Democratic Watchman.

Bellefonte, Pa., August 12, 1898.

From the Klondike.

Letter from J. H. Myers Giving Interesting Data As to Out-Put and Taxes of the Gold Region. Its Health, Chances, Etc.

Mr. J. H. Myers formerly of Bellefonte and well known to many of the readers of the WATCHMAN, whose interesting letters from the Klondike we have given from time to time, is back at his home in Rochester, N. Y. After spending a year in search of gold, he and his son, Dr. Oscar Myers, have returned, fully convinced that the chances of making a fortune are just as good in this country, where people can enjoy some comforts, as in the Yukon region with its hardships, suffering and danger. In a letter to the Rochester *Union*, Mr. Myers gives many facts which are not generally known, and which knock the romance of gold seeking in the far North, all to smithereens. He says:

In reply to your queries I will say that I was one of about 3,000 persons who, via the laborious and perilous summit trails, lakes and the upper Yukon river, arrived at Dawson City last fall. I spent the year in Dawson and the adjacent mining districts, putting down two holes on a bonanza gulch, in weather 60 below, with unfavorable results.

Favorable to the Klondike region it may be said that it is comparatively a good gold country. We were agreeably disappointed in finding the climate, although intensely cold, to be evenly tempered, entirely free from the sudden changes and storms we experience at home. There are no preceptible winds until March. During the entire winter there were only three falls of snowflakes, neither reaching two inches in depth. There is, however, generally a continual, almost imperceptible, frozen mist in the air, which accumulates to a depth of from three to five feet. There is very little animal life in the region. Practically no game is found except in sections forty or more miles remote from the inhabited districts, where moose, carriboo and bear are sometimes found by the Indians who furnish a slight supply of wild meats, in season, to the miners at one dollar and upwards per pound. Fish are found in the rivers but are not abundant. Timber is fairly dense in a few sections and consists mainly of a twisted grain spruce, generally tall trees, from six to ten inches in diameter. Some small birch, poplar and cotton wood is found. The water is healthful, cold and refreshing.

The people are law-abiding and well disposed, although stealing is more prevalent than usual in the new mining camps. The military police are regarded as a useless and harmless appendage. The administrative officials, so far as my personal knowledge extends, are gentlemen and of pleasant demeanor, but the laws they administer are almost universally condemned as being tyranically obnoxious. It is truly claimed that in the Klondike or any other gold seeking region, that not more than one of each hundred are fortunate. The ninety-nine unfortunate men expend equally as much money and endure greater hardships and drudgery, yet all are overburdened with exorbitant legal fees and extortion. The miners correctly allege that over $5 is expended by all for every dollar taken out by the few who succeed, in any gold region. Therefore they contend that if the Canadian government were to employ men by the day to unlock and secure this earth and ice bound gold at a cost of five to one, the taxpayers would hurl them from power. The United States and other countries recognize the gross injustice of extorting money for what they could never practically own and they substantially say to their people, if you are wiling to risk your money and health, and undergo the drudgery, we will give you liberal, free grants, impose no taxes whatever; make your own local laws as you know best how for your economy and we will be content with the benefit you give the country by the enterprise and labor you create in the sale of provision, the increase in railroad and steamship travel, etc.

On our arrival last fall we found an estimated population in the Klondike region of 8,000 men which was then increased to 11,000. This spring this was augmented by over 12,000 new comers over the upper routes. Fully 1,000 are now going via St. Michaels steamers. The above 24,000 will be reduced fully 3,000 by deaths, those leaving for home and the great number who, disgusted with the governmental extortions, have gone down the Yukon river to the American mines. Many allege with emphasis that these extortions are due to the fact that 95 per cent. of the miners are Americans and that the object is to fleece the United States to feather the Canadian treasury. Undoubtedly such is the result. First, every person is compelled to pay a tariff tax on their personal supplies of food and even on their clothing in actual use, of an average of $20 each, aggregating on this year's arrivals of 16,000 persons, $320,000.

Next, every one of the 24,000 is required on arrival, before he can legally cut wood to cook his supper, before he can engage to turn a windlass, fish or hunt or get information from the officials to pay a so-called "free miner's license" of $11.15, aggregating $266.600.

