SENTINEL & REPUBLICAN

MIFFLINTOWN, PA.
WEDNESDAY, MAY 23, 1900.

B. F. SCHWEIER,
EDITOR AND PROPRIETOR.

REPUBLICAN STATE TICKET.

FOR AUDITOR GENERAL,
Edmund B. Hardenbaugh,
of Wayne.

CONGRESSMAN-AT-LARGE,
Galusha A. Grow, of Susquehanna.
Robert S. Foerderer, of Philadelphia.

COUNTY TICKET.

CONGRESS.
Thad. M. Mahon.
STATE SENATOR.
Wm. Hertzler.
ASSEMBLY.
T. K. Beaver.
REGISTER & RECORDER.
D. Samuel Leonard.
SHERIFF.
Joseph M. Evans.
JURY COMMISSIONER.
David G. Shellenberger.

THERE are 660 miles of government railroads in Japan and last year 28 million people rode on that railroad. As a railroad item that is hard to equal.

A LUZERNE COUNTY Judge locked up a jury two weeks to secure a verdict. Where does a judge get authority for such an outrage. They are in need of a new judge in that district.

WHEN free government was planted in America at Plymouth rock in 1620, and when slave government was planted at Jamestown in the same year—1620. It is not known that a living man at that time had the foresight to tell, that in two hundred and forty one years thereafter the two antagonistic systems of government would have so developed themselves that they would go to war with each other for the mastery, but that is what took place when the southern states and the northern states of the United States of America took up the sword to settle the question of free government or slave government. There has another great movement of national and international importance been born. Its affect upon unborn millions of people cannot be estimated. America is destined to play an important part in the international drama that will require several generations to work out. America's first part was the war with Spain through which she became the owner of the Phillipine Islands. The Islands became her possession so unconsciously that they were hers before she realized it, and their possession puts the United States on the other side of the globe as an inter-national factor just at the opportune time when the oldest kingdom in this world is going to pieces, politically, religiously and industriously. The old Chinese governmental fabric is going to pieces, and the old kingly powers of Europe are all there to each get as large a portion as possible for themselves. The days of old China are over. The newer nations are all there with their advanced civilization, and the United States is there with a firm foot-hold in the Phillipine Islands to advance her newest and best of all civilization. The war with Spain was the first step of the United States to the introduction of her superior form of government among the Asiatics. The leaders of the democratic party, who are against the holding of the Phillipine islands have not yet read the progress of events on the other side of the globe in its true light. They have not yet seen in the dissolution of the Asiatic governments the preparitory processes for the reception of Americanism among the benighted and enslaved heathens. America will go there with every thing that Americans manufacture and everything that they teach and preach. It is to be the greatest missionary field for American manufacturers and teachers and preachers, and through it all the people of those benighted lands are to be lifted to a higher plane of civilization. That is the destiny, the first step of which was taken in the Spanish war. Democratic opposition will amount to nothing. It will melt away as the mist of the morning before the advancing sun of republicanism, which is to lift the Asiatic out of the evils of his own degeneracy and save him from the monarchial greed of the strong governments of Europe.

REDUCED RATES TO PHILADELPHIA.

VIA PENNSYLVANIA RAILROAD, ACCOUNT REPUBLICAN NATIONAL CONVENTION.

On account of the Republican National Convention at Philadelphia, June 19, the Pennsylvania Railroad Company will sell excursion tickets to Philadelphia from all stations on its line at rate of one fare for the round trip (minimum rate 50 cents). Tickets will be sold and good going June 15 to 19, inclusive, and returning to June 26, inclusive.

REDUCED RATES TO NORTH MANCHESTER, IND., VIA PENNSYLVANIA RAILROAD.

For meeting of German Baptist Brethren at North Manchester, Ind., May 29 to June 8, 1900, the Pennsylvania Railroad Company will place special excursion tickets on sale May 29 to June 3, 1900 from stations west of Baltimore (not inclusive), and Lancaster and Reading (inclusive), and south of and including Sunbury at rate of one first-class limited fare for the round trip. Tickets will be good returning until July 1, inclusive. 23.

