

THE RACKET

Her Majesty's Corset

Miss Acularius

Representing The Princess of Wales Company, will be at our store on Monday April 17, Tuesday April 18, Wednesday April 19, Thursday April 20, Friday April 21, Saturday April 22, to explain why "HER MAJESTY'S CORSETS are the best."

The attention of Ladies is respectfully called to this special announcement.

GOOD NEWS!

For the greatest spring stock of Misses coats, ladies' coats, coats with capes, shoulder capes, wraps, long capes— For the greatest stock of spring dress goods, whip cords, serges, suitings, henriettas, cashmeres, surahs, china silks, ginghams, etc., call and see us or send for samples.

LYON & CO.

LOCAL DEPARTMENT.

"The wind is quite inviting, and its getting down to play Where the speckled trout is biting in the cool brook far away. The violets are blooming, and the sweethearts at the gate— One lar's got a fishing rod, and the other's digging bait."

—Charles McCafferty, of Washington, D. C., is spending the week in Bellefonte, his former home.

—Nearly all the Bellefonte lawyers are attending supreme court at Philadelphia, this week.

—The greatest line of men's suits, all the latest, from \$3.50 a suit up to \$18.

Lyon & Co.

—The annual inspection of Gregg Post, No. 95 will take place next Monday evening. A full attendance is desired.

—Peter Kuhn, one of Boalsburg's oldest and well known citizens, died last Friday and was buried on Sunday. He was about 88 years of age.

—Dr. H. K. Hoy, of this place, is devoting considerable attention to his patent Keystone Suspension Fence and is selling territory rapidly.

—Trading Arbutus parties are going to the woods daily to gather the little plant that is among the first of the season to put forth its fragrant blossoms.

—For some time past some miscreant has been posting notices on Recorder Morrison's door for the purpose of having some fun at that official's expense. On Saturday morning the third one appeared, which is like imposing upon good nature.

—About three hundred total abstinence pledges were taken last week, while the Paulist Mission Fathers were at the Catholic church. Their trip to Bellefonte has had the effect of cutting down the receipts at the bars.

—Editor Joe W. Furey, formerly of the Lock Haven Democrat, who has been at Clifton Springs for some weeks past to recuperate, returned to his family in Lock Haven last week, much improved in health.

—The ladies of the Evangelical church, at Roland, will hold a chicken and wafel supper in the K. of L. hall, at that place, on Saturday evening, April 29. The Roland cornet band will furnish music. Proceeds for the benefit of the church.

—Attorney C. M. Dale found a role of paper money on the crossing between Jackson, Crider & Hastings and the Brockerhoff house, last Saturday. He is unable to find the owner and thinks he will be compelled to keep the same.

—Hunter's Park is being cleaned up and put in shape for the summer picnics. A track is being fixed for bicycle racing on the ball ground. A merry-go-round will also be one of the new features this season, and will be appreciated by the young people.

—The Bellefonte Minstrel company will give another entertainment at this place. The date fixed for their appearance will be Thursday evening, May 4th. The boys will have a number of new features and special attractions along with entirely new jokes, new popular songs, etc., all of which will make it almost a new production. Remember the date, May 4th.

THE "JOHN BULL" TRAIN.

A RELIC OF EARLY DAYS GOING TO CHICAGO.

The Unique Combination Attracts Much Interest Along the Route—Description of the Famous Train.

On Monday morning the queerest engine and passenger coach seen for many a day drew out of the passenger depot at Jersey City, and started on its journey over the Pennsylvania railroad for an interesting trip to Chicago, where it will be placed on exhibition during the World's Fair. It will be part of the exhibit made by the P. R. R. company to show what the first railroad trains were like and what conveniences and comforts were enjoyed by our forefathers who were fortunate to travel in coaches propelled by steam power.

As the engine and train is one of the oldest relics of its kind extant, it will be placed on exhibition for the purpose of a strong contrast, to impress upon the public the wonderful advancement in recent years in steam motive power, also to give one some idea of the wonderful improvements made in the building of passenger coaches which contribute so much to the comfort and convenience of the modern traveler as he speeds over the country with the velocity of the winds.

