

FASHION NOTES.

Silk and wool, velvet and wool and solid wool are all used by French dressmakers for church and promenade dresses. Elaborate passementerie trimmings are seen on all new dresses; these trimmings are longer than any before imported, and they match the color of the dress. A stylish cashmere dress of heliotrope paid in high blocks of broken lines was combined with plain cashmere. Reversing the usual order, the plaid was used in the basque and full length drapery, while the skirt was plain goods laid in large side plaits. A large slender point of silk cord passementerie extended from the collar to the waist at the back and a similar point formed the rest. Large passementerie ornaments with many hanging cords were placed on the under-skirt to form a panel where the drapery parted. A stylish dress of that purplish shade of cashmere called crushed strawberry was trimmed with a fancy-criped silk of moire and satin. Brown wool, combined with a brocade of old rose, was still another costume. The French tailor dresses are quite elaborately embroidered with lines of feather-stitching in white silk on the overskirt is finished in this way. The underskirt and sometimes a line of feather-stitching is placed up to the dart seams. The bodice is then finished with a shirt vest of white satin extending from the collar to the waist line, or with a short vest reaching down only to the top of the darts and they are then finished by a square of dark velvet the shade of the dress. Irregularity is the feature of all the French draperies, which, while they are very full and long, are very eccentric; the two materials used in the Costumes of black Chantilly and the less expensive Spanish and French laces are extensively used over expensive satin, either black or heliotrope. White lace dresses over heliotrope are also shown these are looped up with long clusters of heliotrope ribbon and finished with peasant waists of heliotrope satin full lace gumps and lace sleeves.

In this weather red seems a hot color to be worn, and yet there is hardly a toilet in which red does not play its part. A gray dress is relieved by a red hat or bonnet, with a red parasol. There are some charming French gowns which are suitable for three gossamer flounces at the hem, replacing the ordinary killing, and the drapery, which forms folds at the waist, being closely stitched down. The cotton dresses now are noted for their simple, good style. Ecru and red stripes are much worn, and the skirts are made with broad box-plaits over foundations well petticoated beneath, in which lies half the secret of their good appearance. To the uninitiated the skirts of the day might have no foundation at all; but this is far from being the case; there are plenty of platings and under-platings which keep them well in form. Checks require much cleverness of arrangement. A blue-and-white checked cotton, with standing tufts on the surface, was draped in such a way that all the checks fell diagonally. Stone and blue form a happy mixture which finds favor now and some pretty dresses in stripes of that tone are to be seen in most fashionable gatherings.

Black lace is still much the fashion for dresses and one of the newest kinds is the Marguerite, the fortunate manufacturer of which realized a considerable sum. The pattern consists of graduated Marguerite blossoms, in perpendicular lines; it is well wrought, fine and silky. This lace is draped over black, but the necessary touches of color are given by three bands of ribbon carried beneath the lace across the front, forming points on one side and bows on the other. The new Gobelins blue had been chosen, and the stylish bodice had a V-shaped piece of velvet of the same tone introduced back and front with ribbon velvet braces covered with lace, a high standing collar of the velvet, and sleeves, with trimmings of lace on the outside, and a sort of cap to the elbow formed of the black lace.

Challis in solid colors striped, dotted, floral or foliated, seems to partake in the general improvement noticeable in other light wool, veilings canvas goods and the like. Nun's

veiling can now be had in such a variety of colors, qualities and combinations that the infinity of even French caprice can find wherewithal to gratify its changing moods. Muslins and lawns also follow the lead of their more solid rivals in the matter of ornamentation, and show every conceivable variety of loom and hand-wrought embroidery, closed or open designs and, not unfrequently combining both in one piece of goods.

The "Beatrice" driving coat is a new model in utility wraps, designed by an English house in Paris, and highly popular in America. The coat is of exquisitely fine cloth in invisible checks or stripes, and is made in a single or double-breasted styles the seams of the coat double-stitched and lapping on the outside. Large English pockets are placed on either side and on the left breast, and good-sized buttons of old silver and enamel are set down the front. One model made of dark blue cloth barred with Japanese red is accompanied by a red silk vest, fastened with dark blue buttons. The hood at the back is lined with the same rich color.

Young ladies are prone to adopt the Green knot in the evening coiffure because it is such an easy and simple one to adjust, but it is very trying to most faces.

—W. R. Camp's furniture store on Bishop street is packed full of the newest and latest styles of furniture, just received. Prices are way down, which accounts for the rush noticed at that establishment every day.

—Jacob's line of fine crackers.

BELLEVILLE & BUFFALO RUN RAILROAD.—Time Table to take effect Monday Jan. 24, 1887.