REDUCED RATES TO CAMDEN, IND., VIA PENNSYLVANIA RAILROAD.

For meeting of old order of German Baptist Brethren at Camden, Ind., June 3 to 5, 1900, the Pennsylvania Railroad Company will sell from May 31 to June 3, inclusive, excursion tickets to Camden, Ind., from stations on its line west of Baltimore, Md. (not inclusive), west of and including Lancaster and Reading, and from stations south of and including Sunbury at rate of one first class limited fare for the round trip. Tickets will be good returning until July 5, inclusive m23.

General William Bell died at his home in this town between the hours of 7 and 8 o'clock, Monday morning, May 21, 1900, aged 82 years, 9 months and 10 days. He was highly esteemed and respected by a large circle of friends. He lived at Mifflintown all his life, excepting when he was temporarily called away to attend to business in other places, and excepting the time he spent in the army. He was a first rate citizen, a warm and courteous friend with an old time natural dignity that is seldom met with these days. He was the scion of Tuscarora Valley pioneer stock. His grand-father William Bell warrented lands in Tuscarora valley in 1755, lands now owned by the Robisons along Tuscarora creek. His grand-father was a soldier under Braddock in the unfortunate expidition against the French and Indians at Fort Duequane now Pittsburg and afterwards he was an officer in the revolutionary army against the British for independence. His father who was also named William, came to Mifflintown when a young man and engaged in the mercantile business. He had a store on the hill opposite the old canal lock north of town. The house the store was kept in is in ruins. The land on which it stood is now owned by B. F. Schweier. That location at that time was a good one for store business. It was a landing place for flat boats and rafts that passed down the river and commanded a considerable portion of the Lost Creek Valley trade. There William Bell prospered. He married a Miss Bryson, daughter of Judge Samuel Bryson, who was also a revolutionary soldier, who served throughout the war for independence and saw regiment after regiment pass away and by the time the battles were over he had served as an officer in four different regiments. William Bell and his wife became the owners of the island farm in the river at Mifflintown and made it their home. It was there that the subject of this obituary notice—General William Bell—was born, August 11, 1817. He lived there many years, becoming the owner of the property after the death of his parents. In his time he farmed and merchandised and when the Pennsylvania railroad first ran its trains through the Juniata valley, he managed the railroad house at the station at this town. The trains stopped at the hotel for meals. He had little ambition for civil office though at one time he was nominated by the whigs for sheriff and was elected. He was fond of military affairs. It was not hard to see where his military inclination came from when one stops to consider that he was the grand son of the pioneer of the family in the mountain wilds of the province of Pennsylvania, fighting Indians and felling forests and marching with the English army against the French and Indians in western Pennsylvania and a few years later battling against the British for independence of kingly rule seven long years. Such a grand-father must in the nature of man impress his martial spirit on some of his successors. The martial spirit of the grand-father was largely manifested in the General, which is abundantly proven by his constant participation in the organization of the military in the Juniata Valley and particularly in his native county. He was an active man in the militia organizations before the war between the north and the south took place. He was Second Lieutenant in the Mifflintown Guards, a company that was organized in 1843. He was Captain of the American Artillery in the early fifties. He was a Major, then a Colonel, then a Brigadier of Pennsylvania Militia. When rebellion took place he organized a Company of Cavalry in 1861 and became Lieutenant Colonel of the Regiment, the 12th Pennsylvania Cavalry. In a gallant charge of the regiment which he was leading at Charlestown, Virginia, he was severely wounded. His nephew, T. V. Irwin, who was Adjutant of the regiment was also in the charge and was captured, but made his escape one dark night several days after he was captured. Since the war the General engaged in merchandiseing and in the sale of Agricultural machinery until within the period of two years he retired from business in the enjoyment of good health till the past winter when he took a severe cold, which left its dregs and resulted in heart failure, which terminated his life within three weeks time. He was a member of the Presbyterian church as was his father and grand-father before him. He became a member of the church early in life and lived a life consistent with his church profession. He led the singing in the church at Mifflintown a half century. He was a ruling elder in the church at the time of his death. He is not survived by direct issue. His nearest of kin being a sister Mrs. Sharon of Ohio and her son and T. V. Irwin and the Misses Sallie and Maud Irwin of Mifflintown and Holmes Irwin of Newport and Judge Mason Irwin of Washington state, sons and daughters of his sister Mrs. Jane Irwin, deceased. Religious services were held in the Presbyterian church on Wednesday, May 23rd, 1900. The funeral sermon was preached by Revs. Mathers, Kelly, Campbell and Pomeroy. The Grand Army Post of which he was a member and Post Commander, and present surgeon and trustee, conducted the funeral ceremony and burried him with the honors of war. Some years ago he had a large bowlder weighing over two tons of conglomerate rock that had been washed from its bed in the mountain and rolled down on the island, placed in the Presbyterian cemetery and there had his name engraved upon it as a monumental stone to mark his earthly resting place.