Next, practice shows that at least 18,000 will have staked during this year an average of three claims each on good and "wildcat" checks combined, on which a recording fee of $16 each is paid. Thus exacting an aggregate of $864,000.

Before the expiration of each year a renewal of $15 is paid on each of these claims. Until recently this fee was $100 each and at least 8,000 claims were renewed on that basis, making $800,000. Add to this the present renewal fee of $15 each on 25,000 (of the remaining 46,000 claims) making $375,000 additional, thus aggregating $1,175,000.

Another grasping feature is that alternate claims are reserved to the crown in order that they may be made valuable for government sale through the labor and expense forced upon the adjoining miners in prospecting or representing their claims at an average cost of $900 each. As the average cash benefit on the future sale of these crown claims is greater than this, it is just to say the cash received by the government from this source will aggregate more than $1,440,000.

A royalty of 10 per cent. of the gross output of each mine is charged on all claims yielding over $2,500, whether worked singly or by ten or twelve lessees. It is estimated that about $7,000,000 will be produced this year in the Canadian Yukon districts. About $4,000,000 of this will be subject to the royalty, thus yielding to the government $400,000.

Recently the government leased the narrow water front opposite the front street in Dawson to two speculators for one year at $30,000. They inturn imposed an average yearly ground rental of $1,200 on each of the small shopkeepers and barbers who had hitherto peacefully occupied it. The next day prices were increased and the barbers increased the cost of one shave from 50 cents to $1, thus each drudging miner has to pay an indirect government extortion of 50 cents on each shave. Of course this rental goes on to the Canadian treasury and should be added—$30,000.

The above items alone show an aggregate extortion of one year of $4,495,600.

Besides the above more has been collected for recording fees (of papers) for wood rights, saloon licenses, arbitrary fines and extractions for petty privileges, that is necessary to repay the entire administrative expenses, including that of the forty unmounted police, as well as for the infrequent mail service, in all of which the most sparing economy is practiced. For example during the past year a small rough board shanty, 15x18 feet, was the only accomodation provided as the gold commissioners office. Here all mining claims were issued and recorded, all papers recorded, all contests tried, etc. Never were more than from three to ten persons admitted at one time, while we have noticed frequently from forty to eighty miners awaiting their turn for entrance outside the door, shivering and suffering, with the mercury sixty below, huddling their faces in each others overcoats like so many animals in a barn yard; and that too at a time when the officials in this shanty were collecting from these victims over two thousand dollars daily in claim recording fees alone. No practical system of entrance was provided and the human beings had to simply remain outside the door often for two or three days, and take their chances subject to the whims of the arbitrary door attendant.

Much sickness, principally scurvy, prevails. This is not so much due to the climate, as to the overwhelming distance from civilization, making it impossible to have vegetable food, containing the potash salts, so needful to keep the blood healthful.

Besides, the life of the Yukon miner is terribly hard. Exposure and constant unremitting drudgery and hard labor is his lot. No roads are provided, and all supplies, his firewood, heavy logs to build cabins, logs for fire to thaw the earth when mining, all must be "packed" on his back and often for long distances. Those who are able to own dogs, costing there from $150 to $250 each, find slight relief in winter, alone, when sleds can be used on the ice and snow covered trails. Otherwise swamps and bogs on mountains and in valleys must be struggled through with heavy packs. Many are broken down in health and not a few succumb entirely and find ice bound, unmarked graves. I could not advise any persons to venture into any Alaska mining country, and none should venture, but young and hardy men, having ample capital to provide for a year's supply of food, and besides for expenses in transit both in and out of the country, for it is undeniable that not one out of a hundred make sufficient to carry them home. Thousands of men who have spent a year or more, diligently in the Klondike region, have eaten their substance, are now unable to find work to earn homeward expenses and while all are homesick many lie sick in their cabins and in the hospitals at Dawson. It is a most deplorable situation when several thousand miles from home, deprived of communication to seek relief from friends.

