Awful Plunge of a Passenger Train Nineteen Persons Killed and a Large Number Injured In a New York Central Wreck.—Ran off the Track into the Hudson River.—Most of the Victims Were Asleep When They Met Their Deaths and From the Positions of the Bodies They Made Hard Efforts to Avert Being Drowned.

Nineteen persons met death and a large number were seriously injured in a wreck on the New York Central railroad, near Garrison, Sunday morning.

All of the victims were probably asleep when they met their fate. The train left

the track and plunged into the Hudson river, and most of those who entered the eternal sleep from their refreshing slumbers were drowned in the icy waters of the

beautiful stream. The New York Central train left Buffalo Saturday night and had progressed for nearly nine-tenths of the distance toward its destination when the great engine plunged into the depths of the river.

Neither engineer nor fireman will ever tell the story of that terrible moment, for with his hand upon the throttle the engin-eer plunged with his engine to the river bottom, and the fireman, too, was at his post. Behind them came the express car, the combination car and the sleepers, and these piled on top of the engine,

### CAUSE IS A MYSTERY.

It is known that it was a trifle foggy, and that the track was not visible, but if there was any break in the lines of steel it must have been of recent happening, for only an hour before there had passed over it a heavy passenger train, laden with human freight. Neither is there an explanation ready. All is conjecture.

The section of road was supposed to be the best on the entire division. There was a great heavy retaining wall all along the bank and, while the tide was high Saturday, it was not unprecedented.

What seems to have happened was that underneath the tracks and ties the heavy wall had given way, and when the great weight of the engine struck the unsupported tracks it went crashing through the rest of the wall and toppled over into the river.

Then there happened what on the rail-road at any other time would have caused disaster, but now proved a blessing. As the train plunged over the embankment the coupling that held the last three of the six sleepers broke, and they miraculously remained on the broken track. In that

way about 60 lives were saved. Of eve witnesses there were none except the crew of a tugboat passing with a tow. They saw the train with its light as it came flashing about the curves, and then saw the greater part of it go into the river. Some of the cars with closed windows floated, and the tug, whistling for help, cast off its hawser and started to the rescue. A porter jumped from one of the cars that remained on the track and ran into the yard of Augustus Carr's and stood screaming for help, and moaning:
"The train is in the river; all our pas

sengers are drowning.'

## RESCUE WORK BEGINS.

In a few minutes Carr had dressed himself, and, getting a boat, rowed with the porter to the scene. As they turned a point in the bank they came upon the express car and the combination car floating about 20 feet from shore, but sinking every minute. One man was taken from the top of the car, and efforts were made to rescu those inside. A few were gotten out, the passengers left upon the track making a human bridge to the shore to take the wounded on.

The day coach and smoker had gone down in the deeper water, and rescue was impossible. In the latter coach the conditions must have been horrible. The car turned completely over, and the passenger end of it was in the deep water, while the baggage end stood up toward the surface. The men in that lower end must have fought like fiends for a brief period, for the bodies, when taken out, were a mass of

wounds The wrecked train was known as the State express. It left Buffalo at 7 o'clock last night, and was due in New !York at 7 o'clock this morning. The train was hauled by engine 872, and consisted of one American express car, one composite baggage and smoking car, one day coach and six sleepers. Poughkeepsie was the last stopping place of the train before the disaster-at 5:10 a. m.

## BUT ONE MAN IN THE SMOKER SAVED.

At this time there were in the smoker. in addition to the baggageman, Herman Acker, of Peekskill, who was in his compartment; eight Chinamen en route from the Canadian border to New York, and a middle-aged man, supposed to be Thomas Reilly, of 2860 Wisconsin avenue, St. Louis. All of these, excepting the bag-gagemaster, perished. The day coach contained 18 or 20 passengers, many of whom were women and children. How many of these escaped is not known, but at least 12 were drowned or killed in this car. Behind the coach were the six sleepers, with about 65 passengers. The total cargo of human freight consisted of somewhat over

a hundred people.

