

J. F. SCHWEIER, Editor and Proprietor.

FIFTY YEARS A JOURNALIST.

This Wednesday, December 9, 1896, the JUNIATA SENTINEL is fifty years old. A half century ago on the day of December 9, 1846, Colonel K. McClure issued the first number of the JUNIATA SENTINEL here at Mifflintown. We might be celebrating the 50th anniversary by a boom, but as the paper was first published by a solid substantial people I do not deem it fitting that it should be a mere anniversary. The paper has along the old substantial lines, I simply a brief mention made of the half century mark. One who comes after can put up a commemorative monument when it comes the centennial mark. We are looking backwards into the past visits of the past fifty years in Colonel McClure issued the first number of the JUNIATA SENTINEL. It was a Whig paper and as such it was a Whig paper and as such it was a Whig paper and as such it was a Whig paper.

The Crop Outlook for South Dakota in 1897.

It requires but a small amount of rain-fall in South Dakota to make the crop. During 1896 South Dakota had up to September 30th, three inches more rain than in any other year in the history of the State. Since September 30th there has been added at least three or four inches to the excess, making a gain of nearly eight inches more than the average. Early in November there were heavy rains, depositing over two inches, and since then there have been heavy snows, and about a foot of snow covered the ground on November 25th. Dakota farmers have a abundance of hay and great supplies of oats, barley and corn. Wheat has advanced to about seventy cents a bushel in the local market, and prospects for further advance are good. The ground will come out in the spring better soaked than ever before. The prospect for better prices next year is good. There are thousands of people in the east who could do no better than to go to South Dakota now and buy their seed and feed for next year and move out in the spring. First class farming land in South Dakota along the lines of the Chicago, Milwaukee & St. Paul railway, can now be bought at from \$10 to \$15 an acre. The steadily industry and stock raising in South Dakota will greatly increase during 1896. For further information address W. E. Powell, General Immigration Agent, 401 Old Colony Building, Chicago or H. F. Hunter, Immigration Agent for South Dakota, 295 Dearborn street, Chicago, Ill. Dec. 9, 1896.

EVERY DAY EXERCISES.

To all parts of the world can be arranged for any day in the year, for one or more persons upon application to any principal ticket agent of the Chicago, Milwaukee & St. Paul railway. Itineraries carefully prepared for excursions to California, Florida, Mexico, China, Japan, and to every part of Europe. Excursions furnished, including all expenses. Tickets furnished for the complete journey. It is not necessary to wait for any so-called "Persianly Conducted Excursions." In these days of progressive enlightenment, with the English language spoken in every land under the sun, one does not need to depend upon the services of guides for sight-seeing, but can go it alone in any land, and with great comfort and security, and at one's own convenience. Write to John R. Putt, District Passenger Agent, Chicago, Milwaukee & St. Paul railway, Williamsport, Pa., for details if you are contemplating a trip.

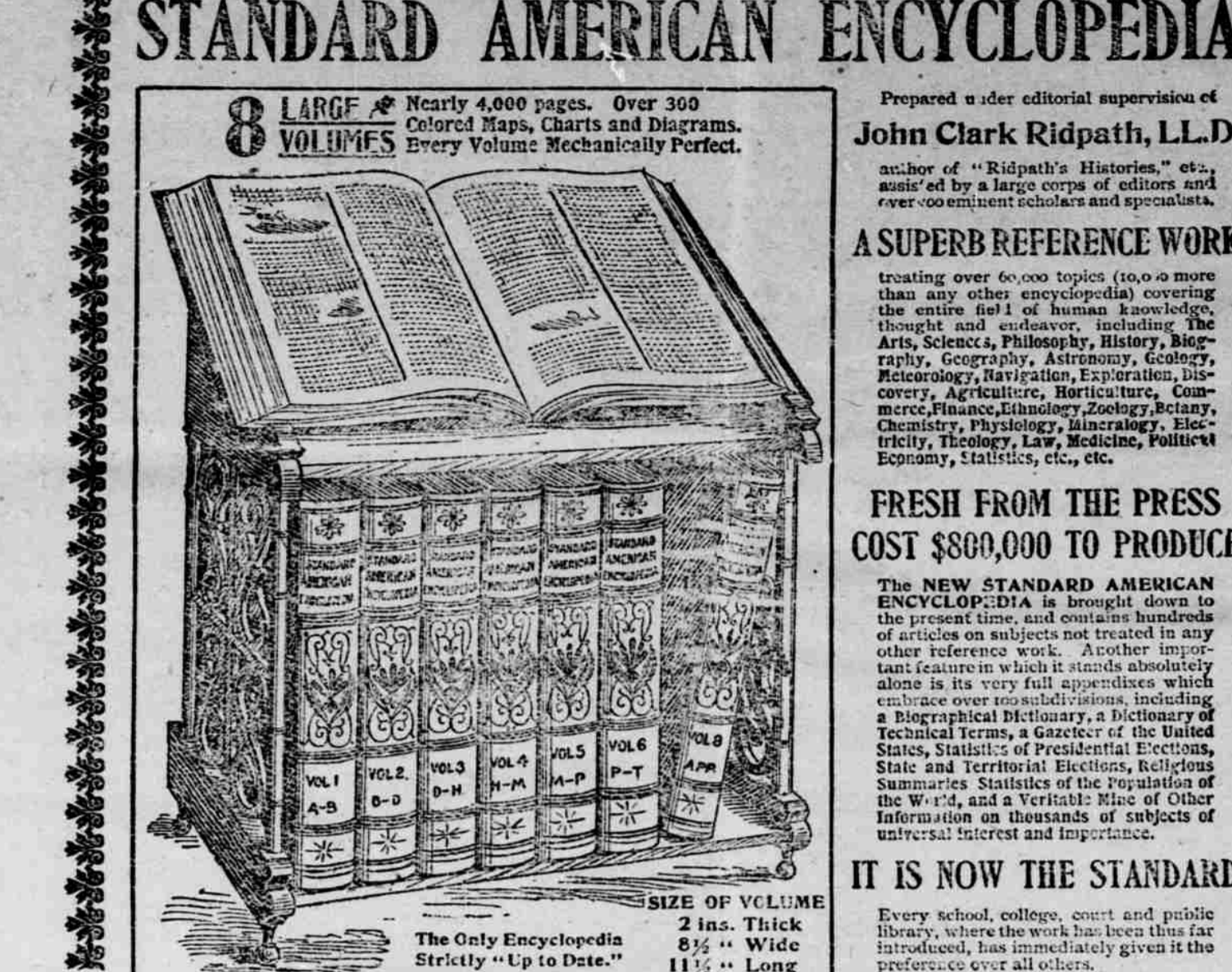
A Horse Killed by Electricity.

On Sunday evening November 29, two young men named Rywul and Ebnburg, who lived directly in front of the residence of Web Gill, their horse stumbled and fell. The driver did his best with the whip and called to the animal to get up, but, after a futile attempt or two, he sank down and stretched himself out. The young man alighted and to their great surprise, found their horse dying. In order to be better able to do something for him, they started to unhitch, and had not proceeded very far when on pulling a strap from over the animal's body, they noticed a spark from his shoe. They beat a hasty retreat and conducted a closer investigation at long range, which resulted in the discovery that two wires were lying on the ground and tangled up in the horse's legs. One of them was a telephone wire and the other from the electric light plant. The horse running into them had been shocked to death, and it was only the recent good fortune that prevented the young man from being killed or hurt when they were working about the animal.—Exchange.

THE WELL MANNERED BOY.

He is Simply Charming, but Altogether Too Scarce. Is there anything more charming in this world than a nice, well-mannered boy? I don't want to be hypercritical, but I must admit, as I am a strictly reasonable woman, that they are, alas, as rare as they are charming. Such a boy, the well-mannered genius, thank heavens, I met not long ago, and my instant thought was, "What a fine mother his must be. I know her by reputation, a celebrated actress, who has carefully shielded her private life from the public, and my estimation of that woman immediately rose 50 degrees. None but a woman of culture, refinement and true nobility of character could rear a son whose every lightest word showed respect for women, innate good breeding, and, best of all, in this day of affected skepticism among the jeunesse dorée, an honest belief in the existence of a good among men and women in general. And I couldn't help thinking sorrowfully as I chatted with this delightful boy how few mothers really understand their meter. It's the most responsible work in the world, that of motherhood, and is entered into with the least training and preparation. Women are proverbially proud, vain, their masculine critics say, and I wonder whether they realize how they are reflected in their children? If they did, would they not make a greater effort, have reflected only their good points, their gentleness, breeding, and, above all, their faith in human nature.—Philadelphia Record.

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IT IS NOW THE STANDARD. Every school, college, court and public library, where the work has been introduced, has immediately given it the preference over all others.

Table with columns: STATIONS, No.1, No.3. Lists stations like Blair's Mills, Waterloo, Leontown, etc.

Table with columns: STATIONS, No.2, No.4. Lists stations like Blair's Mills, Waterloo, Leontown, etc.

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY. Time table of passenger trains, in effect on Monday, May 18th, 1896.

Table with columns: STATIONS, Westward, Eastward. Lists stations like Blair's Mills, Waterloo, Leontown, etc.

J. C. MOORHEAD, Superintendent. T. S. MOORHEAD, President. RAILROAD TIME TABLE. PERRY COUNTY RAILROAD.

CARTER'S PINK PILLS. CURE SICK HEADACHE. In the name of so many lives that have been saved by these pills, it is worth while to say that they are the only pills that will cure a sick headache.