There is but one story and true belief among thousands of us, who crowded the several homeward steamers beyond their capacity this spring, and it would be criminal for us to lend our voices to aid the cleverly devised advertising schemes of the two merchantile Alaskan monopolies which are bolstered up by the press of two or three of our cities which profit by supplying outfits to the unfortunate dupes, like ourselves, who read with avidity the exaggerated accounts of the concentrated wealth of the few successful returning miners. Little is said about the ninety and nine unfortunates. Only the large gold sacks of the few rich paying mines together with the aggregate product of the very many producing, but non-paying small mines, are extolled. All of the latter and much of the former is not newly acquired wealth, but is simply the transformation of the United States currency into gold dust. For example, I might have in self laudation added my little gold sack to the general list on the arrival of our ocean steamer and failed to say that I had expended in the Alaskan region, in currency, nearly double the amount its procurement, but it would have been acting a lie and help to injure and deceive my fellowmen.

It was apparent at Dawson that the two commercial trading monopolies were selecting passengers for their down river steamers and delaying them, with the design of showing the largest possible output of gold. The first steamer to leave and reach Dawson was the small independent steamer May West, and was the first to arrive at St. Michaels on June 26th, with 82 of us on board.

We remained at St. Michaels sixteen days and noted the contents on the arrival of each and all of the Yukon river steamers. I am indebted to Capt. J. B. Crocker of Franklin, Mass., and others who were in charge of the keeping and handling of the entire treasure boxes on the company's boats for authentic information, which they received from the shippers. A few of the highest reliable estimates are included in the following, viz: Gold dust was brought down on the North American Trading Co's steamer Weare five 800 pound boxes, being 4,000 pounds, or $964,680, being part of the government taxes shipped by the Canadian government Bank of Commerce, just opened in Dawson. Also one box of 1,200 pounds, being $289,404 consigned by the N. A. T. Co. Also in charge of her passengers eighty pounds, or $19,293. Next on the same company's steamer Hamilton was 650 pounds or $156,760. The above total of $1,430,137 was transferred to their ocean steamship Roanoke. Next the Northern Alaska Commercial Co's steamer Bella brought down that company's consignment of $593,878 and $400,000 by her passengers. This total of $994,878 was shipped out on their ocean steamship St. Paul.

The two independent river steamers May West and the Seattle No. 1 brought down respectively $80,000 and $85,000. This total of $165,000 was brought out on the ocean steamship Lakme, the Garonne and the Nelson.

The foregoing shows a total aggregate of $1,589,015 brought down on the first trip of the river steamers, and $964,680 of it, being over three-fifths of the entire spring shipment, is part of the government extractions from the struggling miners. A portion of this year's production is to come out yet, but it does not seem possible to reach the liberal estimate of several millions. I have conversed with many of those coming out on each of the five boats, at St. Michaels, and all agree that over 90 per cent. come out in poverty of health and pocket, barely able to reach their homes. We give you this detail, not so much as a matter of interest as a public duty, and certainly every true lover of humanity, and of the United States should not withhold the facts, rather than to confess his own mistake, and thus mislead others into the folly which has wrecked so many men, and is draining the United States of its millions without return.

Yours respectfully,
J. H. MYERS.

DISCOVERED BY A WOMAN.—Another great discovery has been made, and that too, by a lady in this country "Disease fastened its clutches upon her and for seven years she withstood its severest tests, but her vital organs were underminded and death seemed imminent. For three months she coughed incessantly, and could not sleep. She finally discovered a way to recovery, by purchasing of us a bottle of Dr. King's New Discovery for Consumption, and was so much relieved on taking first dose, that she slept all night; and with two bottles, has been absolutely cured. Her name is Mrs. Luther Lutz." Thus writes W. C. Hamnick & Co., of Shelby, N. C. Trial bottles free at F. Potts Green's drug store. Regular size 50c and $1.00. Every bottle guaranteed.

—A good story is related at the expense of "Bob" Ingersoll. The colonel was recently talking with an old colored woman in Washington concerning religious matters. "Do you really believe, aunty," said he, "that people are made out of dust?" "Yes, sah! The Bible says dey is, and so I b'lieves it." "But what is done in wet weather; when there is nothing but mud?" "Den I s'pects dey make infidels an' sich truck."

