SENTINEL & REPUBLICAN

MIFFLINTOWN.

WEDNESDAY, DEC. 23, 1896.

B. F. SCHWEIER,

EDITOR AND PROPRIETOR.

IMPORTANT RAILROAD ROUTE.

There has never been a more opportune time to build the railroad from this place to Selinsgrove than the present time. It is the best natural route in middle Pennsylvania to connect with the through westward bound trunk lines, the Baltimore & Ohio and the Pennsylvania Central Railroad. It is the best natural route through Central Pennsylvania from the New England States to Virginia and southward. A railroad run by this route would open new fields of profitable work and prove itself the connecting link between important distant business centers. It is a route of easy grades, shallow cuts and short bridges, and what is of great importance on this route is the fact that about midway from the Susquehanna and Potomac, twenty-seven miles of railroad has been built and is in running order doing a nice business between Port Royal and Blair's Mills. The construction of this stretch of railroad is the work of one man. Thomas S. Moorehead conceived and executed the work single handed. He has had the foresight to see the importance of this route, and he has had the business ability to execute the work, and there is no watered stock in the enterprise. If the possibilities of this route were understood or appreciated, it would not be long till the road would be extended to the Susquehanna and the Potomac. It will require only a lateral extension of 5 miles to reach the Broad Top semi-bituminous coal field. With extensions east and west the anthracite coal can be brought west and the semi-bituminous coal sent east. When opened from the Susquehanna to the Potomac, it would lose its local characteristics and become a great highway between the richer eastern states and the rapidly developing southern states. Locally considered it passes through a beautiful and fertile and thickly populated valley the railroad traffic of which itself will be of importance on either or both sides of the valley all along the line of the route are fossiliferous and hematite iron ores. The possibilities in these particulars have been overlooked by men, who heve a hand in the mining of such ores.

"Prof. Lesley, the chief of the New Geological Survey of Pennsylvania in his excellent volume "The Iron Manufacturer's Guide" on page 621, in quoting from Prof. Roger's valuable report on Geology of Pennsylvania, says:—'Assuming the average thickness of the lower bed of the Fossiliferous ore to be from sixteen to eighteen inches, each square yard of the stratum will contain one ton; and if the average width of the breast of soft ore be taken at thirty-five yards, then one mile of the continuous outcrop must furnish the amount of sixty-one thousand and six hundred tons.'"

A more recent writer than Rogers and Lesley says of this route in the heart of which Colonel Moorehead has already constructed 27 miles of railroad, doing a lively business every day. "The inducements to carry the railroad from the Juniata further south to the Baltimore & Ohio railroad on the Potomac is very great. It will furnish an avenue of Western communication between the chief rivers near southern and central Pennsylvania, the Potomac, Juniata and Susquehanna, connecting with an iron band over which can be exchanged the various products of the several sections of the country, anthracite and bituminous coal, lumber, grain, merchandise and more especially the large areas of fossil and hematite iron ores which are laid down profitably near to the route, requiring only man's skill and energy to unite them in economic development." But that is not all. Important as are the things above enumerated, there has within the past eighteen months been discovered along the route along the Moorehead road, that which from other districts commands an annual trade of between five and six million dollars in Pennsylvania alone. It is the phosphate trade. The phosphate business in Pennsylvania annually amounts to between five and six million dollars, and the phosphate is brought from outside the state. Great deposits of phosphate have been found along the Moorehead road. Phosphate enough to supply the Pennsylvania demand and phosphate enough to supply the growing demand in other states where the important material has not been deposited by the hand of nature. With an outlet to the eastern states by way of the Susquehanna Valley and the Schuylkill Valley, and an outlet to the west by way of the Pennsylvania and the Baltimore & Ohio routes, what great possibilities are in store for the enterprising people who will turn a helping hand and purse toward the completion of the road that Moorehead has in successful operation in the heart of this undeveloped valuable region of country. As stated in the opening of this article, this is the opportune time.