THE "JOHN BULL" ENGINE.

The history of this locomotive dates back to a period when locomotion by steam was in the earliest age of experimentalism. For several years previous to 1830 experiments attended with more or less success had been made in England with locomotives to be propelled by steam. In 1830 the "Planet," constructed by George Stephenson was the best example of a machine of this character, and after witnessing a trial of its powers in 1830, Robert L. Stevens, the founder of the Camden and Amboy railroad, placed an order with Stephenson to build an engine on the same lines for shipment to this country. This engine, christened "John Bull," after its arrival in America, was completed in May, 1831, and shipped to Philadelphia, where it arrived in August of the same year. It was then transhipped to Bordentown, New Jersey.

Between 1831 and 1836 the John Bull underwent considerable modification, as changes suggested themselves to the watchful eyes of the American mechanics, and in the latter year the engine was in active service on the Camden and Amboy road just as she will appear for the thousand mile trip across the continent. During the more than half century of life the sturdy old machine suffered many vicissitudes of fortune. After years of admirable service, the modern machinist succeeded in producing improvements which relegated the old engine to the side track, and it was stored away in Bordentown for a number of years. In 1876 it was rescued from the oblivion in the quiet Jersey town and exhibited at the Philadelphia centennial, where it attracted much attention.

Its next public appearance was at the Chicago exposition of railway appliances, in 1883, and then being presented to the United States government by the Pennsylvania railway company. It has since been a notable feature of the world of curiosities collected in the national museum at Washington. The Pennsylvania railroad company through Theodore N. Ely, chief of motive power, who has charge of the company's exhibit, has borrowed it from its present owners to place on exhibition at the company's building at the World's Columbian exposition.

The original weight of the engine was about ten tons. The boiler was thirteen feet long and three feet, six inches in diameter. The cylinders were nine by twenty inches in diameter, made with cast iron hubs and wooden spokes and fellos. The tires were of wrought iron, three-quarters of an inch thick, and the flange was one and one-half inches. The original gauge was five feet. The interior arrangements were primitive in the extreme, and the handling of the levers used in starting or reversing involved a considerable amount of hard work on the engineer. When the engine had finally been successfully articulated and placed upon the track laid for the experiment the boiler was pumped full of water from a hogshead, a fire of pine wood was lighted in the furnace, and at an indication of thirty pounds steam pressure, young Isaac Dripps, who put the machinery together, nervous with excitement, opened the throttle and the locomotive moved over the rails.

Wood was the original fuel which made the steam, but the furnace has been changed now for coal. The enclosed tender contains a storage capacity for about 2,200 pounds of coal, and a tank holding 1,500 of water. The water is sufficient for a run of thirty-nine miles and the coal will last through ninety. The curious contrivance, resembling a poke bonnet, which surmounts the tender, was called the "gig top." In it sat the forward brakeman, who not only kept a sharp lookout for other trains approaching on the same track, but signalled to the rear brakeman when occasion required, and worked the brakes on the locomotive

and tender by a long lever which extended up between his knees. There was no bell cord or gong on the locomotive, so all communication between engineer and brakeman was by word of mouth. All these original features are retained in the restored engine. The body of the locomotive and tender is painted an olive green, the remainder of the iron work is the natural color, unbroken by the brass or nickel bearings of the present day.

The John Bull weighs 22,000, exclusive of the tender, and 32,000 including the tender. The ordinary standard passenger locomotive in use on the Pennsylvania railroad at the present time weighs 176,000 or five times as much as its original predecessor.

The old coaches, which are hardly less unique than the locomotive itself, present many reminders of their predecessors of the road before iron rails were known. They are, indeed, but an advanced development of the stage coach. No space is wasted in their construction, they are low in height and narrow in width, being but thirty feet long, eight feet wide and six feet five inches high inside. The interior finish is severely plain. There is an entire absence of any attempt at ornamentation of any kind. The roof has no ridge for ventilation purposes, as in the cars of the present time, but is slightly convex, the surface being covered with a figured cloth. Ventilation is secured by adjusting slabs above the windows. The twenty double seats, which are very narrow, and the four single ones are made of boards upholstered with a grayish material similar to the stuff used in old stage coaches. The backs are devoid of upholstery, with the exception of the band at the top to support the shoulders. The aisles are very narrow, as are the double doors, and it seems a problem how the crinoline of our grandmothers could accommodate itself to the narrow confines accorded it. There are no toilet rooms, nor any provision for drinking water.