THE WISER WAY.—"How fresh and rosy you look, Nora," exclaimed Isabel, who had just returned from the beach, and was greeting her friend.

"Yes, dear," replied Nora, "I am feeling spendidly, and mamma says I have an alarming appetite."

"Where in the world have you been since I saw you?"

"I have remained at home," replied Nora," and have worked hard every day. But I have been taking that wonderful medicine, Hood's Sarsaparilla, and it has done me, oh, so much good. You see I always like to feel well when I go away, and I leave for the mountains next week."

—Miss Catherine W. Bruce has given Columbia University $5,000 for a lectureship in astronomy.

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.

Tourists.

Very Low Rate to Omaha, Neb.

Via the North-Western Line (Chicago & North-Western R'y). Excursion tickets at exceptionally low rates to Omaha and return (affording a visit to the Grand Trans-Mississippi and International Exposition, Omaha) will be sold July 12th, account of National Republican League meeting. For rates and other information ask your nearest Ticket Agent or write, H. A. Gross, 461 Broadway, New York; Frank Irish, 507 Smithfield street (Park Building), Pittsburg. 34-27

Very Low Rates to Omaha, Neb,

Via the North-Western Line (Chicago & North-Western railway.) Excursion tickets at exceptionally low rates to Omaha and return (affording a visit to the Trans-Mississippi and International exposition, Omaha) will be sold June 19th and 20th, account of National Eclectic Medical Association meeting; and will be sold June 21st and 22nd, account of American Institute of Homeopathy, all with favorable return limits. For rates and other information ask your nearest ticket agent or write,

H. A. Gross, 461 Broadway, New York; Frank Irish, 507 Smithfield street (Park Building,) Pittsburg, Pa.

A Prosperous People.

South Dakota Farmers are out of Debt.

They will be lending money to eastern farmers within a year. Don't stop to sell your old worn out farm. Let the mortgage take it. Go to South Dakota and buy a rich black loam prairie farm for cash or on crop payment plan. No hills, no stones, no stumps. Good schools, good churches, good water fine climate, and the best people on earth for neighbors.

For railway rates and information regarding lands along the lines of the Chicago, Milwaukee & St. Paul railway write to H. F. Hunter, Immigration Agent for South Dakota, 291 Dearborn street, Chicago, Ill., or Geo. H. Heafford, General Passenger Agent, Old Colony Building, Chicago, Ill. 43-27

Medical.

JUDGE FOR YOURSELF.

WHICH IS BETTER; TRY AN EXPERIMENT OR PROFIT BY A BELLEFONTE CITIZEN'S EXPERIENCE.

Something new is an experiment,
Must be proven to be as represented,
Be successful at home or you doubt it,
The statement of a manufacturer is not
Convincing proof of merit.
But the endorsement of a friend is.
Now supposing you had a bad back,
A Lame, Weak or Aching one,
Would you experiment on it?
You will read of many so-called cures,
But they come from far away places,
It's different when the endorsement comes from home.
Easy to prove that it is so.
Home endorsement is the proof that backs every box of
Doan's Kidney Pills,

Read this case:

Mr. W. E. Hines, of No. 1 Beaver Row, Locomotive Engineer, says: "I am in a position to highly recommend Doan's Kidney Pills. Last spring I was suffering from acute lameness in my back and a dull, lingering aching over my kidneys. I felt it in my head also and there were pains over my eyes in the top and back of my head and in the upper part of my spine. I was afraid I should not be able to attend to my duties as I was on night work and had to get my rest in the day time for on account of my back and these pains I could not rest well. I read about Doan's Kindey Pills and procured them from the Bush House Block drug store. They proved to be just the remedy I required and they removed the whole trouble. They left me bright and sound and I have had no return of the trouble since."

Doan's Kidney Pills for sale by all dealers. Price 50 cents. Mailed by Foster-Milburn Co., Buffalo, N. Y. Sole agents for the U. S. Remember the name Doan's and take no substitute. 24-43.