MUSICAL COLLEGE.

The summer term of the Musical College, at Freeburg, Snyder county, Pa., will begin on Monday, July 23, a term of six weeks for $33, including board and tuition. As all schools have vacation at this time, it will give a good opportunity for public school teachers and school children to attend this term. Parents desiring a progressive and home-like school for their sons and daughters should investigate the merits of the college. For catalogue address Henry B. Moyer.

POMONA GRANGE MEETING.

Programme for meeting of Pomona Grange at Spruce Hill Grange Hall, May 31st and June 1st, 1900.

What is the best Method for nominating candidates for public office. Referred to J. T. Ailman.

Will the islands which lately came under our jurisdiction be beneficial to the cause of Agriculture? Referred to Edwin Davis.

Which is the most profitable to the farmer, special or general farming? Referred to D. B. Esh.

Recitation by sister Esh.

Select reading by sister Anderson.

The policy holders of the Grange fire Insurance company are requested to be present to confer with the the board of directors.

MEETING A BIG LINER

NOT EASY TO BOARD AN INCOMING VESSEL IN NEW YORK BAY.

Uncle Sam Grants Few Requests For Passes on the Revenue Cutters Which Go Out to Meet the Steamships From European Ports.

When it is generally understood, as it generally is not, that fully 300 persons make application daily in season for passes to board incoming ocean steamers from revenue cutters and that not more than 2 per cent of the requests are granted, it may be understood how valuable the treasury department considers these privileges. The occurrence is rare, but is nevertheless legal for the master of the ship for which a pass calls to refuse to permit the holder to board his ship. All revenue cutter passes are issued by the collector of the port and must be countersigned by the surveyor. The revenue of every country on dutiable personal effects depends for its volume on the ability of the customs authorities to have them duly listed and taxed on arrival. In the event of a promiscuous granting of cutter passes it would be possible for a certain dishonest element that is to be found under every sun to meet incoming friends down the bay and surreptitiously bring ashore at the pier valuables purchased abroad.

The treasury department trusts few, a fact that has increased Uncle Sam's revenue a great deal, as the majority of the boarding officers know. Recently the holder of a pass boarded a White Star liner and was approached by a passenger to whom he was a perfect stranger. The latter said:

"I understand you are connected with so and so. I have a small package here that I would like to take ashore. There is nothing dutiable in it, but you understand how the government piles it on. I will meet you at the head of the gangway when I get my luggage released, and I will take the package from you."

Not only did this pass holder not take the package, but the first thing he did upon landing was to point out the passenger to a member of the surveyor's staff, who very promptly demanded and received the package. It contained jewelry of all descriptions. That an unauthorized person may not get on board an incoming craft in advance of the customs officials the following is attached to every pass that is issued for the revenue cutter:

"This permission is understood to be subject to the assent of the master of the steamship and of the health officer as guardian of the public health, and boarding is strictly forbidden until after the customs officers are in charge, according to the following extract from the passenger act, 1882:

"'Section 9. That it shall not be lawful for the master of any (such) steamship or other vessel not in distress after the arrival of the vessel within any collection district of the United States to allow any person or persons except a pilot, officer of the customs or health officer, agents of the vessel and consuls to come on board of the vessel or to leave the vessel until the vessel has been taken in charge by an officer of the customs nor after charge so taken without leave of such officer until all the passengers, with their baggage, have been duly landed from the vessel.'"