At Fishkill the train lessened its speed, as is its custom, to run from that point to Tarrytown at the rate of about 25 miles an hour. Most of the passengers were asleep, those in the sleepers being in their berths, while the occupants of the coach and smok-er were for the most part doubled up in

## DROWNED LIKE RATS.

One of the few occupants of the coach who escaped was Frank J. Degan, a wood finisher, of New York, His left eye was cut by broken glass, and his body slightly henjood Mr. Degan and heli body slightly bruised. Mr. Degan made this statement : "With my friend, W. H. G. Myers, of Passaic, N. J., who was killed in the car from which I escaped, I had been to Poughplace and took a seat in the coach.

keepsie. We boarded the train at that other people got on at Poughkeepsie. One was a woman, and the two others were men, one of whom looked like a railroad employe. As near as I can judge there were 18 people in the coach, most of them being women and children, and nearly all were asleep.
"Myers and I sat in the middle of the

When the crash came the car gave a great lurch and rolled over on its side. The water rushed in and almost instantly the lights went out. I knew we were in the river, and the car seemed to plough through the water for some time after it was submerged. The car was tilted over on one side, and I managed to reach the fan light overhead and cling to it until

help came. ---Subscribe for the WATCHMAN.

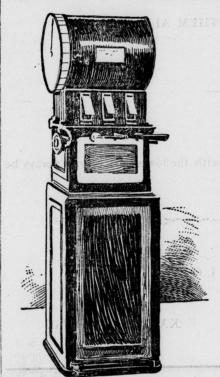
### INGENIOUS MACHINE

It Will Print Your Railroad Ticket While You Wait. An Automatic Device That Saves Labor and Serves the Purposes of Convenience and Accuracy-Used In France und May Be Adopted Here.

For a long time the railroad companies have been endeavoring to find an economical, accurate and practical register. A most ingenious machine has just been invented, which manufactures, prints and cuts the ticket automatically on one side while on the other side it registers the number of the ticket, its destination and the price. A simple addition of the numbers lined on this band gives the total of the amounts which the receiver has registered during the

Every one knows that the tickets delivered to the station masters are of different colors, according to their class and their destination and whether they are full fare, half rate or excursion. All the tickets are most carefully manufactured, as they represent important sums of money. From the manufacturer they are delivered to the main office. and from there distributed over the whole territory covered by the railroad company. It can easily be seen that the slightest mistake in their manufacture would cause endless confusion. As each station is the object of a special fabrication, as the name, the number and the point of departure are always printed upon it, it may be realized that an immense number of pieces of cardboard

is prepared. The manufacture and the registering of such an enormous stock of small pieces of cardboard are so complicated that the companies really do not know just where they stand all the time. Mistakes and frauds are daily committed, notwithstanding all the precautions taken. The machine which is here presented has been invented with the idea



THIS MACHINE PRINTS RAILROAD TICKETS. of preventing any mistakes or fraud and of correctly registering every day the exact number of tickets sold and the amounts received for them.

The apparatus is quadrangular in form. At the bottom of the box is a small electric motor which sets a nickel plated wheel in motion, this wheel being placed on a level with the handle on the left side of the apparatus. The long cardboard bands are rolled around three or as many wheels as are needed, situated above the motor and below the composing cylinder. It is this cylinder and its wheels and its teeth, located in the upper part of the machine, which constitute the functional secret of the latter. In conjunction with the large exterior wheel, which revolves against the outside wall on the right of the apparatus, the mechanism works secretly in the interior. On this large wheel are inscribed the names of the different sta-

tions and the prices of the various trips. When a ticket is desired for a given point, the large wheel is set in motion until the name of the station asked for comes opposite a small iron point. One of the buttons corresponding to the three openings is then pressed, and this sets the interior machinery in motion, and in less time than by the old fashioned way of stamping, etc., the ticket comes out ready to be used. If more than one ticket for the same place is desired, continue to press the button as

many times as there are tickets needed. While the machine is delivering the tickets asked for the same are being mysteriously registered in the interior of the apparatus. An endless band unrolls from the top of the apparatus and registers simultaneously with the delivery of the ticket its number, its series, its destination and price.