New Advertisements

BREWERY FOR RENT.—The Bellefonte brewery is offered for rent. It is in excellent running order, fully equipped for immediate work and will be rented at a reasonable price, by the year or for a term of years. Apply to MRS. L. HAAS,
43-28-tf. Bellefonte, Pa.

THREE HUNDRED SPANIARDS KILLED.—If 300 AMERICANS can kill 300 SPANIARDS in 300 days, how many Americans will it take to kill 100 Spaniards in 100 days? One Thousand Dollars will be paid to the persons answering the above problem correctly. Many other prizes of value. All of which will be announced in the next issue of UPTON'S ILLUSTRATED WEEKLY. As a positive guarantee of my reliability I refer to any mercantile or commercial agency. As the object of offering these prizes is to attract attention to my popular family magazine, each person answering must enclose with their answer five two-cent stamps (or ten cents silver) for one month's subscription, containing full particulars. Send to-day. To be first is a laudable ambition; you may secure the thousand dollars. Ten dollars in gold will be paid for the best original problem, to be published in a future number. Address, C. M. UPTON, 324 Dearborn St., CHICAGO, Ill. 43-30-4 w

Buggies, Wagons, Etc.

FARMERS BREAK THE BUGGY MONOPOLY.

It is claimed that for years buggy manufacturers have secured exorbitant prices for their goods but recently, through the combined assistance of the farmers of Iowa, Illinois and other states SEARS, ROEBUCK & Co., of Chicago, have got the price of open buggies down to $16.50; Top Buggies, $22 79; Top Surries, $43.75 and upwards, and they are shipping them in immense numbers direct to farmers in every state. They send an immense Buggy Catalogue free, postpaid, to any one who asks for it. This certainly is a big victory for the farmer, but a severe blow to the carriage manufacturers and dealers. 43-27-3m

YOU CAN BELIEVE IT.

McQUISTION SAYS ITS SO.

You'll be glad if, you do and sorry if you dont take advantage of the special bargains he is offering now in

.....BUGGIES, WAGONS, ETC.

Preparatory to reducing his stock to make room for his winter stock of Sleds, Sleighs, &c. Among others he has

5 second hand Buggies,
2 " " Spring Wagons

that will almost be given away. Don't fail to remember this.

S. A. McQUISTION & CO.
43-27 BELLEFONTE, PA.

Tourists.

CALIFORNIA IN 3 DAYS.....

THE PACIFIC EXPRESS

Leaves Chicago 10.30 p. m. every day in the year. Through Palace Sleeping Cars Chicago to Denver and Portland, with through Sleeping Car accommodations to San Francisco and Los Angeles; also through Tourist Sleeping Car Service Chicago to San Francisco, Los Angles and Portland.

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THE OVERLAND LIMITED

Leaves Chicago 6.00 p. m. every day in the year.
Buffet Smoking and Library Cars.
All meals "a la carte" in Dining Cars.
Palace Drawing-room Sleeping Cars through to Salt Lake City and San Francisco without change.
Through Tourist Sleeping Cars to California and Oregon.

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42-47

Illuminating Oil.

STOVE GASOLENE THE CHEAPEST AND BEST FUEL ON THE MARKET.

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, " "
39-37-1y

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43-25 Bellefonte.

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43-7-tf HAMILTON OTTO.

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NEWEST NOVELTIES

.....IN.....

BELTS,

HAT PINS.

SHIRT WAIST SETS, Etc.,

in Gold and Sterling Silver.

QUALITY HIGH. *PRICES LOW.*

—[o]—

F. C. RICHARD'S SONS,
41-46 High St. BELLEFONTE, PA

Roofing.

A LEAKING ROOF
IS A
PESKY NUISANCE.

W. H Miller, Allegheny Street, Bellefonte, Pa., puts on new or repairs old slate roofs at the lowest prices. Estimates on new work gladly furnished. 42-38

Travelers Guide.

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Solid Vestibuled Trains with Pullman sleepers and reclining chair cars. Harvey dining halls.

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GEO. T. NICHOLSON Gen'l Pass'r Agent, ST. LOUIS, Mo

ALTOONA & PHILIPSBURG CONNECTING RAILROAD.
Condensed Time Table in effect December 1st, 1897.

EASTWARD—WEEK DAYS.

	A. M.	A. M.	NOON.	P. M.	P. M.
Ramey	7 25	9 20	12 25	3 00	6 00
Houtzdale	7 37	9 32	12 37	3 12	6 12
Osceola Mills	7 50	9 51	12 56	3 31	6 31
Philipsburg	8 10	10 05	1 10	3 45	6 45
	A. M.	A. M.	P. M.	P. M.	P. M.

WESTWARD—WEEK DAYS.

	A. M.	A. M.	M.	P. M.	P. M.
Philipsburg	8 20	11 15	1 45	5 00	8 10
Osceola Mills	8 33	1 31	2 01	5 16	8 26
Houtzdale	8 50	11 50	2 22	5 35	8 45
Ramey	9 00	11 00	2 32	5 45	8 55

SUNDAY TRAINS.

Read down.				Read up.		
P.M.	P.M.	A. M.		A. M.	P.M.	P.M.
5 00	1 00	8 40	Ramey	10 25	2 45	6 45
5 12	1 12	8 52	Houtzdale	10 15	2 35	6 35
5 31	1 31	9 11	Osceola Mills	9 56	2 16	6 16
5 45	1 45	9 25	Philipsburg	9 40	2 00	6 00
P.M.	P.M.	A. M.		A. M.	P.M.	P.M.

CONNECTIONS.—At Philipsburg (Union Station) with all Beech Creek railroad trains for and from Bellefonte, Lock Haven, Williamsport, Reading, Philadelphia and New York; Lawrenceville, Corning, Watkins, Geneva, and Lyons; Clearfield, Mahaffey and Patton; Curwensville, DuBois, Punxsutawney, Ridgway, Bradford, Buffalo and Rochester.

At Osceola for Houtzdale and Ramsey with P. R. R. train leaving Tyrone at 7.20, p. m.

G. M. H. GOOD, Gen. Supt

CENTRAL RAILROAD OF PENNA.
Condensed Time Table.

Read down			May 16th, 1898.	Read up		
No 1	No 5	No 3		No 6	No 4	No 2
a. m.	p. m.	p. m.	Lve. Ar.	p. m.	p. m.	a. m.
†7 20	†7 45	†3 45	BELLEFONTE.	10 15	6 10	9 48
7 31	7 59	3 57	.....Nigh.....	10 02	5 57	9 37
7 37	8 05	4 03	.....Zion.....	9 56	5 51	9 31
7 42	8 13	4 08	..HECLA PARK..	9 51	5 46	9 26
7 44	8 15	4 10	..... Dunkles.....	9 49	5 44	9 24
7 48	8 19	4 14	...Hublersburg...	9 45	5 40	9 20
7 52	8 23	4 18	...Snydertown.....	9 41	5 37	9 16
7 55	8 25	4 20	.....Nittany.....	9 39	5 35	9 13
7 58	8 27	4 22	.....Huston.....	9 37	5 33	9 11
8 01	8 29	4 24	.....Lamar.....	9 35	5 31	9 08
8 04	8 31	4 26	.....Clintondale....	9 33	5 29	9 05
8 09	8 36	4 31	..Krider's Siding.	9 28	5 24	9 00
8 14	8 42	4 36	...Mackeyville....	9 23	5 18	8 55
8 20	8 48	4 42	...Cedar Spring...	9 17	5 12	8 49
8 22	8 50	4 50	.....Salona.....	9 15	5 11	8 46
8 27	8 55	4 55	...MILL HALL...	†9 10	†5 05	†8 42
10 15	9 45		.....Jersey Shore.....	4 32		8 08
10 50	10 20	Arr.	WMs'PORT	4 02		†7 38
†12 34	*11 30	Lve		2 30		*7 27
8 29	7 09		.....PHILA.....	†8 36		*12 01
9 40			.....NEW YORK..... (Via Tamaqua.)	†4 30		
10 40	‡9 30		.....NEW YORK..... (Via Phila.)			§9 00
p. m.	a. m.	Arr.	Lve.	a. m.		p. m.

