

Bellefonte, Pa., Nov. II, 1898.

MORNING AND NIGHT.

A little space of pleasure A little space of pain, And then the solemn darkness, And then-the light again

A little song and story In sunlight and in rain A little gleam of glory And then-the dark again And so it goes: The darkness,

And then the gleam of light ; And so, life is good morning, With sad thoughts of good night! -Frank L. Stanton in Atlantic Constitution.

On An Oil Ship.

Voyage on a "Tanker" That Carried Kerosene Every Available Space Except the Boiler Room.

The recent destruction of a British ship carrying oil from New York to London may lead the readers of the newspapers to think that the ship which carries such an inflammable cargo is in constant danger of destruction by fire. But under the prudent construction followed in building the vessels designed for such commerce it is doubtful if a safer ship floats than one that is in the oil trade, if ordinary precautions are followed. It was my fate one day to be in Batum, the greatest oil exporting port of Russia, where tank ships load for all of Europe and Asia, and although I was eager to get away as quickly as possible for Constantinople not a vessel was scheduled to sail in the passenger trade for a week.

The American consul there suggested that arrangements might be made to go down the Black Sea on a tank steamer, and on hunting up the agency the deal was concluded. The ship was lying half a mile out in the roads, and in the midst of as nasty a rain as ever fell in that region of fitful weather I took passage in an open boat and was rowed out to the succoring craft. She was not very attractive as I dozen of the Chinese crew, but presently an English officer appeared, and being informed of the object of the visit he proved in combatting fatigue and old age, and a very clever fellow. For a couple of hours the ship lay in the roads, and then as the skipper came aboard he gave orders to sail, and we were off. It transpired that I was his guest, and he gave me his cabin, immediately over a great iron tank, which framed in the vessel from the hold to the decks, was capable of containing thousands of gallons of oil. The crew, officers, were Chinese, Cingalese and others of the Oriental races. But they proved most excellent sailors and the Chinese steward could not be surpassed, even though he concocted the most novel dishes, and persisted in bringing me a breakfast to the cabin before I was out of the berth.

tention was that although the weather was raw enough for a fire there was on the vessel no provision for such a comfort. In curiosity I asked the skipper why he had mo heat in the cabin. He was an Euglishman, and in his shrewdness, I could see some of the traits that the Yankee has inherited in the past from the mother race. "Do you remember what we carry on this ship?" he asked in return to my question. Now I had not forgotten for a minute that ing that came was not one of comfort. so long that we are a little short of coal, and we are going down to Constant on as little fuel as possible, so I have not turned The government, which uses this island for boiler room, and on this side are the tanks. Would you like to go down and see them?"

One of the first things to attract my at-

We went below. One tank, for some was as big as a wareroom, whitewashed, and as clean and neat as a parlor. The trivance provided for the expansion of the cargo in the tanks, so that when the region of tropical weather should be reached no harm would come to either cargo or vessel by the generation of gases in a confined area. Enormous pumps were handy to pump the cargo of oil into the big tanks, of which the ship had several, and also to pump out the oil when the voyage had been finished and the ship was ready to the ship. Inside the hull they stood, their tops reaching to the top of the vessel, and the decks practically being the covering of the tanks. Into the big compartments refined oil was pumped at the loading stations at Batum. The cargo was closed off from the only fire on board, and a compartment a couple of feet in width reaching across the end of the vessel between the boilers and the oil tanks was kept constantly full of water that it might not heat and endanger the inflammable oil. And there you are. With the oil shut up out of the way of danger, and no fire in any part of the ship except that in which the boilers make the steam, and which is shut off from the oil, the danger on a tanker is less than in many merchant vessels carrying such dangerous goods as cotton. To protect the tanks from the fierce rays of the hot suns of the tropics a canvas covering is provided. In the hot days this is stretched from one side to the other of the vessel, and from end to end.

Theoretically, the thing looked safe. Yet the first night aboard I could not help but wonder what would become of us if by any chance fire should be communicated to that vast bulk of oil turned loose in the big tanks, and which I could hear swash about in its confinement as the ship rode a wave or settled in a trough of the sea. Then as I wandered back and forth over the tanks the next day from the chart you think that's the way to get anything house where I watched the navigator sail the ship to the smoke stacks of the boilers, where in the leeward side of the big funnels I sought warmth, the danger appeared less threatening and the construction of the ship and its dangerous cargo became more interesting. But at that I had not learned all the fine points about the tanker, that creation of the oil man, for as I talked with the skipper one afternoon I suggested that it was a pity that he had no cargo to bring salve in the world for cuts, bruises, sores, back with him on his return journey, for ulcers, salt rheum, fever sores, tetter, chaphis voyage was one which was taking him ped hands, chilblains, corns, and all skin o the Indian ocean, and perhaps up the eruptions, and positively cures piles, or no hinese coast

ter and we wash down the insides of the tanks and scrub them out until they are as clean as a kettle. When that is done to take away the odor we touch them up with a bit of white paint and let them air and dry, and when we are done we have the decentest cargo carriers in the world. It is as clean as a new pin, free from all ver- have the States nicknames, but the peoples min and from anything objectionable. What do you suppose I will bring back in these tanks when I sail westward? Why tea, silks, maybe raw sugar, and things of that kind that would be spoiled by anything but the best of handling and the best of quarters on a good, clean ship. You could eat and sleep and live in one of these tanks when it is cleaned out, and never find the least thing to offend. Iron does not hold the odor of oil very long after it is exposed to the air."

The tar who has sailed very long on a tank ship would not entertain the idea of shifting to one of the ordinary cargo ships. He feels as safe on his tank vessel as he would anywhere, and he knows when he gets to the end of his voyage that he will discharge his cargo with the least effort on the part of himself and his crew, and that his goods in transit require no attention and handling beyond careful watching and watching is a perpetual duty of the navigator, no matter if his ship is empty. Men who have traveled on the tankers like that style of passage, and the Englishmen at Batum frequent'y make the voyage all the way home to London when a tanker is going out in preference to the faster passenger steamer to Constantinople and the railroad from there to the English channel. After four days on the oil carrier I perceived that it was about as agreeable a berth as any I found in that far-away country, particularly as the officers spoke the English language and I had some one to talk to. BION H. BUTLER.

Gathering Ginseng Root.

Over One Hundred Men Digging it In York for the

Over one hundred men have been employed the past two weeks in the town Thompson, Sullivan county, clambored up over the side and met half a digging ginseng roots, mostly for the can only be gathered in that country by permission of the Emperor. The Canadian Jesuits first began to ship the root to

China and sold it for \$5 a pound. The men who are searching for ginseng in Sullivan county walk from 15 to 25 miles a day in their rambles through the brush and trees and earn from \$1 to \$4 a day. It takes three pounds of the green with the exception of the skipper and his roots to make one pound of the dry product, the latter bringing \$4 a pound, the highest price quoted this fall being \$4.55. A fair day's find of green root is two pounds.

The root is becoming scarcer every year. It is of slow growth, taking two years to form a leaf and eight or ten to make the root of value. The age of the root is determined by a little notch or ring added each year to the plant. Last year a root was found that was 25 or 27 years old, its age being determined by the rings, and it made a very profitable day's work to the finder. The diggers leave a piece of the root in the ground to grow, and plant the seed, which is inclosed in a pale red pod.

A Natural Fog-horn

At the Farallones the erosive agents have worked with queer caprice. This rock bein the depths of the vessel there was a ing granite, has been acted upon by the sea lake of some 25 feet of refined oil, and when he coupled that with no fire the feeliod when it has been rising out of the wacure. tery depths. Through a long narrow hole, "You see, we have a steam heating ar-rangement, but we were delayed in Batum ocean, there comes at intervals a terrific stream of air, forced by the spasmodic heavthe steam on. We have no fire on this light-house purposes, enclosed the upper ship except forward of the water bulk end with the nozzle of a fog-horn, and heads. You see here near the cabin door is a big separating bulk-head. This is full splitting brawl, which was heard far out at every few seconds there was blown an earof water all the time. Beyond that is the sea and above the din of the breaking rollers. It was allowed to roar only in foggy sleeping cars fitted with every convenience, weather, but it was eccentric in that it would only sound at high tide. When the reason, was not filled. We went in. It tide was low, although the weather might ulars address T. A. Grady, excursion manager, C be very thick, the thing was silent. For lack of its warning a ship went ashore upother tanks were full, and they were cov- on the island rocks, and then it was that ered tightly to prevent the escape of the the government abandoned its location on gases constantly rising. An ingenious conthe wind hole and erected a steam-siren, or mechanical fog-horn, which has since very faithfully performed the necessary service.

—From "Our Seaboard Islands on the -From "Our Seaboard Islands on the Pacific," in Harper's Magazine for Novem-

ROBBED THE GRAVE—A startling incilent, of which Mr. John Oliver, of Philadelphia was the subject, is narrated by him as follows: "I was in a dreadful condischarge. The tanks really constituted dition. My skin was almost yellow, eyes sunken, tongue coated, pain continually in back and sides, no appetite—gradually growing weaker day by day. Three physicians had given me up. Fortunately a friend advised trying 'Electric Bitters;' continued their use for three weeks, and am now a well man. I know they saved my life and robbed the grave of another victim." No one should fail to try them. Only 50cts. per bottle at F. Potts Green's drug store.

She Had Her Way.

"I shall have to ask you for a ticket for that boy, ma'am."

"I guess not." "He's too old to travel free. He occupies a whole seat, and the car's crowded. to San Francisco, Los Angles and Portland. There are people standing up."

"That's all right." "I haven't time to argue the matter, ma'am. You'll have to pay for that boy."
"I've never paid for him yet, and I'm

not going to begin now." "You've got to begin some time. If you haven't had to put up fare for him you're mighty lucky, or else you don't do much traveling.

"That's all right." "You'll pay for that boy, ma'am, or I'll stop the triain and put him off." "That's all right. You put him off if

"You ought to know what the rules of this road are, ma'am. How old is that boy? "I don't know. I never saw him before. If you want a ticket for him you'd better

out of me.

ask that old gentleman down the aisle. He got on with him."-Philadelphia Press. BUCKLEN'S ARNICA SALVE.—The best

"No pity at all," he informed me. When we get to port we unload our oil. her we get in with the here and her me. hen we get in with the hose and hot wa- Potts Green.

Nicknames of States.

Not Only the Commonwealths, but their People Get

The Cincinnati "Times Star" has co piled, in answer to a correspondent, the following list which shows that not only

as well: Alabama-Cotton--Lizards. Arkansas—Bear--Toothpicks

California-Golden-Gold Hunters. Colorado-Centennial--Rovers. Connecticut-Land of Steady Habits or Nutmeg--Wooden Nutmegs. Delaware-Diamond or Blue Hen--Musk

Florida-Peninsular--Fly-up-the-Creeks.

Georgia—Empire State of the South—Buzzards or Sandhillers. Illinois-Prairie or Sucker-Suckers or Egyptians. Indiana-Hoosier--Hoosiers.

Iowa-Hawkeye-Hawkeyes. Kansas-Garden of the West--Jay Hawk-Kentucky—Corneracker, Blue Grass or Dark and Bloody Ground--Cornerackers or

Red Horses. Louisiana-Creole or Pelican--Creoles. Maine-Lumber or Pine-tree--Foxes. Maryland-Old Line-Crawthumpers. Massachusetts—Baked Beans, Bay State

or Old Colony--Beans. Michigan-Lake or Wolverine--Wolver-

Minnesota-North Star of Gopher--Go-Mississippi-Bayou-Tadpoles Missouri-Puke of Iron--Pukes.

Nebraska-Blackwater-Bugeaters. Nevada-Silver or Sage Brush-Sage New Hampshire-Granite or Switzerland of America-Granite Boys.

New Jersey—Garden--Clam Catchers, Jersey Blues or Foreigners and Spaniards. New York--Empire or Excelsior--Knickerbockers

tine--Tuckoes or Tarheels. Ohio-Buckeye-Buckeyes. Oregon-Webfoot Country or Beaver-Hard Cases or Web Feet.

North Carolina-Old North or Turpen-

Pennsylvania---Keystone--Pennanites or Leatherheads. Rhode Island---Little Rhody--Gunflints. South Carolina----Palmetto---Weasels, The Catholic University of America, through its rector, Thomas J. Conaty, D.

Sandhillers or Rice Birds. Tennessee--- