SENTINEL & REPUBLICAN

MIFFLINTOWN.

Wednesday, March 10, 1886.

B. F. SCHWEIER,

EDITOR AND PROPRIETOR.

THE search for the entombed miners at Nanticoke has been abandoned.

MANY Chicago Christians claim that they pray without going down on their knees.

IT is said, the Northern Pacific Railroad has not been blockaded by snow this winter.

THE Chinese, in China, threaten to drive Americans out of their country, if the outrages against Chinamen in America are not stopped.

THE Secretary of the United States Treasury is out in a paper in favor of opening the mints of the country to both gold and silver men for free coinage.

SOLDIERS, as a rule do not have a good opinion of the press, indeed, they have not a good opinion of anything that does not mean "whip the other soldier."

THE North American is philosophical, in its comments on a cracked brained preacher in Missouri, who claims to know when the earth is to be consumed by fire, and when the millenial period is to dawn. It says, "men and women who live aright are always prepared for the millenium."

PRESIDENT CLEVELAND sent a message to Congress last week on the Chinese question. He suggests no remedy for the hostility that is manifested to the Chinese coming to the United States, but says, "that all the powers of this government should be exerted to maintain the amplest good faith toward China in the treatment of these men." He suggests payment of damage to the Chinese for outrages committed against them in Wyoming and other territories.

THE Philadelphia Bulletin remarks: There is absurdity on the face of the suggestion that the Record has trumped up the story of maladministration of the soldiers' orphan schools from any motive of hostility toward Governor Pattison. It is the common rule when some serious charge is made to drop the main question of its truth and go off on a chase after some side issue of this sort. What Pennsylvania wants to know is whether the story of the Record is true or not: that's all.

THE reader has a distinct recollection how the erring brethren talked during the late national campaign of the shocking state of departments at Washington, which would be revealed when a Democratic administration should come into power. Doubtless many of their speakers believed what they said on the stump, and their hearers expected to hear of the unearthing of great frauds and so forth, but they found nothing crooked to investigate or unearth, and instead of arraigning Republicans, they have been compelled to institute an investigation of one of Mr. Cleveland's Cabinet officers for telephone transaction.

PRESIDENT CLEVELAND believes the Chinese who have been so outrageously abused should receive damages from the government on account of benevolent consideration. He does not claim that they have the right under any other consideration than that of benevolence to ask for damages. How nearly is the President correct in that view? If a mob in Philadelphia should destroy property, would the general government be asked for damages? If the government would pay damages, would it be on account of benevolent feeling, or because it owed the money for the property that was destroyed. Government owes protection to life and property of its citizens and inhabitants, but when citizens and inhabitants fall out with each other and destroy property, it is going to far to ask government to pay damages. It is presuming too much upon the rights of the people to ask them to pay for the riotous work of bad men. Punish the rioters. It would be an infliction of a great wrong to require the industry and business of the country to pay the damages wrought by unworthy men. If American business men and missionaries would stay out of China, and keep Chinamen from coming to America there would be an end of the Chinese question.

THE North American of the 3rd inst., says: Congress has entered upon the fourth month of the long session. The bills, public and private, and joint resolutions which have become laws have averaged just one a week. The only one of any importance is the act to provide for the performance of the duties of the office of President in case of the removal, death or resignation or inability, both of the President and Vice President. Three of the seven public acts relate to national banks, which kind of legislation will hereafter be avoided, for the bill now before the President has for its object to get rid of one species of special legislation. Numerous private bills to change the names of locations or to increase the capital stock of individual banks have been annually passed by Congress. Under the bill such changes can be made in the future without special legislation, and so much time will be gained for other legislation. The only other bill was one authorizing the purchase by the government of the old Produce Exchange Building in New York for army purposes. The three joint resolutions passed were of a local character, relating to pay of officers and employes of the Senate and House; filling existing vacancies in the Board of Regents of the Smithsonian Institution, and authorizing the expenditure of a portion of the contingent fund of the Interior Department to fit up rooms for the Commissioner of Patents. The three private bills were for the relief of Alexander Lawton, removing his disabilities; granting a pension to Mrs. Grant, and another to a soldier. This is the sum of Congressional legislation to date, as shown by the printed files of the State Department.

Mennonite Church Case.

Tobias Page, Isaac Pile, and S. S. Page of the Leiter congregation, brought their bill in Equity to No. 1, September term, 1884, vs. Joseph Graybill, Samuel Oberholtzer, and Reuben Lauver of the Haldeman congregation.

An answer was filed, and Alfred J. Patterson was appointed Master in Chancery. Andrew H. Dill, L. E Atkinson and George Jacobs, represented the complainants, and Jeremiah Lyons, the respondents.

A large amount of testimony was taken, and the Master after argument filed his opinion dismissing the bill.

Exceptions were filed and the case was elaborately argued and the Court, Barnett, Justice, delivered the opinion, which is here given, affirming the Master's report.

Per Curiam:

On the 5th day of April 1844 a deed was executed to John Shelly, Isaac Landis and Samuel Myers and their successors, trustees, of the Mennorite church, worshiping at the Graybill church, for one hundred and thirth four and three tenth perches of land situate in Greenwood Township, Juniata County. They were to have and to hold the same "to and for the use of the Mennonite congregation worshiping at the Graybill church." This church edifice had been erected long before the date of this deed. It was but written evidence of a title which had long previously existed. On the 3rd day of March 1855 a deed was executed in favor of Jacob Pile, Peter Graybill and Jacob Graybill, Trustees elected and appointed by the Mennonite denomination known as Leiter's congregation, and John Kurtz, John G. Graybill and Abraham Winey, trustees elected and appointed by the Mennonite denomination known as Halteman congregation equally for one hundred and sixty perches of land adjoining the former tract. It was conveyed (*inter alia*) "for the purpose and use of the church or meeting house of the said two congregations of Mennonites and their successors equally," "and the said two congregations shall occupy said house alternately for public worship and have equal privileges of the same." A new brick church was erected in 1868, principally on the first mentioned lot and partly on the second, at the joint, though unequal, expense of both congregations. From the terms of the grants, the lands were conveyed for the use of congregations of the Mennonite Denominations. There is but one such denomination and there were two congregations of that faith worshiping in this edifice. Juniata county is territorially within the jurisdiction of the Lancaster Conference. This Conference is the superior ecclesiastical body having authority to ordain and depose Mennonite ministers within its bounds. Solomon Graybill and Thomas Graybill had been by this Conference deposed from the ministry. They had thenceforth no right to preach in Mennonite churches. The custodian of the key refused to open this Mennonite church to these deposed Mennonites. In so doing he acted in harmony with the Lancaster Conference. He denied no demand which these plaintiffs were legally entitled to make. And we are unable to see how equity can aid them to open a church to other than those having a right to its use. The Conference deposed the ministers, the ministers are not here complaining, we cannot in a collateral way reverse the judgement of the ecclesiastical court and open church doors for the exercise of function which it has prohibited.

But it is contended that the Leiter Congregation is not subordinate to the Lancaster Conference. If not, then what standing have the plaintiffs in court? They are and propose to be Mennonites. But the Mennonites of Juniata County are subject to the jurisdiction of that Conference. Are they the Leiter Congregation? The majority of that congregation united some years ago with the Halteman. Some had died, some had moved away, and some had joined other churches. "The time that Solomon and Thomas Graybills' ministry was revoked," says Bishop Brubaker, "I read titles and made the announcement that there Leiter was no Congregation." If this declaration of the ecclesiastical court was ineffective for the alleged want of jurisdiction, nevertheless, is there in point of fact any Leiter Congregation? In the United States by congregations is meant the members of a particular church who meet in one place of worship"—Bowvier's Law Dict. *sub verb.* Especially an assemblage of persons "met to worship God or for religious instruction"—Webster's Dict. But for more than ten years no such assemblage as the Leiter congregation had met anywhere, either for worship or religious instruction. During all that time there was neither preacher, elder, deacon or trustee. There are but six persons in existence claiming to be that congregation who were formerly members. They are, Ann Sellers, Barbara Page, Elizabeth Pile, Phoebe Page, Tobias page and John Pile. The first three are aged ladies and the last is a man of advanced years. How has their organization been kept alive and how will it perpetuated? Who among them will be preacher, who elders, and deacons? and who will appoint them to ordain them in their respective offices? If they are not subordinate to the Lancaster Conference, to what other ecclesiastical body do they owe allegiance? Who has authority and control over them in spiritual matters? What Bishop can ordain their preachers? If they assume to be a law unto themselves and acknowledge no Superior judicatory, they are then outside of the rules of faith and practice of the Mennonite Denomination, and cannot complain if they are denied the use of Mennonite property. If they are under the jurisdiction of the Lancaster Conference, they have no cause of complaint because the church was not opened to persons deposed by that body from the ministry. If they are not under that jurisdiction and it is not shown that they are under any other, then they are not in harmony with Mennonite Denomination, and are without cause of equitable complaint.

But for another reason it may well be asked what standing have the Plaintiffs in court? If for more than ten years there were neither temporal, nor spiritual officers, nor assemblage for worship, of the Leiter congregation, how was its existence maintained in the meantime? How was its organization preserved? What evidence have we that the Plaintiffs are trustees and representatives of any congregation? Was their election regular and valid? Were they properly voted for by competent electors? Have they produced such credentials that will warrant us in decreeing them entitled to participate in the management and control of this church property? We are not convinced that the plaintiffs, as such trustees, represent any who have been denied legal rights and are entitled to equitable relief. We are therefore of opinion that the exceptions should be dismissed and the report of the Master confirmed.

And now 1st, February, 1886, the bill is dismissed at the cost of the Plaintiffs.

CHARLES A. BARNETT,
President Judge.

GENERAL NEWS ITEMS.

In China the flesh of rats, dried and salted, is deemed an excellent hair restorer.

The last American slave was sold in Virginia in the spring of 1865 for a hundred head of cabbage plants.

T. C. Pollock, one of the most prominent farmers of Westmoreland county, died recently in the Ligonier Valley at an advanced age, and upon a farm which had been in his family over 100 years.

Between New York and the Gulf of Mexico there are only four natural entrances to harbors where the depth at mean low water is over 16 feet, while the largest ships draw from 26 to 28½ feet.

China Heard From.

The Chinese government has aroused itself and sent instructions to the Chinese minister to this government in regard to the outrages perpetrated against Chinamen in the United States. The instructions the Chinese Minister received from his Government were startling. He was directed to demand from the United States the total disavowal of the affair, the condign punishment, capitally, if killing could be proved against individuals, and a pecuniary indemnity to the sufferers for their losses, to be paid by the United States. This was the ultimatum. If the United States refused to comply with the demands the President was to be informed that the Chinese Government would immediately proceed to collect the indemnity from American citizens in business in the Imperial Territory and withdraw its protection from them, which meant that they would be notified to leave China at once.

The Administration.

WASHINGTON, D. C., March 3.—A Republican member of Congress, discussing the work of the administration thus far, said to-day: "It is not a very great figure which the new administration is making before the country. It came in with a flourish of trumpets. The books were to be examined and the rascality of the Republican party exposed to the country. The result has been that nothing has been found for which to condemn the Republican party, and instead of reforming the government and inaugurating new methods of administration the policy of the Republican party has been followed in every essential feature. The most remarkable thing to be noticed, however, is the proposed investigation of Attorney-General Garland. Instead of finding something wrong in the conduct of Republican administrations to condemn, we find the Democratic House of Representatives forced, in obedience to the demands of the people of the country, to appoint a committee to investigate the conduct of one of the chief officers of the new Democratic government, and this too within less than a year after the advent of the administration.

Houses Without Chimneys.