Moorehead is a practical man; an engineer, a geologist, and has opened the phosphate deposits in Tuscarora Valley and is mining the valuable material. His developments are a surprise. The most searching and scientific tests have been applied and are satisfactory as to quantity and quality. There is no higher scientific authority in this Commonwealth than that emanating from the Pennsylvania State College agricultural experiment station. About one year ago the College sent M. C. Ihlseng, Professor of Mining Engineering into the Valley to examine and report on the phosphate deposits in Juniata county. It was a revelation to the Professor. He was well acquainted with the geological formation of this part of the state, but up to that time had no knowledge that the particular kind of rocks that traverse the valley, bear deposits of rich phosphate. At the time of his professional visit, ex tensive openings had not been made. Since then Colonel Moorehead has enlarged greatly upon the opening of one of the phosphate veins and has run a railroad from his main line to the mine. In the State College Bulletin, Professor Ihlseng says: "Three classes of phospatic material have thus far been discovered. The first is a friable white rock locally known as "white vein," containing in typical specimens from *twenty nine to fifty four per cent* of bone phosphate The second consists of red nodules similar in appearance to the so-called "clay iron stones," but containing from *forty to fifty-two per cent.* of bone phosphate along with a considerable percentage of iron and alumina. The third class of material consists of blocks of what appears to be dense blue limestone, but which appears on analysis to contain in the neighborhood of *forty per cent.* of bone phosphate of lime."

Professor Ihlseng paid a second visit to the Tuscarora Valley phosphate beds, and in that visit he confirmed what he had previously learned of the great and valuable deposits.

In a letter to Hon. J. C. Crawford, dated State College, Centre county, Pa., December 14. 1896, he says: "The facts gained at my last visit were perfectly in harmony with my early report and views expressed therein, ~~and as~~ there was nothing new to present I confirmed my previous analysis and reported accordly to the director. I am still of the opinion that you have a very promising prospect for the developing of a good bed of phosphate and the support of a profitable industry. It is now a question of pick and shovel Active work should give you an output that will furnish a fair margin of profit, and the formers of the central counties a cheaper material of high fertilizing energy than they now get from the south. I trust that Mr. Moorehead will make it possible to ship the material at competitive prices with the various goods now on the market."

It is thus shown by the highest

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e various goods now on the market."

It is thus shown by the highest scientific authority in the state that the phosphatic material is of a high percentage: high as animal bone. Professor Lebig the world wide recognized Agricultural chemist says that the best animal bone does not contain a higher per cent. of phosphate than fifty-five per cent. A great deal of what is considered good animal bone falls a long distance below that percentage. By other tests than State College tests some of the Tuscarora Valley phosphates run above the highest animal bone percentage. In this brief summary of the undeveloped resources lying along the Tuscarora Valley Railroad and its proposed extension, a glimpse may be had through the gates ajar of the rich field for railroad and mining enterprise. Colonel Moorehead has been doing much to bring into public recognition the richness of this territory. His enterprise speaks for itself and will be of inestimable value to those who contemplate an extension of the railroad. He is a practical engineer and has the survey of every foot of the route from the Susquehanna to the Potomac. He is a practical geologist and mineologist and when he sees a new stone or new rock, he is not content till it has passed the crucial test of his laboratory. His practical turn of mind has served him well in making his text book learning available in turning rocks and mineral into money, and if those who are interested in railroad lines that must from the nature of their location and the valuables that parallel their routes will turn in with the Colonel, it will not be many years till he will have the road working on a paying basis from Virginia to the Valley of the Susquehanna with outlets to the markets of New York and New England and the west.

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Tours to California.

California has been most fittingly termed the "Italy of America." All the delicious balm, the cloudless sky, and the rich verdure of the great European peninsula are duplicated in this sunny land of the Pacific. Here nature basks in the sunshine of her own beauty; and here she has established her own sanitarium, where eternal spring inspires everlasting youth. With the snow mantled peaks of the Sierras upon the one hand, the calm Pacific with its soft breezes upon the other, and a veritable paradise of flowers, fruits and plants between, man can find and needs no lovlier land. To visit such a country is a privilege, a blessing.