By means of this new machine an inspector need only present himself at the ticket office, unroll the registering band and say to the ticket seller, "You should

have so and so in hand." The railroad companies of the north and west in France have adopted the new apparatus, and gradually all the roads running out of Paris are using them. Of course for American use the machine would be less complicated, owing to the fact that we have no first, second and third class tickets.-New York Herald.

## The Synchronograph.

Experiments with the synchronograph, recently conducted in England by the inventors of the system. Messrs. very successful. In a test made over a line from London to Aberdeen and return by underground cables messages were sent at the rate of 4,300 words per minute. In another test a submarine cable 120 knots long was employed. Messages were transmitted in this case at the rate of 1,300 words per minute

miast Furnaces In Belgium. At the beginning of October there were 35 out of the 44 existing blast furnaces in operation in Belgium.

## A Phenomenal Island

A Compass Is of No Use Near Bornhohn. In the

A most phenomenal island is that of the kingdom of Denmark. It is famous for its geological peculiarities, consist-ing as it does almost entirely of magnetite, and its magnetic influence is not only very well known to the navigators of those waters, but also much feared by them on account of its influence on the magnetic needles, which makes the steering of a ship correctly a matter of much difficulty. In fact, this influence is felt even at a distance of miles, and so palpably that, on the island being sighted by mariners on the Baltic, they at once discontinue steering their course by the needle and turn instead to the well known lighthouses and other holds to direct their craft.

Between Bornhohn and the mainland there is also a bank of rock under water which is very dangerous to navigation, and because of its being constantly submerged vessels have been frequently wrecked at that point. The peculiar fact in this case is that the magnetic influence of this ore bank is so powerful that a magnetic needle suspended freely in a boat over the bank will point down and, if not disturbed, will remain in a perfectly perpendicular line. - Scientific American

### Flush Your Pipes.

Wasted water running into drains and sewers is of very little account in removing deposits of solid matter which accumulate in them. This is proved by the fact that in many large cities where the consumption is greatest it is necessary at frequent intervals during the year to flush the sewers for the purpose of removing the deposits which gather there. It is weight and volume of water that are required, and the same rule will apply in the clearing out of a drain or waste pipe. In the ordinary closet a into the arm of the bowl, then encircles the bowl, feebly drops into the trunk of the closet, then into the trap and down the soil pipe. The internal circumference of the soil pipe is a little over 12 inches. The stream of water flattened out will not exceed four inches, consequently but one-third the inside circumference of the soil pipe is ever washed by the water. A pail of water, thrown into the bowl of a closet, an operation taking only a few seconds have a flushing effect more complete for a whole day. - Water and Gas Review

Safety Surgical Instrument. The arrest of bleeding in surgical operations is now said to be assured by

means of an instrument due to the ingenuity of Lawson Tait. A platinum wire, so arranged as to carry a current of electricity, is inclosed in the blades of a pair of steel forceps or any other "folder," giving complete information about the ing perfected, a current of suitable volt- C. M. & St. P. Ry., 486 William street, William age is turned on, the artery seized and port, Pa. compressed, and in a few seconds the tissues and arterial walls are so agglutinated that the passage of blood is ren dered impossible. The temperature employed is about 180 degrees F., the fact being thus apparent that the principle involved in this device is different from that of electrical cauterizing instru-

Acetylene For Driving Engines. The use of acetylene for driving engines is, according to Revue Industrielle, entirely possible, as shown by a series of experiments conducted at Compiegne by Cuinat. It was shown that acetylene develops fully three times the energy of the usual illuminating gas and that the only changes needed to transform an ordinary gas engine into an acetylene engine was a reduction in size of the intake valves

### Touriete.

for those who have not it will be a revelation of what is to be seen in Chicago. It can only be procured by enclosing twenty-five (25) cents in coin or postage stamps, to Geo. H. Heafford, gen-Bornhohn, in the Baltic, belonging to eral passenger agent, 410 Old Colony Building, Chicago, Ill.

## California in 3 Days,

Via Chicago, Union Pacific Northwestern line. No change of cars. All meals in dining cars. Two trains daily, with first-class and tourist sleepers. Personally conducted excursions every Thursday to California and Oregon. For rates and other information ask your nearest ticket

H. A. Gross, G. E. P. A., 423 Broadway, New

Frank Irish, T. P. A., Marine National Bank Building, Pittsburg, Pa. Or W. B. Kniskern, G. P. & T. A., Chicago, Ill.

The above letters, when placed properly, fur nish the name of the most popular "personall conducted" line of Excursion Cars to California eaving Chicago every Saturday night from the Chicago, Milwankee & St. Paul Passenger Station. To each person who will send before November 20th a correct solution of this puzzle, addressed to John R. Pott, District Pass'r Agent, Williamsport, Pa., an appreciative acknowledgment will

### Every Saturday Tourist Sleeping Car Route to California

Commencing next Saturday night, and continu ing every Saturday night thereafter, Midland Route tourist cars en route to Colorado, Utah and California will leave the Chicago Union passenger station of the Chicago. Milwaukee & St. Paul railway at 10 o'clock, running over the Chicago stream of water pours through the valve Lincoln, Nob., Colorado Springs and Leadville, and Omaha Short Line to Omaha, thence via of Colo., Salt Lake City and Ogden, Utah, Reno, Nevada, and Sacramento, Cal., arriving at San Fran- HA cisco at 8.45 p. m. Wednesday.

As will be noticed, this route is Midland through Northern Illinois, Iowa, Nebraska, Kansas, Colorado, (through the heart of the Rockies) Utah, Nevada and California, affording a perfect SAI panoramic view of prairie, mountain and coast

These popular every Saturday California excursions for both first and second class passengers (not foreign emigrants) are "personally conducted" by intelligent, competent and courteous of time and a few gallons of water, will "couriers" who will attend to the wants of all passengers en route. This is an entirely new than if the closet valve were kept open feature of tourist car service and will be greatly appreciated by families or parties of friends trav eling together, or by ladies traveling alone. Particular attention is paid to the care of children who usually get weary on a long journey.

Remember that the Midland Route Tourist Cars are sleeping cars and are supplied with all the ac cessories necessary to make the journey com fortable and pleasant, and the sleeping berth rate is but \$6.00 (for two persons) from Chicago to California.

Ask the nearest ticket agent for a tourist car required instrument, the wire for this Midland Route, or address "Eastern Manager purpose being insulated by a bed of Midland Route," No. 95 Adams street, Chicago, burnt pipe clay This arrangement be- Ill., or John R. Pott, District Passenger Agent,

## New Advertisements.

TNVESTIGATE THIS.

AND ITS IN BELLEFONTE. NOT IN SAN FRANCISCO. ANY CITIZEN CAN VERIFY THIS.

an acetylene engine was a reduction in size of the intake valves.

To cure a cold in one day.

Take Laxative Bromo Quinine Tablets. All Druggists refund the money if it fails to Cure.

42-41-ly

Business Notice.

Children Cry for Pitcher's Castoria.

Fac-simile signature of Chas. H. Fletcher is on the wrapper of every bottle of Castoria, When she was a Child, she cried for Castoria, When she became Miss she clung to Castoria, When she became Miss she clung t

STOVE GASOLENE THE CHEAPEST AND BEST FUEL ON THE MARKET.

Illuminating Oil.

Squires and Crehore, are reported as WITH IT YOU CAN RUN A VAPOR STOVE FOR ONE-HALF CENT PER HOUR

GIVE US A CALL AND BE CONVINCED.

JAMES HARRIS & CO., BELLEFONTE, PA, DAN'L IRVIN'S SONS, W. T. TWITMIRE.

For Sale by The Atlantic Refining Company

# -Stop drugging yourself with quack

nostrums or "cures." Get a well-known pharmaceutical remedy that will do the work. Catarrh and cold in the head will not cause suffering if Ely's Cream Balm is

used. Druggist will supply 10c. trial size or 50ct: full size. We mail it.