The house of the near future, the Boston Journal of Commerce thinks, will have no fire-place, steam pipes, chimneys or flues. Wood, coal oil, and other forms of fuel are about to disappear altogether in places having factories. Gas has become so cheap that already it is supplanting fuels. A single jet fairly heats a small room in cold weather. A New York artist has produced a simple design for heating entirely by gas at a mere nominal expense. It is a well-known fact that gas throws off no smoke, soot or dirt. The artist filled a brazier with chunks of colored glass, and placed several jets beneath. The glass soon became heated sufficiently to thoroughly warm a room 10x30 feet in size. This design does away with the necessity for chimneys, since there is no smoke; the ventilation may be had at the window. The heat may be raised or lowered by simply regulating the flow of gas. The colored glass gives all the appearance of fire; there are black pieces to represent coal, red chunks for flames, yellowish white glass for white heat, blue glass for blue flames, and hues for all the remaining colors of spectrum. Invention already is displacing the present fuels for furnaces and cooking ranges, and glass doing away with delay and such disagreeable objects as ashes, kindling wood, etc.

On Prayer.

CHICAGO, March 2.—At the First Baptist Church yesterday Rev. Sam Jones said: "What a privilege it is to pray. Now, I want all those who got down on their knees and prayed before they came to this meeting to rise in their seats." About twenty persons arose in the auditorium. The evangelist leaned against the pulpit and seemed to gasp for breath. "You may be seated now," he said. Why, brethren, you would find more prayerful Christians in Hong Kong, China, than there are in this meeting to-day. If you can't pray I want you to take your carcasses out of here. I don't want you to come here if you can't pray." An aged man sitting in one of the front pews leaped to his feet and, in a faltering voice, said: "Mr. Jones, I don't think it is necessary for a person to get down on his knees to pray. I consider myself a good Christian and I do not like to hear such talk."

"I was about to say the same thing," exclaimed Rev. Mr. Scudder, of Plymouth Church. "I prayed while on my way to church. God does not demand that a man shall get down on his knees before his prayers are heard."

"Any more exculpatory remarks?" drawled the evangelist.

Dr. Scudder—"These are not exculpatory remarks."

A man with an ear trumpet arose and punctuated his remarks with vigorous pounding on the rostrum. "Mr. Jones," he began, "I did not have time to get down on my knees to pray for this meeting. I have spent nearly the entire day reading the Bible to a gambler and a drunkard, and I think I am entitled to respect here."

Other men and several women began to stand up in various sections of the church, but a few explanatory remarks served to still the tempest, and the revivalist was permitted to finish his sermon without further interruption. In conclusion he said: "Let us take the lesson in the text to our homes and get some good out of it."

A New York Strike.

The drivers and conductors of a certain system of street railway in New York, struck for fewer hours of work, on the 3rd inst. On the 4th inst., the strikers determined that no new men should take the places of the strikers and run the cars. The railroad company was determined to run the cars.

"Car 155 was driven out of the stables at Collears and Monroe streets at 11 o'clock. "The car turned into Grand street, on the way to the eastern terminus, about two blocks from the stables, and like a big magnet, at least five hundred people after it. The police charged the crowd, and drove them westward about a block. There was no clubbing, as the police were instructed to refrain from it. The crowd retreated good-naturedly.

"Just as the car started out of the stables gangs of men, some of whom were strikers, began obstructing the tracks. Green car 9, of the Forty-second street line, was turned crosswise on the track at Lewis street by a score of muscular fellows amid shouts and laughter. A brewery wagon was overturned, and a load of empty beer kegs rolled over the street; wagons were turned upside down at Cannon street; green car 8, was laid violently on one side at Goerck street; six other cars of the green line, deserted by their drivers, were stretched at all angles with the side-walks across the street; coal carts emerged from side streets and became unaccountably stalled on the tracks and succeeded in getting along only when their loads were piled up between the rails. Men and boys rushed from all directions into Grand street with lumber, barrels, curb stones and piled them across the tracks. A big load of marble was among the many things dumped in front of the advancing car. At the East Broadway junction the switch plates were taken up.