The Pennsylvania Railroad Company, recognizing the need of a more comfortable and pleasant way of crossing the continent, inaugurated a series of annual tours to California, running a through train of Pullman palace cars from New York to the Pacific Coast, and stopping at the principal points of interest *en route*. The great popularity of these tours demonstrates the wisdom of the movement.

For the season of 1897 three tours have been arranged to leave New York, Philadelphia and Pittsburg, January 27, February 24 and March 27.

The first tour will run direct to San Diego via St. Louis and the Santa Fe Route, and return from San Francisco via Salt Lake City, Denver and Chicago, allowing five weeks in California.

The third tour will run via Chicago, Denver and Salt Lake City, allowing passengers to return by regular trains via different routes within nine months.

All of these tours, either going or returning, will pass through the famous Colorado region, Glenwood Springs, Leadville, and the Garden of the Gods.

Rates from all points on the Pennsylvania Railroad System east of Pittsburg:—First tour, $310; second tour, $350; third tour, $210 round trip, and $150 one way.

For detailed itineraries and other information, apply at ticket agencies, special booking offices or address George W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia. j23,

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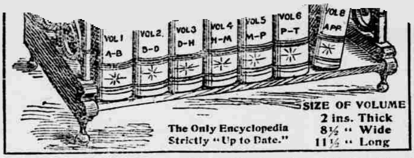
EVERY DAY EXCURSIONS.

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 any part of Europe. Estimates furnished, including all expenses. Tickets furnished for the complete journey. It is not necessary to wait for any so-called "Personally 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 or in small family parties with great comfort and security, and at one's own convenience. Write to John R Pott, District Passenger Agent, Chicago, Milwaukee & St. Paul railway, Williamsport, Pa., for details if you are contemplating a trip



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To secure widespread and favorable publicity for **THE NEW STANDARD AMERICAN ENCYCLOPEDIA,** we have decided to place a few introductory sets in each community throughout the country for comparison with all other reference works as to plan, scope, lateness of treatment and general practical and educational value. We feel that every set will create a demand for others. While the distribution will be general in extent, it will last for a limited time only, after which our regular subscription sale will begin, at prices ranging from $48 to $72 a set, according to style of binding. Now, however, to quickly and thoroughly introduce the work, as above stated, we make the price merely nominal (about the cost of paper and printing), the distribution being **limited to a very few weeks,** reserving the privilege of withdrawing the offer at any time when we consider a sufficient number of these introductory sets, at the special price, has been distributed.

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Reproachful.

"I haven't anything new to sing to you tonight, George."

"Well, give me something old then."

She broke into a refrain that was "a song of the day" 17 years before.

"That's very, very old, Clara," he remarked at the close.

"Yes, George, I sang that to you the night we became engaged."—Boston Globe.

In the fifteenth century the beer gallon measure of England was a fourth larger than the wine gallon, to allow for the froth. The present legal yard was instituted in England in 1758.

The largest egg is that of the ostrich. It weighs 3 pounds and is considered equal in amount to 24 hens' eggs.

There is no better dollar in the world than the one we have. What most people need is a better chance to get it, and that will come with the improvement of business.—Indianapolis Journal.

◆

Biliousness

Is caused by torpid liver, which prevents digestion and permits food to ferment and putrify in the stomach. Then follow dizziness, headache,

Hood's Pills

insomina, nervousness, and, if not relieved, bilious fever or blood poisoning. Hood's Pills stimulate the stomach, rouse the liver, cure headache, dizziness, constipation, etc. 25 cents. Sold by all druggists. The only Pills to take with Hood's Sarsaparilla.

It never fails to cure—MANNERS double extract SARSAPARILLA. 50c. everywhere

CHECKING THE WITNESS.

Testimony of a Careful Old Man to a Shrewd Young Attorney.

The young lawyer was determined that if vigilance could accomplish anything the case should be decided in favor of his client, and so when the careful old man went upon the stand for the defense the attorney leaned forward, prepared to fight every inch of the way.