PENNSYLVANIA RAILROAD. On and after Sunday November 16th, 1896, trains will run as follows: WESTWARD. Way Passenger, leaves Philadelphia at 4:30 a. m.; Harrisburg 9:40 a. m.; Lancaster 9:55 a. m.; New Port 9:55 a. m.; York 9:55 a. m.; Pottsville 9:55 a. m.; Reading 9:55 a. m.; Easton 9:55 a. m.; Allentown 9:55 a. m.; Bethlehem 9:55 a. m.; Scranton 9:55 a. m.; Binghamton 9:55 a. m.; Elmira 9:55 a. m.; Buffalo 9:55 a. m.; Niagara Falls 9:55 a. m.; Toronto 9:55 a. m.

Eastward. Philadelphia Express leaves Philadelphia at 6:00 p. m.; Harrisburg 6:15 p. m.; Lancaster 6:15 p. m.; New Port 6:15 p. m.; York 6:15 p. m.; Pottsville 6:15 p. m.; Reading 6:15 p. m.; Easton 6:15 p. m.; Allentown 6:15 p. m.; Bethlehem 6:15 p. m.; Scranton 6:15 p. m.; Binghamton 6:15 p. m.; Elmira 6:15 p. m.; Buffalo 6:15 p. m.; Niagara Falls 6:15 p. m.; Toronto 6:15 p. m.

Fast Line leaves Philadelphia at 12:25 p. m.; Harrisburg 12:40 p. m.; Lancaster 12:40 p. m.; New Port 12:40 p. m.; York 12:40 p. m.; Pottsville 12:40 p. m.; Reading 12:40 p. m.; Easton 12:40 p. m.; Allentown 12:40 p. m.; Bethlehem 12:40 p. m.; Scranton 12:40 p. m.; Binghamton 12:40 p. m.; Elmira 12:40 p. m.; Buffalo 12:40 p. m.; Niagara Falls 12:40 p. m.; Toronto 12:40 p. m.

Mail Express leaves Philadelphia at 1:00 p. m.; Harrisburg 1:15 p. m.; Lancaster 1:15 p. m.; New Port 1:15 p. m.; York 1:15 p. m.; Pottsville 1:15 p. m.; Reading 1:15 p. m.; Easton 1:15 p. m.; Allentown 1:15 p. m.; Bethlehem 1:15 p. m.; Scranton 1:15 p. m.; Binghamton 1:15 p. m.; Elmira 1:15 p. m.; Buffalo 1:15 p. m.; Niagara Falls 1:15 p. m.; Toronto 1:15 p. m.

Sea Shore leaves Philadelphia at 3:10 p. m.; Harrisburg 3:25 p. m.; Lancaster 3:25 p. m.; New Port 3:25 p. m.; York 3:25 p. m.; Pottsville 3:25 p. m.; Reading 3:25 p. m.; Easton 3:25 p. m.; Allentown 3:25 p. m.; Bethlehem 3:25 p. m.; Scranton 3:25 p. m.; Binghamton 3:25 p. m.; Elmira 3:25 p. m.; Buffalo 3:25 p. m.; Niagara Falls 3:25 p. m.; Toronto 3:25 p. m.

Main Line Express leaves Philadelphia at 6:00 p. m.; Harrisburg 6:15 p. m.; Lancaster 6:15 p. m.; New Port 6:15 p. m.; York 6:15 p. m.; Pottsville 6:15 p. m.; Reading 6:15 p. m.; Easton 6:15 p. m.; Allentown 6:15 p. m.; Bethlehem 6:15 p. m.; Scranton 6:15 p. m.; Binghamton 6:15 p. m.; Elmira 6:15 p. m.; Buffalo 6:15 p. m.; Niagara Falls 6:15 p. m.; Toronto 6:15 p. m.

Trains for Sunday at 7:30 a. m.; Harrisburg 7:45 a. m.; Lancaster 7:45 a. m.; New Port 7:45 a. m.; York 7:45 a. m.; Pottsville 7:45 a. m.; Reading 7:45 a. m.; Easton 7:45 a. m.; Allentown 7:45 a. m.; Bethlehem 7:45 a. m.; Scranton 7:45 a. m.; Binghamton 7:45 a. m.; Elmira 7:45 a. m.; Buffalo 7:45 a. m.; Niagara Falls 7:45 a. m.; Toronto 7:45 a. m.

Trains leave for Bellefonte and Lock Haven at 8:10 a. m., 3:34 and 7:25 p. m. and at 1:15 p. m. Trains leave for Clearfield and Curwensville at 8:10 a. m., 12:30 and 7:30 p. m. and at 1:15 p. m. For rates, maps, etc., call on Ticket Agents, or address, Thos. E. Watt, P. O. W. D., 360 Fifth Avenue, Philadelphia, Pa. S. M. Prevost, J. R. Wood, Gen'l Manager, Gen'l Pass. Agt.

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