ELY BROS., 56 Warren St., N. Y. City.
Rev. John Reid, Jr., of Great Falls, Mont., recommended Ely's Cream Balm to me. I can emphasize his statement. "It is a positive cure for catarrh if used as directed."-Rev. Francis W. Poole, Pastor Central Pres. church, Helena, Mont.

What women most need, according to Miss Frances E. Willard, who is now in Toronto attending the World's convention of the Women's Christian Temperance union, "is a better physique, and that means nutritious diet, simpler food, loose corsets, larger shoes, fresh air at night, and a good supply of red corpuscles." The girl who laces herself so tightly that she can hardly breathe is not going to get a better physique.

BUCKLEN'S ARNICA SALVE.-The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by F. Potts Green.

-Water is selling at 25 to 50 cents per barrel, in a number of places in the mountains of Cambria county, owing to the continued dry weather. It is said that prayers for rain will be offered in a

t prayers for rain will be offered in a mber of the churches next Sunday in e it does not come before that time.	EXPRESS.	DAY EXPRESS.	MAIL.	May 17th, 1897.	EX PRESS.
—Don't dally with rheumatism. Pur- your blood and cure it at once by a course of Hood's Sarsaparilla.	P.M. 7 20 7 26 7 28	P. M. 3 15 3 21 3 23	8 20 8 26 8 28	E. Tyrone Tyrone S	P. M. 8 55 8 49
Saddlery.	7 31 7 41 7 45 7 54 8 01	3 26 3 36 3 40 3 49 3 55	8 47 8 57	Gardner	8 45 8 38 8 35 8 27
5,000 \$5,000 \$5,000	8 06 8 08 8 09 8 17	3 59 4 01 4 02 4 08	9 09 9 11 9 13 9 21	Retort Powelton Osceola	8 20 8 14 8 11 8 09 7 59
	8 21 8 25 8 26	4 11 4 16 4 19 4 23	9 28 9 31 9 35 9 42	Osceola Junc Boynton Steiners Philipsburg	7 55 7 51 7 50
RNESS, HARNESS, HARNESS,	8 31 8 36 8 42 8 47 8 53	4 28 4 33 4 39 4 44 4 50	9 52 9 58 10 04	Graham Blue Ball Wallaceton Bigler Woodland	7 46 7 41 7 36 7 31
DDLES,	8 56 9 00 9 05 9 09	4 53 4 57 5 02 5 06	10 13 10 17 10 22	Woodland	7 26 7 25 7 21 7 17 7 13
BRIDLES,	9 14 9 20 9 25	5 11 5 17 5 37 5 43	10 34 10 41 10 46	RiverviewSus. Bridge CurwensvilleRustic	7 09 7 04 7 00 6 54
PLAIN HARNESS, FINE HARNESS.	Р. М.	5 51 5 57 P. M.	11 02 11 06 A. M.	Stronach Grampian Ar. Lv.	6 46 6 40 P. M.
BLANKETS,		WESTW		GLE VALLEY I	BRANC
WHIPS, Etc.	MAIL	EXPRESS	EXPRE	May 17th, 1897.	MAIL
Il combined in an immense Stock of Fine	P.M. 6 00		A. M. 11 10		A. M.

To-day Prices have Dropped THE LARGEST STOCK OF HORSE COLLARS IN THE COUNTY.

JAMES SCHOFIELD,

## Travelers Guide.

Saddlery.

.. NOW IS THE TIME FOR BARGA

ST. LOUIS & SAN FRANCISCO R. R. BETWEEN -ST. LOUIS-AND-

SPRINGFIELD JOPLIN PITTSBURC WICHITA EUREKA SPRINGS Ft. SMITH

DALLAS SAN ANTONIO HOUSTON GALVESTON

Solid Vestibuled Trains with Pullman sleepers and reclining chair cars. Harvey dining halls. Maps, time tables and full information furnished upon application to

O. M. CONLEY. GEO. T. NICHOLSON Gen'l Agent, Gen'l Pass'r Agent, PITTSBURG, PA. St. Louis, Mo

CENTRAL RAILROAD OF PENNA. Condensed Time Table.

READ DOWN		wn	Nov. 16th, 1896.	READ UP.				
No 1	No 5	No 3	Nov. 16th, 1896.	No 6	No 4	No 2		
a. m.	p. m.	p. m.	Lve. Ar. BELLEFONTE.	p. m. 10 15				
7 34	7 59			10 02		9 56		
7 41	8 05			9 56				
7 46			HECLA PARK	9 51	5 46			
7 48	8 15			9 49	5 44			
7 52	8 19		Hublersburg	9 45				
7 56			Snydertown	9 41	5 37			
7 58	8 25		Nittany	9 39	5 35			
8 00	8 27		Huston	9 37	5 33			
8 02	8 29	4 24	Lamar	9 35				
8 04	8 31	4 26	Clintondale	9 33				
8 09	8 30	4 31	Krider's Siding.	9 28	5 24	9 21		
8 16	8 42	4 36	Mackeyville	9 23	5 18	9 15		
8 23	8 48	4 42	Cedar Spring	9 17	5 12	9 09		
8 25	8 50	4 50	Salona	9 15	5 11	9 07		
8 30	8 55	4 55	MILL HALL	†9 10	†5 05	19 01		
9 3	0 0	451	Jersey Shore	1	4 321	7 55		
10 0	5 10	20 A rr	oersey shore	.vo	4 02	t7 25		
+10 2	0 *11	30 Lv	WMs'PORT }	Arr	2 30	*6 55		
5 0	5 7	10	WMs'PORT }		8 35			
6 0			NEW YORK			11 .90		

(Via Phila.)
(Via Phila.)

Lve. a. m. p. m. \*Daily. †Week Days. §5.00 P. M. Sundays. PHILADELPHIA SLEEPING CAR attached to East-bound train from Williamsport at 11.30 P. M, and West-bound from Philadelphia at 11.30 P. M. J. W. GEPHART. General Superintenden

7 25 19 30

p. m. a. m. Arr.

## Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect May 17th, 1897.

Schedule in effect May 17th, 1897.

VIA TYRONE—WESTWARD.

Leave Bellefonte, 9.53° a. 'm., arrive at Tyrone 11.10 a. m., at Altoona, 1.00 p. m., at Pittsburg, 5.50 p. m.

Leave Bellefonte 1.05 p. m., arrive at Tyrone, 2.15 p. m., at Altoona, 2.55 p. m., at Pittsburg, 7.00 p. m.

Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00, at Altoona, 7.40, at Pittsburg at 11.30.

VIA TYRONE—EASTWARD.

Leave Bellefonte, 9.53 a. m., arrive at Tyrone 11.10, at Harrisburg, 2.40 p. m., at Philadelphia, 5.47, p. m.

Leave Bellefonte, 1.05 p. m., arrive at Tyrone, 2.15 a. m., at Harrisburg, 7.00 p. m., at Philadelphia, 11.15 p. m.

Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00 at Harrisburg, at 10.20 p. m.

VIA LOCK HAVEN—NORTHWARD.

Leave Bellefonte, 9.32° a. m., arrive at Lock Haven, 10.30 a. m.

Leave Bellefonte, 4.42 p. m., arrive at Lock Haven, 2.43 p. m., arrive at Williamsport, 3.50 p. m.

Leave Bellefonte, 9.32° a. m., arrive at Lock Haven, at 9.30 p. m.

Leave Bellefonte, 9.32° a. m., arrive at Lock Haven 10.30, leave Williamsport, 12.40 p. m., arrive at Harrisburg, 3.20 p. m., at Philadelphia at 6.23 p. m.

Leave Bellefonte, 1.42 p. m., arrive at Lock Haven 10.30, leave Williamsport, 12.40 p. m., arrive at Harrisburg, 3.20 p. m., at Philadelphia at 6.23 p. m.

p. m. Leave Bellefonte, 1.42 p. m., arrive at Lock Haven 2.43 p. m., arrive at Williamsport, 3.50, leave 4.00 p. m., Harrisburg, 7.10 p. m., Philadelphia

4.00 p. m., Harrisburg, 7.10 p. m., Philadelphia 11.15 p. m.
Leave Bellefonte, 8.31 p. m., arrive at Lock Haven, 9.30 p. m., leave Williamsport, 12.20 a. m., arrive at Harrisburg, 3.22 a. m., arrive at Philadelphia at 6.52 a. m.

VIA LEWISBURG.

Leave Bellefonte, at 6.30 a. m., arrive at Lewisburg, at 9.15 a. m., Harrisburg, 11.30 a. m., Philadelphia, 3.00 p. m.

Leave Bellefonte, 2.15 p. m., arrive at Lewisburg, 4.47, at Harrisburg, 7.10 p. m., Philadelphia at 11.15 p. m.

TYRONE AND CLEARFIELD, R. R. NORTHWARD. | SOUTHWARD.

e.	EX	EX	•	didama nga niw	EXI	EXP	M
Pur-			1000	22385383 37509			
v tak-	P.M. 7 20	P. M.	A. M. 8 20	Lv. ArTyrone	P. M.	A. M.	P.M.
y cars	7 26	3 21	8 26	F Tyrone	8 55	11 20	6 10
	7 28	3 23		Tyrone S	8 49	11 14	
	7 31	3 26	8 31	Vail	0 45	11 14	
	7 41	3 36	8 42	Vanscoyoe	8 45 8 38		5 57
	7 45	3 40	8 47	Gardner	8 35		5 52 5 48
	7 54	3 49	8 57	Mt. Pleasant	8 27		5 39
	8 01	3 55		Summit	8 20		5 32
	8 06	3 59	9 09	Sandy Ridge	8 14	10 38	
\$5,000	8 08	4 01	9 11	Retort	8 11		5 21
φο, σσσ	8 09	4 02	9 13	Powelton	8 09		5 19
	8 17	4 08	9 21	Osceola	7 59		5 08
		4 11	9 28	Osceola June	3 Y		5 04
	8 21	4 16	9 31	Boynton	7 55	10 19	5 01
	8 25	4 19	9 35	Steiners	7 51		4 57
	8 26	4 23	9 42	Philipsburg	7 50	10 14	
MEGO	8 31	4 28	9 47	Graham	7 46		4 51
NESS,	8 36	4 33	9 52	Blue Ball	7 41	10 04	
	8 42	4 39	9 58	Wallaceton	7 36	9 58	
	8 47	4 44	10 04	Bigler	7 91	9 53	
	8 53	4 50	10 10	Woodland	7 26	9 47	4 27
	8 56	4 53	10 13	Mineral Sp	7 25		4 24
	9 00	4 57	10 17	Barrett	7 21		4 20
	9 05	5 92	10 22	Leonard	7 17	9 35	4 15
	9 09	5 06	10 28	Clearfield	7 13	9 31	4 09
	9 14	5 11	10 34	Riverview	7 09	9 26	4 03
	9 20	5 17	10 41	Sus. Bridge	7 04	9 20	3 56
	9 25	5 37	10 46	Curwensville	7 00	9 15	3 51
		5 43	10 52		6 54		3 35
		5 51 5 57	11 02				
	P.M.		11 06		6 40		3 21
	P. M.	P. M.	A. M.		P. M.	A. M.	P.M.
		BAI	LD EA	GLE VALLEY I	BRANC	CH.	
		WESTW	ARD.		EAS	TWARD.	
		ESS	83			88	88
	MAIL	2	22	May 17th, 1897.	MAIL	RE	RE
tc.	M	XP	XPREES	Charles on next to	MA	CP.	5
		M	23 CO. 100 CO.	teres, ist matter	92.00	<b>E</b>	3
Fine	P.M.	P. M.	A. M.	Arr. LvTyroneEast TyroneVail	A. M.	P. M.	P.M.
	6 00	2 15	11 10	Tyrone	8 10	12 30	
	5 54 £ 50	2 09	11 04	East Tyrone	8 16	12 36	
	5 46	2 05	11 90	Vall	8 20	12 40	
	5 40	2 01	10 00	Bald Eagle	8 24	12 44	
	5 37		10 46	Dix	8 30	12 50	
	5 35	1 51			8 33	12 52	
INS	5 28	1 45	10 90	Hannah Port Matilda	8 35	12 54	
	5 21	1 39	10 98	Mortho		1 00	7 47
	5 12	1 31	10 20	Julian	8 49	1 06	
	5 03	1 23		Unionville	8 58 9 07	1 14	
	4 56	1 16	10 04	Snow Shoe Int.		1 23	
	4 53	1 13	10 01	Milesburg	9 15 9 18	1 30	
MONOTONIA CONTRACTOR	4 44	1 05	9 53	Bellefonte	9 28	1 33 1 42	
	4 32	12 55	9 41	Milesburg	9 41	1 55	
	4 25	12 48	9 34	Curtin	9 40	2 04	8 51
	4 20			Mount Eagle	9 53	2 04	
	4 74	10 00	0.01	TT 1300 10	0 00	2 00	0 00