"Mr. Johnson, the plaintiff," said the careful old man, "said that if I would buy the house he would get Mr. Gimpson to relinquish his lease. He said he thought Mr. Gimpson would agree to go. I guess"—

"Never mind what you guess. We don't want any hearsay or guessing. Your honor [to the court], I object to this witness' testimony. He is guessing at what he says. We want facts."

"Excuse me," said the old man. "I was about to say I guess at nothing and insisted on the understanding being established in my presence. So the two men got together, with me on hand, to listen to what they said. I understand"—

"Objected to as incompetent. Your honor, we don't want to know what this man understands was done. We want what he knows was done. We want"—

"One moment," said the careful old man. "I was about to say that I understand ordinary conversation with some difficulty, and so that there might be no error I insisted that they yell out their propositions in loud tones, which they did until you could hear them in the middle of the town. I am informed"—

"Your honor," cried the young attorney, "is our time to be taken up listening to hearsay evidence? He does not know. He was informed that such and such was so and so. What we must have is what he knows about the trade and whether or not he"—

"I am informed on real estate values, having been a real estate agent all my life," the old man said, "and I knew what the worth of that lease was to the holder of it. Knowing the facts, I would fix his damages at $78.32. I believe"—

"Objected to as a conclusion and as incompetent. What any man believes is not necessarily good proof. I don't want to know what you believe, but what you know. We must insist on your telling what you know and not what you surmise or what you conjecture or what you think or what you imagine. A courtroom is not a place for exploiting what a man believes, but what he is sure of. I think the court will support me in saying that we don't want to know what this man believes." And the young lawyer looked confidently at the justice.

"I was going to say," said the witness, "that I believe that is all."—Chicago Record.

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CALIFORNIA.

Three tours to California and the Pacific coast, will leave Harrisburg, Altoona and Pittsburg, January 27, February 24 and March 27, 1897. Five weeks in California on the first tour and four weeks on the second. Passengers on the third tour may return on regular trains within nine months. Stop will be made at New Orleans for Mardi-Gras festivities on the second tour.

Rates from all points on the Penna. R. R. System; First tour $310 00; second tour $350.00; third tour $210.00. From Pittsburg $5.00 less for each tour.

FLORIDA.

Jacksonville tours, allowing two weeks in Florida, will leave New York and Philadelphia, January 26, February 9 and 23 and March 9, 1897. Rate covering expenses en route in both directions $53.00 from Pittsburg, and proportionate rates from other points.

For detailed itineraries and other information, apply at ticket agencies or address Thos. E. Watt, Pass. Agent Western District, 360 Fifth Avenue, Pittsburg, Pa.

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CONSUMPTION

LEGAL.

EXECUTOR'S NOTICE.

Letters testamentary on the estate of Sarah T. Jamison, late of Fayette township, Juniata county, Pa., deceased, having been granted in due form of law to the undersigned residing in Mifflintown. All persons knowing themselves indebted to said decedent will please make immediate payment, and those having claims will present them properly authenticated for settlement to LOUIS E. ATKINSON,

December 23, 1896. *Executor.*

EXECUTRIXES' NOTICE.

Letters testamentary on the estate of Edward A. Smith, late of Mexico, Walker township, Juniata county, Pa., having been granted in due form of law to the undersigned residing in Mexico. All persons knowing themselves indebted to said decedent will please make immediate payment, and those having claims will present them properly authenticated for settlement to

MATILDA SMITH,
KATE V. SMITH,
Executrixes.

ADMINISTRATOR'S NOTICE.

Estate of Samuel A. Thomas, deceased.

Whereas letters of administrarion on the estate of Samuel A. Thomas, late of Fermanagh township, Juniata Co., Pa., deceased, have been issued out of the Orphans' Court to the undersigned, notice is hereby given to all persons indebted to the said estate to make immediate payment, and those having claims to present them properly authenticated for settlement.