*Daily. †Week Days. §6.00 P. M. Sundays. ‡10.55 A. M. Sunday.

PHILADELPHIA SLEEPING CAR attached to Eastbound train from Williamsport at 11.30 P. M, and West-bound from Philadelphia at 12.01 A. M.

J. W. GEPHART.
General Superintendent.

Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.
Schedule in effect May 30th, 1898.

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, 3.10 p. m., at Pittsburg, 6.55 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, 6.45 p. m., at Philadelphia, 10.20 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, 1.42 p. m., arrive at Lock Haven 2.43 p. m., arrive at Williamsport, 3.50 p. m.
Leave Bellefonte, at 8.31 p. m., arrive at Lock Haven, at 9.30 p. m.

VIA LOCK HAVEN—EASTWARD.

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 2.43 p. m., arrive at Williamsport, 3.50, leave 4.00 p. m., Harrisburg, 6.55 p. m., Philadelphia 10.20 p. m.
Leave Bellefonte, 8.31 p. m., arrive at Lock Haven, 9.30 p. m., leave Williamsport, 12.50 a. m., arrive at Harrisburg, 3.40 a. m., arrive at Philadelphia at 6.52 a. m.

VIA LEWISBURG.

Leave Bellefonte, at 6.40 a. m., arrive at Lewisburg, at 9.05 a. m., Montandon, 9.15, Harrisburg, 11.30 a. m., Philadelphia, 3.00 p. m.
Leave Bellefonte, 2.15 p. m., arrive at Lewisburg, 4.47, at Harrisburg, 6.55 p. m., Philadelphia at 10.20 p. m.

TYRONE AND CLEARFIELD, R. R.

NORTHWARD. EXPRESS.	DAY EXPRESS.	MAIL.	May 30th, 1898.	SOUTHWARD. EXPRESS.	DAY EXPRESS.	MAIL.
P.M.	P. M.	A. M.	Lv. Ar.	P. M.	A. M.	P.M.
7 20	3 15	8 20	.....Tyrone.....	8 55	11 20	6 10
7 26	3 21	8 26	...E. Tyrone.....	8 49	11 14	6 04
7 28	3 23	8 28	.....Tyrone S.....	.....	11 12	6 02
7 31	3 26	8 31	.....Vail.....	8 45	11 09	5 57
7 41	3 36	8 42	...Vanscoyoc....	8 38	11 02	5 52
7 45	3 40	8 47	..... Gardner.....	8 35	10 59	5 48
7 54	3 49	8 57	...Mt. Pleasant..	8 27	10 51	5 39
8 00	3 55	9 05	.....Summit.....	8 20	10 44	5 32
8 05	3 59	9 09	..Sandy Ridge...	8 14	10 38	5 25
8 06	4 01	9 11	.....Retort.....	8 11	10 35	5 21
8 07	4 02	9 12	.....Powelton	8 09	10 33	5 19
8 15	4 08	9 19	.....Osceola.....	7 59	10 23	5 08
.....	4 11	9 26	..Osceola Junc..	.....	10 20	5 04
8 19	4 16	9 29	... ..Boynton.....	7 55	10 17	5 01
8 23	4 19	9 32	.....Steiners.....	7 51	10 13	4 57
8 26	4 23	9 40	...Phillipsburg...	7 50	10 12	4 56
8 31	4 28	9 45	.....Graham.....	7 46	10 07	4 51
8 36	4 33	9 50	.....Blue Ball.....	7 41	10 02	4 46
8 42	4 39	9 56	...Wallaceton ...	7 36	9 56	4 39
8 47	4 44	10 02	.....Bigler	7 31	9 50	4 33
8 53	4 50	10 08	.....Woodland.....	7 26	9 45	4 27
8 56	4 53	10 11	... Mineral Sp...	7 25	9 42	4 25
9 00	4 57	10 15	... ...Barrett.....	7 21	9 39	4 20
9 05	5 02	10 22	.....Leonard.....	7 17	9 35	4 15
9 09	5 06	10 26	.....Clearfield.....	7 13	9 31	4 09
9 14	5 11	10 32	... Riverview....	7 09	9 26	4 03
9 20	5 17	10 38	...Sus. Bridge...	7 04	9 20	3 56
9 25	5 37	10 44	..Curwensville ..	7 00	9 15	3 51
.....	5 43	10 50	.....Rustic.....	6 54	.....	3 35
.....	5 51	10 58	.....Stronach.....	6 46	.....	3 27
.....	5 57	11 04	....Grampian.....	6 40	.....	3 21
P.M.	P. M.	A. M.	Ar. Lv.	P. M.	A. M.	P.M.

