For a number of years the Republicans held sway there, electing their ticket year after year, by majorities averaging in the vicinity of two hundred. "The boys" got control of the party, ran the primaries, nominated and elected whom they pleased, divided the pap among themselves and had a good time generally, making it excessively unhappy, however, for the taxpayers. A couple of years ago the latter rebelled, chose a Democratic city government, and the result has been a reduction of about \$86,000 of the city debt. In consequence, on Tuesday, the Democratic city ticket was again successful by a majority of about nine hundred.

**Philadelphia Branch.**  
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—THE—  
Philadelphia Branch  
IS A  
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Is again to the fore with an extensive assortment of  
**Fall & Winter Clothing,**  
and respectfully invites the public to call and examine our elegant Suits and Over Coats, for  
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Our stock of Men's suits in Cutaways, Sacks, Prince Alberts, Double Breasted Coats, Reversible, Chen-chilla and Beaver Overcoats are Superior, and Invite Attention.  
And now just look here. Men and Boys, are you going to freeze this Winter, or not? Why, of course you're not. You must have Winter Clothing, and what you want is the Best in the Market for the Lowest Price. You have got your money honestly, and of course you want the most for it. WE WANT JUST SUCH BUSINESS, and therefore invite your visit to the PHILADELPHIA BRANCH. Our business relations with the People of Centre County in the past have been pleasant and satisfactory, and in offering our Thanks for the Liberal custom heretofore given us, we renew the pledge upon which we started out—FAIR AND JUST DEALING TO ALL.

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IS AT THE PHILADELPHIA BRANCH ON ALLEGHENY STREET  
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