The cars, like the locomotive, are painted a rich olive green, and bear no lettering of any kind. The coaches weigh 14,250 pounds, and are mere pigmies beside the Pullmans of the evening of the nineteenth century. Each coach has its own brakeman, and as the brake rods are not fitted with ratchets or "shoes," the sturdy muscle of the brakeman must hold the brake tight until his grip is released by the proper signal from the man in the crow's nest.

The locomotive carries a sign lettered as follows: "Pennsylvania Railroad Company, John Bull No. 1, oldest locomotive in America, first put into service on the Camden and Amboy Railroad, November 12, 1831." On the cars there is a sign with the words: "Pennsylvania Railroad Company; passenger car, constructed by the Camden and Amboy Railroad in 1836." The train is making the trip to Chicago at the rate of twelve miles an hour.

Badly Shaken Up.

Wm. C. Heinele, Esq., is sporting a face at present that looks as though he had come in close quarters with a John L. Sullivan, or the business end of a mule. His face may have that appearance but such is not the case.

Last Thursday Mr. Heinele was in the Bear Meadows, over in the seven mountains, back of Linden Hall, where he has a tract of 1400 acres of very fine timberland and of which he sold 400 to Mr. Nagle, who has a large lumber operation adjoining the same. Mr. Heinele and Mr. Nagle started out on a lumber truck over a steep graded tramroad. They were coming down the mountain at a smart speed when a broken rail came to view, but the speed of the truck was too great to check it and the next instant the truck and its passengers were buried down a steep slope and they fell on the rocks some distance below. Mr. Heinele's nose and chin was pealed and he was generally bruised. Mr. Nagle had a finger broken and was also considerably bruised. The remainder of their journey to Linden Hall was taken a foot. They considered themselves fortunate under the circumstances to escape as they did.

To Give the Deer a Chance.

An item is going the rounds to the effect that Governor Pattison has signed the bill that prevents the killing of deer in Pennsylvania for a period of three years. In that space of time deer will be plenty if the law is rigidly enforced. Such a bill will not suit many of our old hunters, but then it may be a wise move as deer are becoming scarcer every year.

Sawdust Substituted for Bourbon.

The announcement is made that a German scientist has succeeded in making a fair article of whiskey out of sawdust. An exchange sees in this the near approach of the happy day when a man can take a rip saw and get drunk on a fence rail.

A Famous Marksman.

C. K. Sober who has acquired a reputation as a marksman will give an exhibition on the grounds of the Harrisburg shooting association on May 9, 10, and 11th.

—Little boy's suits, all the new styles, black, blue, brown, chevots, mixed, stripes, etc., from \$1.25 to \$6.00  
Lyon & Co.

STATE NORMAL SCHOOLS.

They Want Over a Million Dollars from the State Treasury.

The state normal schools are knocking at the doors of the state treasury for financial assistance. When these institutions were established in 1865 their friends promised they would become self supporting in a few years, yet they are now asking the legislature for more than a million dollars. The special appropriations to these schools since 1865 has been \$1,657,000 independent of the regular appropriation. Two years ago \$211,000 was divided between eight normal schools, some receiving as much as \$50,000.

The present legislature is asked to appropriate \$240,000 for the general maintenance of all these institutions, besides these special appropriations: West Chester, \$50,000; East Stroudsburg, \$55,000; Bloomsburg, \$97,175; Slippery Rock, \$85,000; Kutztown, \$30,500; Clarion, \$75,000; Shippensburg, \$50,000; California, \$25,000; Indiana, \$75,000; Millersville, \$153,000; Mansfield, \$100,000; Lock Haven, \$80,000, making a total of \$1,095,175. The appropriation to the Clarion school was \$12,000; Edenboro, \$12,500; Lock Haven, \$20,000; California, \$12,500; Mansfield, \$50,000; Millersville, \$50,000; Kutztown, \$25,000; Slippery Rock, \$30,000.