When the revenue cutter pass system was originally introduced, nobody in the government employ seems to know. In the old days it was the custom to meet relatives and friends back from an ocean trip on the pier heads. The revenue cutter pass is a simple piece of paper in itself, but is the study of many years and countless number of practical officials. The manner in which it is obtained, the demands made upon its holder, the restrictions as to its use and its composition in every way are the result of innumerable revisions of passes that have preceded it during the last 20 years, and it now omits nothing that will protect Uncle Sam, as it really should do.

A few years ago it was possible for all sorts of idlers to gain admission to a pier while the passengers of a ship from foreign parts were landing. This had been the practice for some years, and the steamship gateman had the sole and exclusive right of deciding who should enter. It was supposed and frequently discovered in individual cases that dutiable goods were secretly passed to these friends who came down to welcome the homecomer.

As a consequence the inability to get a revenue cutter pass did not make much material difference, the dock affording full scope for any desired work in a dishonest way. To protect the purposes of the cutter passes and to place a further barrier around illegal practices the treasury department recently made a new rule that admission to a pier during the docking of an incoming steamer could be obtained by card only. This admission ticket, like the revenue cutter passes, is not transferable and must bear the name of the holder, the signature of the steamship company and the indorsement of the collector of the port. The perfection of the cutter pass system as to transfer may be appreciated when it is stated that the beneficiary of the pass must affix his name to the pass on receiving it at the custom house and again when he boards the cutter at the Battery. This eliminates all chance of the pass being transferred. Transfers have been illegally made, but the holder, being unable to furnish the same signature as that supplied at the custom house, was compelled to leave the cutter, and the pass was taken up.—New York Mail and Express.

Failure to the man who learns means experience, and experience is equipment, and equipment is wealth.—Saturday Evening Post.

SUITS OF ARMOR.

The Last Battle In Which They Were Worn by European Soldiers.

The last occasion, it is believed, on which suits of armor were worn in battle by European soldiers was in 1790. The incident, according to chroniclers of the Napoleonic wars, took place in that year, when a small French force was holding the little fort at Aquila in the Abruzzi against a rising of the hostile peasantry of the district.

The French were not strong enough to fight their way through the lines of their opponents, who outnumbered them 20 to 1, while, as the latter had no guns, the Frenchmen could hold their position with confidence.

There were, however, left on the space lying between the opposing forces some dozen or so guns which the beleaguered had not been able to take with them into the fort.

An attempt was made by the besiegers to remove these guns by means of a long rope worked by a capstan placed in a house a short distance away, and, though their first endeavors resulted in failure, the French realized that the ultimate capture of the ordnance would seriously jeopardize the chances of the fort holding out.

The necessity of spiking the guns was apparent, but a sortie in the face of the overwhelming musketry fire of the insurgents was out of the question. At this juncture an idea occurred to an artillery officer. He remembered having noticed, in making an inspection of the magazine, some old plate armor, and, selecting from the best preserved 12 suits, he determined to try whether they would not afford sufficient protection for his men to attempt to work under cover of their own guns.

Twelve stalwarts, therefore, marched out clad in this cumbrous, unaccustomed accouterment, taking with them the necessary tools, and succeeded in executing their purpose under a hail of bullets from the besiegers.

THE CRIMEAN WAR.

It Was Started In a Controversy Over a Door Key.

As an instance of what great events can follow trivial happenings the genesis of the Crimean war is interesting.

In 1851 Louis Napoleon demanded of the sultan that the Latin monks should have a key to the great door of the church at Bethlehem; that they should have a key to each of the doors of the Cave to the Nativity and the privilege of setting up there a silver star bearing the arms of France.

After a year of arduous negotiation the Turkish government yielded, and in February, 1853, the keys were handed over to the Latin monks, and the silver star was established in the sanctuary of Bethlehem.

Unfortunately Emperor Nicholas, as head of the Greek church, considered this an infringement of his rights and immediately ordered 150,000 men across the Turkish frontier. At the same time he demanded that the claims of the Christian population of Turkey should be secured by treaty with himself, but the sultan refused this, with the support of France, Austria and Prussia.

The czar then proceeded to seize the Danubian provinces, proclaiming at the same time that he had "no intention to commence war."

The central European countries attempted to secure a compromise, but neither party would agree to their mediation, and in October the sultan declared war.

England and France joined him, and so from such slight beginnings sprang the most merciless, bloody and fruitless struggle of the nineteenth century.—New York Journal.

Tee-tee-total.

About September, 1833, Dicky Turner, the converted weaver, when delivering one of his fervid speeches in the Temperance hotel, Preston, the cockpit where the earls of Derby formerly fought their cocks for three centuries, in favor of the new pledge, declared with emphasis that "nothing but the tee-tee-total pledge would do." Mr. Joseph Livesey upon hearing this immediately cried out amid great cheering, "That shall be the name." The newly coined word was taken up by the succeeding speakers and was afterward used at all the meetings held in the town and neighborhood. It was soon adopted in every part of Lancashire and was eventually accepted as the true designation of total abstainers not only in the United Kingdom, but throughout the civilized world.

I had the above facts from the lips of Mr. Joseph Livesey.—London News.

Unchanged.

The lapse of years makes quite a difference in things, and Rip Van Winkle was not to blame for feeling out of place after his long nap.

"Everything is new," he murmured pitifully, the while a tear pushed manfully away at his eyelid. "Nothing is like it used to be. Oh, for the sight of something familiar!"

Wandering into a store, he carelessly picked up a comic paper, more to hide his emotion than anything else. Suddenly he gave a cry of exceeding great joy.

"The same old jokes!" he sobbed joyfully. "The same old jokes!"—Kansas City Independent.

A Flattering Indorsement.

Father (to son who has recently entered the practice of law)—Well, my boy, are you making any headway in your profession?

Son—Am I? Well, I think I have a right to consider myself an adept now.

Father—Indeed! What experience have you had to justify that confidence?

Son—A man called me a liar today, and he was a pretty good judge too.—Boston Courier.

Knew the House.

Citizen—Off'sher, can you (hic) tell me where I (hic) live? I'm (hic) Senator Bigboddy, you know.

Officer—What's yer cook's name?

Citizen—Mary Ann (hic) O'Brady.

Officer—Four blocks down and two doors to yer right.—Judge.

Metals get tired as well as living beings. Telegraph wires are better conductors on Monday than on Saturday on account of their Sunday rest, and a rest of three weeks adds 10 per cent to the conductivity of a wire.

Want of care does us more damage than want of knowledge.

A SPELLING TEST.

Here Are Some Tongue Twisters With Which to Grapple.

If you can spell every word correctly in the following rhymes—all legitimate expressions—you may consider yourself qualified to enter a spelling bee:

Stand up, ye spellers, now and spell—
Spell phenakistoscope and knell;
Or take some simple word as chilly
Or gauger or the garden lily.
To spell such words as syllogism
And lachrymose and synchronism
And Pentateuch and saccharine,
Apocrypha and celadine,
Jepsine and homeopathy,
Paralysis and chloroform,
Rhinoceros and pachyderm,
Metempsychosis, gherkins, bazque,
Is certainly no easy task.
Kaleidoscope and Tennessee,
Kamtchatka and erysipelas
And etiquette and samsfras,
Infallible and ptyalism,
Allopathy and rheumatism
And cataclysm and beleaguer,
Twelfth, eighteenth, rendezvous, intrigues,
And hosts of other words all found
On English and on classic ground;
Thus Bering strait and Michaelmas,
Thermopylæ, jalap, Havana,
Claquefoil and ipecacuanha
And Rappahannock, Shenandoah
And Schuylkill and a thousand more
Are words some prime good spellers miss
In dictionary lands like this.
Nor need one think himself a scrub
If some of these his efforts foil
Nor deem himself undone forever
To miss the name of either river,
The Dnieper, Seine or Guadalquivir.

—Lewiston (Me.) Journal.

The Stomach.

Large portions of the stomach may be excised, or even the whole may be removed, with no very great mortality, and in successful cases with wonderfully little effect on the patient's digestion. The stomach hardly occupies in our present opinion so important a place in digestion as it formerly held. We know that it is rather a preparer for the exercise of the digestive powers of the pancreas than an active digestive agent itself and that one of its functions is to render innocuous many of the micro-organisms which enter with the food. So we can understand to some extent the small amount of interference with digestion produced by even considerable resections of the stomach.—Lancet.

Cassava and Fish.

Cassava and fish form the chief articles of food of the Caribs of Guatemala, and the former is cultivated only in sufficient quantities for their daily needs, as a vegetable to eat with their fish, to make their strange bread and to make the cassareep, which forms their only sweet.

Two Uplifters.

"What," exclaimed the orator—"what two things are helping mankind to get up in the world?"

"The alarm clock and the stepladder," answered the dense person in the rear of the hall.—Baltimore American.

It always makes a man mad to have his name misspelled in a newspaper, because he believes everybody ought to know his name.—Atchison Globe.

No man is absolutely perfect, but one who acknowledges his faults is more than half way up the ladder.—Chicago News.

A "conjuress" in India says she can change from woman to man and back again at will.

THE men who are striving to induce the United States to interfere between England and the Boers to bring about a state of peace, don't think how changed their feelings would be, if England should interfere to bring about a state of peace between the United States and the Phillipine Islands.

MIFFLINTOWN GRAIN MARKETS

MIFFLINTOWN, MAY 23, 1900.

Wheat		65
Corn in ear	47c.	Shelled 4[illegible]
Oats		new 25
Rye		50
Butter		16
Eggs		11
Ham		10
Shoulder		12
Lard		6
Sides		7
Clover seed		5 to 7cts.
Timothy seed		$1.40
Flax seed		60
Bran		90
Chop		85c to 90c
Middlings		1 00
Ground Alum Salt		1 10
American Salt		90

PHILADELPHIA MARKETS.
May 22, 1900.

Wheat 71c; Corn 41c; Oats 29cts; Potatoes 40 to 48c a; butter 11 to 13 cents; cheese 9c; sugars 4¾ to 5⅝c; live chickens 8 to 11c; spring chickens 17 to 23c; lard 6¾c; beef cattle 3¼ to 5½c; hogs 3¾ to 5¾c; sheep $2.50 to $4.90.

NERVOUS Troubles are due to impoverished blood. Hood's Sarsaparilla is the One True Blood Purifier and NERVE TONIC.

LEGAL.

EXECUTOR'S NOTICE.

Estate of David Guyer, late of Delaware township, deceased.

Notice is hereby given that letters testamentary on the estate of David Guyer, late of Delaware township, Juniata county, deceased, have been granted to the undersigned to whom all persons indebted to said estate are requested to make immediate payment, and those having claims or demands will make the same without delay.

JOHN GUYER,
Executor.

May 16, 1900.

EXECUTOR'S NOTICE.

Estate of William I. Wilson, late of Lack township, deceased.

Notice is hereby given that letters testamentary on the estate of William I. Wilson, late of Lack township, Juniata county, deceased, have been granted to the undersigned to whom all persons indebted to said estate are requested to make immediate payment, and those having claims or demands will make known the same without delay.

J. PRICE WILSON,
C. C. MCCULLOCH,
Executors.

ROBERT MCMEEN, Attorney.
May 9, 1900-6t.

PROTHONOTARY'S NOTICE.

Notice is hereby given that the following accounts have been filed in the Prothonotary's Office of Juniata county, and the same will be presented for confirmation and allowance to the court of Common Pleas of said county on Tuesday, the 12th day of June, A. D., 1900, when and where all persons interested may attend, if they think proper.

The first and final account of William M. Partner, Assignee in trust for the benefit of the creditors of H. P. Clark of Turbett township.

The first and final account of Arthur B. Shuman, Assignee in trust for the benefit of the creditors of John Stouffer of Walker township.

S. K. BODEN,
Prothonotary's Office, } Pro'y.
Mifflintown, Pa., May 12, 1900.

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.

Collections and all legal business promptly attended to.

OFFICE IN COURT HOUSE.

DR. D. M. CRAWFORD & SON,

have formed a partnership for the practice of Medicine and their collateral 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.