"The advance of the car was only to Lewis street, just four blocks from the ferry. Then the order was given to turn the car back. The frightened horses were hitched to the other end of the car urged toward the stables.

There was a mighty sound of voices that was part shout and part jeer, and was no doubt heard across the East river. The car driver, very pale, was hissed continually by the crowd that surged around the car as it was taken into the stables. All this occurred within forty minutes.

The railroad men asked for protection from the city government. Seven hundred and fifty policemen were called out on the line.

"Blue car No. 155 rolled out of the stables at 2¼ o'clock, six platoons of policemen, under Inspector Steers, stretched across the street in front of the car, two platoons flanked it, and six more followed it. Superintendent Murray ordered the little regiment to march at 2¼ o'clock.

"Then the street ahead of the car began to manifest signs of activity. Attempts were made to run trucks from the side streets into Grand street, but they were frustrated by the police at the crossings. Women at windows hissed and shook their fists at the driver. The advance guard or skirmishers, under Inspector Steers, one hundred strong, forced a passage for the platoons following them. The hissing from the crowded windows fronting Grand street was incessant, and was drowned only by periodic shouts, groans and jeers from the men massed on the sidewalks and in the cross streets.

"At intervals of about a block, loads of coal had been dumped on the track, and the car was thrown off very frequently. Men who appeared to be strikers ran about ten blocks ahead of the procession to encourage the obstructionists. Women came out of side streets and dumped ashes on the rails. The wild cheering, jeering and hissing was kept up all along the route.

"The police manifested commendable forbearance until Eldridge street was reached Overturned and derailed Second avenue cars a few blocks ahead caused the procession to stop, and the hooting crowd pressed upon the policemen. A stone whizzed past Superintendent Murray's head, and he ordered his men to charge the crowd. Many heavy night clubs were uplifted and brought down on backs and shoulders by the charging mass of blue coats. Yells of pain supplemented the shouts and jeers as the multitude struggled into Eldridge and Forsyth streets, north and south, to avoid the shower of blows.

"Shop keepers were paralyzed by the sudden bursting in of their doors and the incoming of frightened men women. Some windows were smashed and showcases were overturned. Two minutes after the charge Grand street was clear for several blocks and the pavement was littered with broken hats and tattered bonnets.

The strikers appeared on the Bowery. Then at a word from the strikers the drivers of seven cars that happened to be bunched together near the Grand street crossing pulled their pins and drove their horses to one side of the street. A Third avenue car had stopped directly across the track of the advancing blue car. In a minute a hundred hands seized it and gently laid it on its side. Then the other cars above and below it on the Bowery were jumped off the tracks and set in positions that were awkward for the Grand street road. Three of the Fourth avenue cars that were coming toward the Bowery in Grand street were laid on their sides near together. A fourth was overturned at Mott street and two more at Centre. The mob howled until it was hoarse, but the strikers seldom spoke a word.

You never saw cars turned over so gently, said Sailor George, the Fourth avenue line watchman on the corner of the Bowery and Grand street. It was like putting a sick baby to bed.

"Policeman Hughes, who was the only man on post at that time, struggled to get to the first overturned car, but was beaumed in. The passengers from the cars were absorbed into the crowd, but several of them appeared greatly frightened. Barney Garvey, sixty years old, of 242 Monroe street, fell to the street and was badly injured by the surging crowd before he was rescued. Mrs. James Fisher, an old lady, of 204 Spencer street, Brooklyn, was so much excited, that she fainted and was taken into a confectionery store in Grand street, where she revived.

"Meantime the blue car, with its guards, was steadily advancing. When the police reached the overturned car they picked it up and set it on its feet with a rush, while the crowd groaned and yelled, but the car had no sooner been set upright than smoke began to pour out of the window crevices. All creation yelled 'Fire!' The police broke in the car windows and threw open the doors. In setting the car upright they had handled the car so violently that the fire from the stove was scattered all over the car floor and seats. While the police labored with the fire some one sent out a fire alarm, and to the wild confusion that then prevailed was added the clanging of the gongs of a half dozen fire engines, two trucks, and a water tower.

"But the power of three hundred policemen armed with night clubs was sufficient to rush the crowd out of the way. Their whole efforts were devoted to clearing the Grand street line, and a little after three o'clock they succeeded in getting the blue cars across the Bowery.

The men on all of the lines in the city, on the morning of the 5th, struck. About 2 o'clock on the 5th, the trouble was adjusted by the companies agreeing to give the conductors and drivers two dollars, for twelve hours, as a days work, including a half hour for dinner.

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Just published, a new edition of DR. CULVERWELL'S CELEBRATED ESSAY on the *radical cure* of SPERMATORRHŒA or Seminal Weakness, Involuntary Seminal Losses, IMPOTENCY, Mental and Physical Incapacity, Insediments to Marriage, etc.; also, CONSUMPTION, EPILEPSY and FITS, induced by self-indulgence, or sexual extravagance, &c.
The celebrated author, in this admirable essay, clearly demonstrates from a thirty years' successful practice, that the alarming consequences of self-abuse may be radically cured; pointing out a mode of cure at once simple, certain, and effectual, by means of which every sufferer, no matter what his condition may be, may cure himself cheaply, privately and *radically.*
☞ This Lecture should be in the hands of every youth and every man in the land.
Sent under seal, in a plain envelope, to any address, *post-paid*, on receipt of four cents or two postage stamps. Address
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Nov. 21, 1883, 1y.

PENNSYLVANIA RAILROAD.

TIME-TABLE

On and after Sunday, Nov. 29th, 1885, trains that stop at Mifflin will run as follows:

EASTWARD.

HUNTINGDON ACCOMMODATION leaves Huntingdon daily at 6.20 a. m., Mount Union 6.36 a. m., Newton Hamilton 7.02 a. m., McVeytown 7.24 a. m., Lewistown 7.38 a. m., Milford 8.09 a. m., Mifflin 8.15 a. m., Port Royal 8.22 a. m., Mexico 8.27 a. m., Tuscarora 8.30 a. m., Vanalyle 8.34 a. m., Thompsontown 8.42 a. m., Dorward 8.46 a. m., Millerstown 8.53 a. m., Newport 9.04 a. m., arriving at Harrisburg at 10.10 a. m., and at Philadelphia, 3.15 p. m.

JOHNSTOWN EXPRESS leaves Altoona daily at 7.15 a. m., and stopping at all regular stations between Altoona and Harrisburg, reaches Mifflin at 10.23 a. m., Harrisburg 12.40 p. M., and arrives in Philadelphia at 5.00 p. m.

MAIL TRAIN leaves Pittsburg daily at 7.20 a. m., Altoona at 2.00 p. m., and stopping at all regular stations arrives at Mifflin at 5-13 p. m., Harrisburg 7.10 p. m., Philadelphia 4 25 a. m.

Mail Express leaves Pittsburg at 1 00 p. m. Altoona 6 45 p m; Tyrone 7 17 p m; Huntingdon 8 05 p m; Lewistown 9 20 p m; Mifflin 9 45 p m; Harrisburg 11 15 p m; Philadelphia 4 25 a m.

Philadelphia Express will stop at Mifflin at 11 59 when flagged.

WESTWARD.

WAY PASSENGER leaves Philadelphia daily at 4 30 a. m.; Harrisburg, 8 15 a. m.; Duncannon, 8 53 a. m.; Newport, 9 25 a. m.; Millerstown, 9 36 a. m.; Thompsontown, 9 47 a. m.; Van Dyke, 9 55 a. m.; Tuscarora, 9 59 a. m.; Mexico, 10 02 a. m.; Port Royal, 10 07 a. m.; Mifflin, 10 15 a. m.; Milford, 10 21 a. m.; Narrows, 10 29 a. m.; Lewistown, 10 40 a. m.; McVeytown, 11 0 a. m.; Newton Hamilton, 11 20 a. m.; Huntingdon, 12 06 p. m.; Tyrone, 12 58 p. m.; Altoona, 1 40 p. m., and stop at all regular stations between Harrisburg and Altoona.

OVERNIGHT EXPRESS leaves Philadelphia daily at 5 40 p. m., Harrisburg, 10 25 p. m., stopping at Rockville, Marysville, Duncannon, Newport, Millerstown, Thompsontown, Port Royal, time at Mifflin, 11 55 a. m. Altoona, 2 20 a. m., and Pittsburg, 5 10 a. m.

MAIL TRAIN leaves Philadelphia daily at 7.00 a. m., Harrisburg 11.00 a. m., Newport, 12 13 p. m., Mifflin 12.47 p. m., stopping at all regular stations between Mifflin and Altoona reaches Altoona at 3.30 p. m., Pittsburg 8.15 p. m.

HUNTINGDON ACCOMMODATION leaves Philadelphia daily at 11 50 a. m., Harrisburg at 5.15 p. m., Duncannon 5.50 p. m., Newport 6.17 p. m., Millerstown 6.28 p. m., Thompsontown 6.40 p. m., Vanalyle 6.46 p. m., Tuscarora 6.51 p. m., Mexico 6.54 p. m., Port Royal 7.00 p. m., Mifflin 7.06 p. m., Lewistown 7.28 p. m., McVeytown 7.53 p. m., Newton Hamilton 8.14 p. m., Huntingdon 8 45 p. m.

Pacific Express leaves Philadelphia 11 20 p m; Harrisburg 3 10 a m; Duncannon 3 39 a m; Newport 4 01 a m; Mifflin 4 42 a m; Lewistown 5 06 a m; McVeytown 5 30 a m; Mt. Union 5 58 a m; Huntingdon 6 25 a m; Petersburg 6 40 a m; Spruce Creek 6 54 a m; Tyrone 7 12 a m; Bell's Mills 7 32 a m; Altoona 8 10 a m; Pittsburg 1 00 p m.

Fast Line leaves Philadelphia at 11 50 a m; Harrisburg 3 45 p m; Mifflin 5 08 p m; Lewistown 5 28 p m; Huntingdon 6 30 p m; Tyrone 7 10 p m; Altoona 8 10 p m; Pittsburg 11 55 p m.

Fast Line west, on Sundays, will stop at Duncannon, Newport and McVeytown when flagged.

Mail Express east, on Sundays, will stop at Barree, when flagged.

Johnstown Express east, on Sundays, will connect with Sunday Mail east leaving Harrisburg at 1 15 p. m.

Way Passenger west and Mail east will stop at Lucknow and Poorman's Spring, when flagged.

Johnstown Express will stop at Lucknow, when flagged.

LEWISTOWN DIVISION.

Trains leave Lewistown Junction for Milroy at 6 55 a m, 10 45 a m, 3 15 p m; for Sunbury at 7 15 a m, 2 55 p m.

Trains arrive at Lewistown Junction from Milroy at 9 10 a m, 1 40 pm, 4 40 p m; from Sunbury at 9 25 a m, 4 30 p m.

TYRONE DIVISION.

Trains leave Tyrone for Bellefonte and Lock Haven at 8 10 a m, 7 30 p m. Leave Tyrone for Curwensville and Clearfield at 8 20 a m, 7 50 p m.

Trains leave Tyrone for Warriors Mark, Pennsylvania Furnace and Scotia at 9 20 a m and 4 30 p m.

Trains arrive at Tyrone from Bellefonte and Lock Haven at 7 05 a m, and 7 00 p m.

Trains arrive at Tyrone from Curwensville and Clearfield at 6 58 a m, and 5 56 p m.

Trains arrive at Tyrone from Scotia, Warriors Mark and Pennsylvania Furnace at 8 58 a m, at 2 35 p m.

H. & B. T. R. R. & BEDFORD DIVISION.

Trains leave Huntingdon for Bedford, Bridgeport and Cumberland at 8 55 a. m. and 6 35 p. m.

Trains arrive at Huntingdon from Bedford, Bridgeport and Cumberland at 12 20 p. m., 6 20 p. m.

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