P.M. 7 15 3 7 21 7 25 7 29 7 35 2 7 38 4 7 40 0 7 47 6 7 54 1 8 03 8 8 12 8 8 23 8 8 31 8 8 43 4 20 ...... 9 30 ...Mount Eagle... 9 53 2 08 8 55 4 14 12 38 9 24 .....Howard.... 9 59 2 14 9 50 1 4 05 12 29 9 15 ....Eagleville... 10 08 2 23 9 10 4 02 12 26 9 12 ...Beech Creek... 10 11 2 269 13 3 51 12 16 9 01 ...Mil Hall... 10 22 2 37 9 24 3 49 ..... 8 59 ...Flemington... 10 24 2 39 9 26 8 55 ... Lock Haven. 10 30 2 43 9 30 Arr. A. M. P. M. P.M. P.M. P. M. A. M. Lv. LEWISBURG & TYRONE RAILROAD.

EASTWARD. May 17th, 1897. MAIL. EXP. MAIL. EXP. STATIONS. ...Bellefonte..

Ar. A. M. P. M. 9 00 4 15 2 21 2 24 2 27 2 34 ..Axemann .....Pleasant Gap.... Peru...... Dale Summit... 3 23 3 17 3 08 3 02 2 56 2 53

LEWISBURG & TYRONE RAILROAD. WESTWARD May 17th, 1897. P. M. A. M. Ar. Lve. A. M. P. M. 4 25 9 20 ....Scotia... 10 00 4 50 ... 4 02 8 57 ....Musser... 10 26 5 13 ... 3 56 8 51 Penn. Furnace 10 33 5 19 ... 3 50 8 45 ... Hostler... 10 40 5 25 ... 3 34 8 39 ... Marengo... 10 46 5 35 ... 8 39 ... Marengo... 10 46 5 35 ... 8 35 ... Loveville... 10 51 5 35 ... 8 35 ... Loveville... 10 51 5 35 ... 3 38 8 29 .Furnace Road... 10 58 5 41 ... 3 31 8 26 ... Dungaryin... 11 01 5 544 ... 3 23 8 18 Warrior's Mark 11 10 5 52 ... 3 30 3 7 58 ... Stover... 11 32 6 12 ... 2 55 7 50 ... Tyrone... 11 40 6 20 ... 2 55 7 50 ... Tyrone... 11 40 6 20 ... 2 55 7 50 ... Tyrone... 11 40 6 20 ... BELLEFONTE & SNOW SHOE BRANCH

Lv. A. M. P. M.

BELLEFONTE & SNOW SHOE BRANCH. For rates, maps, etc., call on Ticket Agent or address Thos. E. Watt, Pass. Agt. West. Dist. 360 Sixth Ave. Pittsburg. Pa.
J. B. HUTCHINSON, J. R. WOOD. A.
J. R. WOOD.
General Passenger Agent.

Morning trains from Montandon, Lewisburg, Williamsport, Lock Haven and Tyrone connect with train No. 3 for State College. Afternoon trains from Montandon, Lewisburg, Tyrone and No. 53 from Lock Haven connect with train No. 5 for State College. Trains from State College connDaily, t Penn'a R. R. trains at Bellefonte.
† Daily except Sunday. F. H. THOMAS Supt.