CHARLES W. BOOK,
Mexico, Juniata Co., Pa., Nov. 21, 1896.

TO CONSUMPTIVES.

The undersined having been restored to health by simpge means, after suffering several years witha severe lung affection, and that dread disease *consumption*, is anxious to make known to his fellow sufferers the means of cure. To those who desire it, he will cheerfully send (free of charge) a copy of the prescription used, which they will find a sure cure for *Consumption, Asthma, Catarrh, Bronchitis* and all throat and lung *Maladies*. He hopes all sufferers will try his remedy, as it is invaluable. Those desiring the prescription, which will cost them nothing, and may prove a blessing, will please address,

REV. EDWARD A. WILSON, Brooklyn, New York. Sep. 9, '96.

CAUTION.

TRESSPASS NOTICE.

The undersigned persons have associated themselves together for the protection of Willow Run Trout stream in Lack township, Juniata Co., Pa. All persons are strickly forbidden not to trespass upon the land or stream of the said parties to fish as the stream has been stocked with trout Persons violating this notice, will be prosecuted according to law.

R. H. Patterson,
T. H. Caruthers, J. P.
Rob't A. Woodside,
W. D. Walls,
Frank Vawn,
Dyson Vawn.

April 23, 1895.

TRESPASS NOTICE.

The undersigned persons have formed an Association for the protection of their respective properties. All persons are hereby notified not to trespass on the lands of the undersigned for the purpose of hunting gathering nuts, chiping timber or throwing down fences or firing timber in any way whatever. Any violation of the above notice will be dealt with according to law.

John Michal,
William Puffenberger,
Gideon Sieber,
Beashor & Zook,
Mary A. Brubaker,
Joseph Rothrock,
John Byler,
Samuel Bell.

September 5 1895.

Louis E. Atkinson. F. M. M. Pennell.

ATKINSON & PENNELL,

ATTORNEYS-AT-LAW,

MIFFLINTOWN, PA.

Office—On Main street, in place of residence of Louis E. Atkinson, Esq., south Bridge street. [Oct 26, 1892

☞Collecting and Conveyancing promptly attended to.

WILBERFORCE SCHWEYER,

Attorney-at-Law—

District Attorney.

MIFFLINTOWN, PA.

OFFICE IN COURT HOUSE.

DR. D. M. CRAWFORD, DR. DARWIN M. CRAWFORD

DR. D. M. CRAWFORD & SON,

have formed a partnership for the practice of Medicine and their collatteral branches. Office at old stand, corner of Third and Orange streets, Mifflintown, Pa. One or both of them will be found at their office at all times, unless otherwise professionally engaged.

April 1st, 1895.

H. P. DERR,

PRACTICAL DENTIST.

Graduate of the Philadelphia Dental College. Office at old established location, Bridge Street, opposite Court House, Mifflintown, Pa.

☞ Crown and Bridge work;
Painless Extraction.
All work guaranteed.

I hereby offer for sale a valuable property, situated in Fermanagh township, 2½ miles north-east of Mifflintown, containing 25 Acres, more or less. 4 acres of wood land. The balance cleared and in good state of cultivation. Buildings ordinary, but in good repair. A good spring of never failing gravel water nearby. This property also contains 250 peach trees and 2000 berry plants; 30 apple trees, besides other fruit. The above property is situated near White Hall school house in said township. For further information address.

Charles Corkins,
8-29-'96. Mifflintown, Pa.

Tuscarora Valley Railroad.

SCHEDULE IN EFFECT MONDAY, MAY 18, 1895.

EASTWARD.

STATIONS. DAILY, EXCEPT SUMDAY.	No. 1	No. 3
	A. M.	P. M.
Blair's Mills..........Lv.	7 45	2 00
Waterloo................	7 50	2 05
Leonard's Grove.........	8 00	2 10
Ross Farm...............	8 05	2 15
Perulack................	8 15	2 20
East Waterford..........	8 20	2 30
Heckman.................	8 30	2 37
Honey Grove.............	8 35	2 42
Fort Bigham.............	8 48	2 48
Warble..................	8 55	2 55
Pleasant View...........	9 00	3 00
Seven Pines.............	9 06	3 06
Spruce Hill.............	9 10	3 10
Graham's................	9 14	3 14
Stewart.................	9 16	3 16
Freedom.................	9 18	3 18
Turbett.................	9 20	3 20
Old Port................	9 25	3 25
Port Royal..........Ar.	9 30	3 30

Trains Nos. 1 and 2 connect at Port Roya with Way Passenger and Seashore Express on P. R. R., and Nos. 3 and 4 with Mail east

WESTWARD.

STATIONS. DAILY, EXCEPT SUNDAY.	Distance.	No. 2	No. 4
		A. M.	P. M.
Port Royal........	0.0	10 30	5 20
Old Port..........	1.3	10 35	5 25
Turbett...........	2.8	10 40	5 30
Freedom...........	3.7	10 42	5 32
Stewart...........	4.4	10 44	5 34
Graham's..........	5.0	10 46	5 36
Spruce Hill.......	6.3	10 50	5 40
Seven Pines.......	7.2	10 54	5 44
Pleasant View.....	9.0	11 03	5 50
Warble............	10.0	11 05	5 55
Fort Bigham.......	12.0	11 11	6 01
Honey Grove.......	14.0	11 18	6 08
Heckman...........	15.1	11 25	6 15
East Waterford....	17.5	11 35	6 25
Perulack..........	20.5	11 48	6 35
Ross Farm.........	22.0	12 55	6 45
Leonard's Grove...	24.0	12 02	6 52
Waterloo..........	25.5	12 09	6 59
Blair's Mills....Ar.	27.0	12 15	7 05

Trains Nos. 2 and 8 connect with Stage Line at Blair's Mills for Concord, Doylesburg and Dry Run.

J. C. MOORHEAD,
Superintendent.
T. S. MOORHEAD,
President.

RAILROAD TIME TABLE.

PERRY COUNTY RAILROAD.

The following schedule went into effect Nov. 16, 1896, and the trains will be run as follows:

p. m	a. m	Leave	Arrive a. m	p. m
4 30	9 00	Duncannon	7 54	2 28
4 36	9 06	*King's Mill	7 49	2 23
4 39	9 09	*Sulphur Springs	7 46	2 20
3 41	9 11	**Corman Siding	7 44	3 18
4 45	9 14	Montebello Park	7 41	2 15
4 46	9 15	*Weaver	7 40	2 13
4 51	9 19	*Roddy	7 36	2 08
4 54	9 22	*Hoffman	7 33	2 65
4 56	9 24	*Royer	7 31	2 03
4 59	9 27	*Mahanoy	7 28	2 00
5 10	10 43	Bloomfield	7 22	1 41
5 16	9 49	*Tressler	7 09	1 36
5 21	9 54	*Neilson	7 04	1 31
5 24	9 57	*Dum's	7 01	1 28
5 27	10 05	Elliotsburg	6 58	1 25
5 32	10 07	*Bernheisl's	6 51	1 20
5 34	10 17	*Green Park	6 48	1 18
5 37	10 30	*Montour Junc	6 33	1 15
6 02	10 35	Landisburg	6 28	2 50
p. m	a. m	Arrive	Leave a. m	p m

Train leaves Bloomfield at 5.58 a. m., and arrives at Landisburg at 6.23 a. m. Train leaves Landisburg at 6.08 p. m., and arrives at Bloomfield at 6.40 p. m.

All stations marked (*) are flag stations, at which trains will come to a full stop on signal.

Chas. H. Smiley, President. S. H. Beck, Supt.

PENNSYLVANIA RAILROAD.

On and after Sunday November 15, 1896, trains will run as follows:

WESTARD.