BALD EAGLE VALLEY BRANCH.

WESTWARD. MAIL.	EXPRESS.	EXPRESS.	May 30th, 1898.	EASTWARD. MAIL.	EXPRESS.	EXPRESS.
P.M.	P. M.	A. M.	Arr. Lv.	A. M.	P. M.	P.M.
6 00	2 15	11 10	.....Tyrone.....	8 10	12 30	7 15
5 54	2 09	11 04	..East Tyrone...	8 16	12 36	7 21
F 50	2 05	11 00	....Vail.....	8 20	12 40	7 25
5 46	2 01	10 56	...Bald Eagle....	8 24	12 44	7 29
5 40	.....	10 49	.....Dix.....	8 30	12 50	7 35
5 37	.....	10 46	.....Fowler.....	8 33	12 52	7 38
5 35	1 51	10 44	.....Hannah.....	8 35	12 54	7 40
5 28	1 45	10 36	..Port Matilda...	8 42	1 00	7 47
5 21	1 39	10 28	..... Martha.....	8 49	1 06	7 54
5 12	1 31	10 20	.....Julian.....	8 58	1 14	8 03
5 03	1 23	10 11	.....Unionville....	9 07	1 23	8 12
4 56	1 16	10 04	Snow Shoe Int.	9 15	1 30	8 20
4 53	1 13	10 01	...Milesburg.. ...	9 18	1 33	8 23
4 44	1 05	9 53	....Bellefonte....	9 28	1 42	8 31
4 32	12 55	9 41	.....Milesburg ...	9 41	1 55	8 43
4 25	12 48	9 34	.....Curtin.....	9 49	2 04	8 51
4 20	.....	9 30	..Mount Eagle...	9 53	2 08	8 55
4 14	12 38	9 24	.....Howard.....	9 59	2 14	9 01
4 05	12 29	9 15	.....Eagleville....	10 08	2 23	9 10
4 02	12 26	9 12	..Beech Creek...	10 11	2 26	9 13
3 51	12 16	9 01	.....Mill Hall.....	10 22	2 37	9 24
3 49	.....	8 59	....Flemington....	10 24	2 39	9 26
3 45	12 10	8 55	...Lock Haven..	10 30	2 43	9 30
P.M.	P. M.	A. M.	Lv. Arr.	A. M.	P. M.	P.M.

LEWISBURG & TYRONE RAILROAD.

EASTWARD. MAIL.	EXP.	May 30th, 1898. STATIONS.	WESTWARD. MAIL.	EXP.
P. M.	A. M.	Lv. Ar.	A. M.	P. M.
2 15	6 40	.....Bellefonte.....	9 00	4 10
2 21	6 45	.....Axemann.....	8 55	4 06
2 24	6 48	.....Pleasant Gap.....	8 52	4 03
2 27	6 51	.....Peru.....	8 49	4 00
2 34	6 57	....Dale Summit.....	8 43	3 54
2 38	7 02	.....Lemont.....	8 39	3 50
2 43	7 06	.....Oak Hall.....	8 35	3 46
2 48	7 10	.....Linden Hall.....	8 31	3 42
2 55	7 17	.....Gregg.....	8 24	3 35
3 02	7 22	.....Centre Hall.....	8 18	3 30
3 10	7 28	.....Penn's Cave.....	8 11	3 23
3 17	7 35	.....Rising Spring.....	8 05	3 17
3 25	7 43	.....Zerby.....	7 57	3 08
3 32	7 50	.....Coburn.....	7 50	3 02
3 38	7 56	.....Ingleby.....	7 43	2 55
3 43	8 00	.....Paddy M