The bills before the house appropriation committee aggregate over \$30,000,000 with the estimated revenues of the state at but \$17,500,000. Of this \$10,000,000 will go to the public schools. The state will have to expend \$2,000,000 additional for free text books if the Fair bill becomes a law. Two hundred and fifty thousand dollars are asked for the county superintendents; \$126,000 for soldiers' orphans; \$210,000 for the proposed soldiers' orphans' industrial school and \$266,000 for the State College. The aggregate amount of appropriations asked for by hospitals, asylums, almshouses, etc., none of which are state institutions, is \$14,597,000. It is estimated that fifty per cent. of the inmates of these institutions are aliens.

A special calendar of the house appropriations bills will be prepared and started on its way next week.

TROUT SEASON.

On Saturday Morning Logan Branch and Spring creek were lined from early daybreak until late in the evening with busy fishermen. As the day was cold and heavy rains fell in the morning the catch was not as large as former years on the first day of the season. No fly fishing was done as the weather was stormy and the water was high and muddy. Several fine strings were brought in. Clayton Brown caught the most, some forty, many being only medium size. Charley Heisler and Jim. Vallance had some very fine ones. Cal. Pifer caught a fine 15 inch trout, the largest yet reported. Geo. Gross, Charley Warble, Wm. Walker and others made fine catches. On Monday more of the speckled beauties were captured than on Saturday.

Clayton Brown is offering a fine split bamboo, nickel plated rod to the person catching the largest trout during the season. The trout must be brought to his store to be measured.

Divide Walker Township.

A movement is on foot to have Walker township divided into two voting precincts. This township is one long strip that takes in the lower part of Nittany valley. On account of its peculiar shape voters have a long distance to travel to reach the polls on election day and if the weather is unfavorable many do not go at all. It is also claimed that there are too many voters for one polling place. A petition has been prepared, and has received a large number of signatures, praying the court to grant a division of the township as would make two equal precincts.

Located at State College.

Dr. W. S. Harter, dentist of Millheim, formerly deputy recorder under his uncle, John F. Harter, moved recently to State College where he will practice dental surgery. Will is a graduate of a dental college in Chicago and is succeeding admirably in that profession.

American Hotel.

Last week Dr. W. Buckingham, of Phillipsburg, opened up a new hotel in that city which will be known as the American House. The Dr. is such a pleasant, genial, whole-souled fellow who will be sure to make a first-class landlord.

Penns Cave Postoffice.

Last Saturday the commission arrived for establishing a new post office at Penns Cave, Pa. This will prove quite a convenience to those people living in the north precinct of Gregg township who formerly were compelled to go to Farmers Mills for their mail.

Dubbs Faction Win a Suit.

By a decree of Judge Dreher, of Carbon county, it was decided that the Dubb's faction in the Evangelical association were not obliged to divide the use of the churches in Mauch Chunk and Lehighton with the Bowmanites.

—The greatest stock of young men's stylish suits for spring—black chevots, navy blue chevots, brown chevots, serge chevots in black, blue and brown, from \$5 to \$15. Lyon & Co.

MARRIAGE LICENSES.

Issued During the Past Week—Taken From the Docket.

Table with 2 columns: Name and Location. Includes Wm. B. Walker, Amanda Meyer, John W. Weaver, Lizzie Walk, Mertus E. Edwards, Mary Musser, Wm. Colpetzer, Malinda Tressler, M. L. Snyder, Ella S. Fisher, Tempest Slinger, Elizabeth Grime, Samuel Rogers, Emily Ellis, Albert Newman, Sarah Ewing, Thomas Sharpless, Flora M. Brickhart.

DER FEE-WEK.