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GREAT SALES prove the great merit of Hood's Sarsaparilla. Hood's Sarsaparilla sells because it accomplishes GREAT CURES.

PENNSYLVANIA RAILROAD.

Schedule in Effect Nov. 19, 1899.

WESTWARD.

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 15 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 50 a. m; Denholm 9 55 a. m; Lewistown 10 13 a. m; McVeytown 10 33 a. m; Newton Hamilton 11 00 a. m; Mount Union 11 06 a. m; Huntingdon 11 32 p. m; Tyrone 12 20 p. m; Altoona 1 00 p. m; Pittsburg 5 50 p. m.

Mail leaves Philadelphia at 7 00 a. m; Harrisburg at 11 45 a. m; Mifflin 1 11 p. m; Lewistown 1 30 p. m; Huntingdon 2 29 p. m; Tyrone 3 12 p. m; Altoona 3 45 p. m; Pittsburg 8 40 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 35 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 at 3 00 a. m. Marysville 3 14 a. m. Duncannon 3 29 a. m. Newport 3 52 a. m. Port Royal 4 25 a. m. Mifflin 4.30 a. m. Lewistown 4 52 a. m. Newton Hamilton 5 33 a. m. Huntingdon 6 03 a. m. Petersburg 6 19 a. m. Tyrone 6 52 a. m. Altoona 7 40 a. m. Pittsburg 12 10 a. 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 11 58 p. 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. Harrisburg 3 45 p. m. Duncannon 4 10 p. m. Newport 4 30 p. m. Mifflin 5 02 p. m. Lewistown 5 22 p. m. Mount Union 6 03 p. m. Huntingdon 6 22 p. m. Tyrone 6 59 p. m. Altoona 7 35 p. m. Pittsburg 11 30 p. m.

EASTWARD.

Altoona Accommodation leaves Altoona at 5 00 a. m. Tyrone 5 24 a. m. Petersburg 5 45 a. m. Huntingdon 5 57 a. m. Newton Hamilton 6 21 a. m. McVeytown 6 37 a. m. Lewistown 6 58 a. m. Mifflin 7.18 a. m. Port Royal 7 22 a. m. Thompsontown 7 37 a. m. Millerstown 7 46 a. m. Newport 7 55 a. m. Duncannon 8 29 a. m. Harrisburg 8 50 a. m.

Sea Shore leaves Pittsburg at 2 50 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 a. m. 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 08 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.

Mail leaves Altoona at 2 05 p. m. Tyrone 2 35 p. m. Huntingdon 3 17 p. m. Newton Hamilton 3 47 p. m. McVeytown 4 20 p. m. Lewistown 4 33 p. m. Mifflin 4 55 p. m. Port Royal 5 00 p. m. Mexico 5 20 p. m. Thompsontown 5 18 p. m. Millerstown 5 28 p. m. Newport 5 39 p. m. Duncannon 6 08 p. m. Harrisburg 6 45 p. m.

Mail Express leaves Pittsburg at 12 45 p. m. Altoona 5 55 p. m. Tyrone 6 27 p. m. Huntingdon 7 10 p. m. McVeytown 7 51 p. m. Lewistown 8 10 p. m. Mifflin 8 30 p. m. Port Royal 8 34 p. m. Millerstown 8 57 p. m. Newport 9 05 p. m. Duncannon 9 29 p. m. Harrisburg 10 00 p m.

Philadelphia Express leaves Pittsburg at 4 30 p. m. Altoona 9 05 p. m. Tyrone 9 33 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.

At Lewistown Junction.—For Sunbury 7 50 a. m. and 3 40 p. m. week-days.

For Milroy 7 55, 11 45 a. m. and 3 00 p. m. week-days.

At Tyrone.—For Clearfield and Curwensville 8 20 a. m. 3 20 and 7 20 p. m. week-days.

For Bellefonte and Lock Haven 8 10 a. m. 12 30 and 7 15 p. m. week-days.

For further information apply to Ticket Agents, or Thomas E. Watt, Passenger Agent, Western Division, Corner Fifth Avenue and Smithfield Street, Pittsburg.

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