Westward,—	A. M.	P. M.
Bellefonte.....	5.10	4.40
Hastings F.....	5.20	4.50
Hunters.....	5.28	4.58
Filmore.....	5.31	5.01
Sellers F.....	5.35	5.05
Waddles.....	5.40	5.10
Thompsons F.....	7.00	5.30
Krumrine.....	7.04	5.34
State College.....	7.10	5.40

Trains will stop at stations marked "F," only when signals are given or on notice to conductor.
Train No. 2 will connect with train east and west on B. E. V. R. R.
Train No. 3 will connect with train west on B. E. V. R. R.
Train No. 4 will connect with train east on B. E. V. R. R. and with train west on Snow Shoe branch.
THOS. H. SHOEMAKER, Superintendent.

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Railroads.

BALD EAGLE VALLEY R. R.—
Time Table in effect Nov. 15, '86.
WESTWARD. P. M. A. M. Exp.

Leave Lock Haven.....	3 20	9 40
Flemington.....	3 24	9 05
Mill Hall.....	3 27	9 09
Beech Creek.....	3 38	9 25
Eagleville.....	3 42	9 30
Howard.....	3 52	9 44
Mount Eagle.....	3 58	9 51
Curtin.....	4 03	10 01
Milesburg.....	4 10	10 12
Bellefonte.....	4 22	10 35
Snow Shoe Int.....	4 32	10 42
Unionville.....	4 35	10 48
Julian.....	4 43	10 58
Martha.....	4 53	11 09
Port Matilda.....	5 08	11 27
Hannah.....	5 16	11 36
Fowler.....	5 19	11 39
Bald Eagle.....	5 28	11 48
Vail.....	5 31	11 53
Arrive at Tyrone.....	5 42	12 05

EASTWARD. P. M. A. M.

Leave Tyrone.....	7 10	8 10
East Tyrone.....	7 17	8 17
Vail.....	7 20	8 20
Bald Eagle.....	7 25	8 25
Fowler.....	7 32	8 32
Mannah.....	7 37	8 36
Port Matilda.....	7 45	8 43
Martha.....	7 53	8 51
Julian.....	8 02	8 59
Unionville.....	8 18	9 10
Snow Shoe Int.....	8 22	9 18
Milesburg.....	8 25	9 22
Bellefonte.....	8 35	9 32
Milesburg.....	8 50	9 47
Curtin.....	8 58	10 01
Mount Eagle.....	9 03	10 06
Howard.....	9 11	10 16
Eagleville.....	9 22	10 30
Beech Creek.....	9 26	10 35
Mill Hall.....	9 38	10 50
Flemington.....	9 42	10 54
Arrive at Lock Haven.....	9 45	11 00

BELLEVILLE & SNOW SHOE R. R.—
Time Table in effect Nov. 15, 1886.
Leaves Bellefonte 9:00 a. m., arrives at Snow Shoe at 11:00 a. m.
Leaves Snow Shoe 2:50 p. m., arrives at Bellefonte 4:55 p. m.
Leaves Bellefonte 7:55 p. m., arrives at Snow Shoe 9:55 p. m.
S. S. BLAIR, Gen. Sup't.

LEWISBURG & TYRONE R. R.—
Time Table in effect Nov 15, 86.
WESTWARD. Mixed.

Leave Scotia.....	12 15	5 00
Fairbrook.....	12 40	5 20
Penn's Furnace.....	1 05	5 40
Hostler.....	1 15	5 50
Marengo.....	1 25	6 05
Loveville.....	1 30	6 00
Furnace Road.....	1 35	6 10
Warriors Mark.....	1 55	6 25
Pennington.....	2 12	6 40
Watson Mill F.....	2 25	6 50
L. & T. Junction.....	2 31	6 55
Tyrone.....	2 35	6 58

PENNSYLVANIA RAILROAD.—
(Phila. & Erie Division.)—On and after Nov 15, 1886.
WESTWARD.

ERIE MAIL

Leaves Philadelphia.....	11 20	p m
Harrisburg.....	3 30	a m
Williamsport.....	7 10	a m
Jersey Shore.....	7 35	a m
Lock Haven.....	7 58	a m
Renovo.....	8 55	a m
Arrives at Erie.....	4 00	p m

NIAGARA EXPRESS

Leaves Philadelphia.....	7 40	a m
Harrisburg.....	11 25	a m
Arr. at Williamsport.....	2 55	p m
Lock Haven.....	3 15	p m
Renovo.....	5 10	p m
Kane.....	9 05	p m

Passengers by this train arrive in Bellefonte at..... 5 05 p m

FAST LINE

Leaves Philadelphia.....	11 30	a m
Harrisburg.....	3 25	p m
Williamsport.....	7 10	p m
Arr at Lock Haven.....	9 05	p m

LOCK HAVEN EXPRESS

Leaves Lock Haven.....	7 00	a m
Williamsport.....	8 10	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.....	8 45	p m
Philadelphia.....	7 25	p m

ERIE MAIL

Leaves Erie.....	1 55	p m
Renovo.....	10 45	p m
Lock Haven.....	11 45	p m
Williamsport.....	1 00	a m
arr at Harrisburg.....	4 20	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. R. NEILSON, Gen'l Sup't.

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