Way Passenger, leaves Philadelphia at 4 30 a. m; Harrisburg 8 00 a. m; Duncannon 8 35 a. m; New Port 9 05 a. m; Millerstown 9 16 a. m; Durword 9 21 a. m; Thompsontown 9 26 a. m; Van Dyke 9 33 a. m; Tuscarora 9 36 a. m; Mexico 9 40 a. m; Port Royal 9 44 a. m: Mifflin 9 06 a. m; Denholm 9 55 a. m; Lewistown 10 18 a m; McVeytown 10 38 a. m; Newton Hamilton 11 00 a. m; Mount Union 11 06 a. m; Huntingdon 11 38 p. m; Tyrone 12 20 p. m; Altoona 1 00 p. m; Pittsburg 6 05 p. m.

Niagara and Pittsburg Express leaves Philadelphia at 8.30 a. m; Harrisburg at 11.45 a. m.; Mifflin 12.57 p m., Lewistown 1.13 p. m.; Huntingdon 2.06 p. m.; Tyrone 2.45 p. m; Altoona 3.15 p. m.; Pittsburg 7.00 p. m.

Altoona Accommodation leaves Harrisburg at 5 00 p. m; Duncannon 5 34 p. m; Newport 6 02 p. m; Millerstown 6 11 p. m; Thompsontown 6 21 p. m; Tuscarora 6 30 p. m; Mexico 6 33 p. m; Port Royal 6 38 p. m; Mifflin 6 43 p. m; Denholm 6 49 p. m; Lewistown 7 07 p. m; McVeytown 7 30 p m; Newton Hamilton 7 50 p. m; Huntingdon 8 20 p. m; Tyrone 9 02 p. m; Altoona 9 35 p. m.

Pacific Express leaves Philadelphia at 11 20 p. m; Harrisburg 3 10 a. m; Marysville 3 24 a. m; Duncannon 3 38 a. m; Newport 3 59 a. m, Port Royal 4 31 a. m; Mifflin 4 37 a. m; Lewistown 4 58 a. m; McVeytown 5 20 a. m; Huntingdon 6 08 a. m; Tyrone 6 55 a. m; Altoona 7 40 a. m; Pittsburg 12 10 p. m.

Oyster Express leaves Philadelphia at 4 35 p. m; Harrisburg at 10 20 p. m; Newport 11 06 p. m; Mifflin 11 40 p. m; Lewistown 12 58 a. m; Huntingdon 12 55 a. m.; Tyrone 1 32 a m; Altoona 2 00 a. m; Pittsburg 5 30 a. m.

Fast Line leaves Philadelphia at 12 25 p. m; Harrrisburg 3 50 p. m; Duncanon 4 15 p. m; Newport 4 35 p. m; Mifflin 5 07 p. m. Lewistown 5 27 p. m; Mount Union 6 08 p. m; Huntingdon 6 27 p. m; Tyrone 7 04 p m; Altoona 7 40 p. m; Pittsburg 11 30 p. m.

EASTWARD.

Huntingdon Accommodation leaves Altoona at 5 00 a. m; Tyrone 5 28 a m; Huntingdon 5 40 a. m; Newton Hamilton 6 05 a. m; McVeytown 6 22 a. m; Lewistown 6 42 a. m; Mifflin 7 01 a. m; Port Royal 7 06 a. m; Mexico 7 09 a. m; Thompsontown 7 22 a. m; Millerstown 7 31 a. m Newport 7 40 a. m; Duncannon 8 07 a m; Harrisburg 8 40 a. m.

Sea Shore leaves Pitttsbnrg 3 10 a m; Altoona 7 15 a m; Tyrone 7 48 a m; Huntingdon 8 30 a m; McVeytown 9 15 a m; Lewistown 9 35 a m; Mifflin 9 55 a m; Port Royal 9 59 a m; Thompsontown 10 14; Millerstown 10 22 a m; Newport 10 32 a m; Duncannon 10 54 a m; Marysville 11 07 a m; Harrisburg 11 25 a m; Philadelphia 3 00 p m.

Main Line Express leaves Pittsburg at 8 00 a. m; Altoona 11 40 a. m; Tyrone 12-03 p. m; Huntingdon 12 35 p. m; Lewistown 1 33 p. m; Mifflin 1 50 p. m; Harrisburg 3 10 p. m; Baltimore 6 00 p. m; Washington 7 15 p. m; Philadelphia 6 23 p. m; New York 9 23 p. m

Mail leaves Altoona at 2 10 p. m, Tyrone 2 45 p. m, Huntingdon 3 28 p. m; Newton Hamilton 3 58 p. m; McVeytown 4 20 p. m; Lewistown 4 45 p. m; Mifflin 5 10 p. m. Port Royal 5 15 p. m; Mexico 5 20 p. m; Thompsontown 5 33 p. m; Millerstown 543 p. m; Newport 5 54 p. m; Duncannon 6 23 p. m; Harrisburg 7 00 p. m.

Mail Express leaves Pittsburg at 1 00 p. m; Altoona 6 05 p. m; Tyrone 6 37 p. m; Huntingdon 7 20 p. m; McVeytown 8 04 p. m; Lewistown 8 26 p m; Mifflin 8 47 p. m; Port Royal 8 52 p. m; Millerstown 9 16 p. m; Newport 9 26 p. m; Duncannon 9 50 p. m; Harrisburg 10 20 p. m.

Philadelphia Express leaves Pittsburg at 4 30 p. m; Altoona 9 05 p. m; Tyrone 9 38 p. m; Huntingdon 10 12 p. m; Mount Union 10 32 p. m; Lewistown 11 16 p. m; Mifflin 11 37 p. m; Harrisburg 1 00 a. m; Philadelphia 4 30 New York 7 33 a. m.

LEWISTOWN DIVISION.

Trains for Sunbury at 7 30 a. m. and 3 15 p. m., leave Sunbury for Lewistown 10 05 p. m. and 2 25 p. m; for Milroy 6 20 a. m. 10.20 a. m. and 3 15 p. m., week days.

TYRONE DIVISION.

Trains leave for Bellefonte and Lock Haven at 8 10 a. m., 3 34 and 7 25 p. m. leave Lock Haven for Tyrone 4 30, 9 10 p m. and 4 15 p. m.

TYRONE AND CLEARFIELD R. R.

Trains leave Tyrone for Clearfield and Curwensville at 8 10 a. m., 12.30 and 7 30 p. m., leave Curwensville for Tyrone at 4 39 a. m., 9 15 and 3 51 p m.

For, rates, maps, etc., call on Ticket Agents, or address, Thos. E. Watt, P. A. W. D., 360 Fifth Avenue, Pittsburg, Pa.

S. M. Prevost, Gen'l Manager. J. R. Wood, Gen'l Pass. Agt

NEWPORT AND SHERMAN'S VALley Railroad Company. Time table of passenger trains, in effect on Monday, May 18th, 1896.

STATIONS.	Westward.		Eastward.	
	3	1	2	4
	P M	A M	A M	P M
Newport...........	6 05	10 35	8 30	4 00
Buffalo Bridge.....	6 08	10 38	8 27	3 57
Juniata Furnace ...	6 12	10 42	8 23	3 53
Wabneta	6 15	10 45	8 20	3 50
Sylvan	6 25	10 52	8 16	3 46
Water Plug	6 22	11 01	8 11	3 41
Bloomfield Junct'n.	6 31	11 09	8 06	3·38
Valley Road	6 39	11 09	8 00	3 32
Elliottsburg.	6 51	11 21	7 45	3 15
Green Park	6 54	11 24	7 40	3 10
Loysville	7 05	11 35	7 34	3 04
Fort Robeson	7 11	11 41	7 26	2 56
Center	7 15	11 45	7 16	2 49
Cisna's Run	7 21	11 51	7 15	2 45
Andersonburg	7 27	11 57	7 10	2 40
Blain	7 35	12 05	7 03	2 38
Mount Pleasant ...	7 41	12 11	6 58	2 24
New Germant'n ...	7 45	12 15	6 50	2 20

D. GRING, President and Manager
C. K. Miller, General Agent.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.