(Harbaugh.)  
Fee-wee, Fee-wee, Fee-wee!  
El Fee-wee, bist tzurick?  
Now huck dich uff der pushta he  
Un sing di morga-shtick.  
Hoshlong farwilted im Summerland,  
Bisht seit October fort;  
Bisht drunna ordlich good bakont:  
We gets da feggel dort?  
'S is shes dort uff da Orang-bame:  
Geil, dort gets gor ken schma?  
Duch feelst du ols recht gronk far hame  
Wans tzeit is far tsu gae!  
Bisht duch uns oll recht wilcoom doh:  
Denk, do bist net tsu free?  
Der morga gooked amohl net so—  
Gel net, do glae Fee-wee?  
Fee-wee! wos bowsht do des yohr her?  
Cosht wahla wos do wit?  
Wit do om house en betzly?  
Ich dale deers willich mit.  
Ich geb dere nih dreck far nix,  
Gells-hore, un flox un helm:  
"Nemshs anyhow!" Ich ken di tricks  
Do schmarter glaner sheim!  
Des is usht g'shpos, my Fee-wee freind  
Ich rechel dick ken doeb?  
Hedsht mit meim guld di nesht galled,  
Do warshst mere usht so leeb.  
En free-yohr ony dich, Fee-wee,  
Ware we en lare weldt!  
Di dinst, my leebes fegely,  
Batzaj! mer net in gelt.  
Fee-wee, we'n warme looft do bringsht!  
De freeyohr sun, we shae!  
'S gebt now, wile do mohl morgets singsht,  
Ken winder-dawga ma.  
Fee-wee, Fee-wee, Fee-wee!  
Bin froh do bist tzurick:  
Now huck dich uff der pushta he,  
Un sing di morga shtick!

A Large Quilt.

ED. CENTRE DEMOCRAT:  
In your paper of April 6, I noticed the item "A Large Quilt," containing 2314 patches. I have a quilt, also made with my own hands that I think will exceed this, which contains over 5000 different kinds of calico, no two pieces alike, or of the same piece of calico, most of which was collected while yet at home at Hubbersburg, Centre county. Object of this quilt was to see how many different kinds of calico could be collected. Quilt is of ordinary size. Very Respectfully,  
MRS. J. G. WOMELDORF,  
Loganton, Pa.

A Large Fire.

Last Friday night Mann's axe works and the Graybill flouring mills, near Lewistown, suffered from fire. The fire originated in an upper story of the mill which was completely destroyed, with most of its contents. The flames spread to the axe factory buildings and they suffered a heavy loss. The loss is placed at \$75,000 on which there was \$36,000 insurance.

Decoration Day.

W. F. Reeder, Esq., has been selected to deliver the Memorial Day oration at Phillipsburg on the 30th of May. Gen. Hastings is booked for an oration at Clearfield on the same date.

—Boy's suits in black chevot, blue chevot, brown and brown mixed chevots, black and blue serges and worsteds from \$2.50 to \$12. Lyon & Co.

—Unclaimed letters: Miss Jennie Frank, Wm. E. Goff, Dora Kelley, Miss Laura E. Lee, W. C. Neal, Mrs. A. N. Robinson, Beulah Smith. When called for say advertised.

—There are in all 7,568 Grand Army posts, with a total membership of 408,461. The deaths during the year covered by the last report were 6,404.

COUGHING LEADS TO CONSUMPTION.

Kemps Balsam stops the cough at once.

GARMANS.

Body Brussels—Axminsters, Moquetts, Tapestry and Ingrain carpets.

The finest assortment of carpets in town.

Dress goods, all the late fabrics—gimps and braids, linens and sheeting.

Golden gloss, Haynes wood gloss, fine writing papers.

The handsomest carpets in town.

GARMANS.

For

For Clothing try Fauble's.

Clothing

For Clothing try Fauble's.

Try

For Clothing try Fauble's.

Faubles.

For Clothing try Fauble's.

New

For Clothing try Fauble's.

Stock

For Clothing try Fauble's.

For

For Clothing try Fauble's.

Spring &

For Clothing try Fauble's.

Summer

For Clothing try Fauble's.

Just rec'd

For Clothing try Fauble's.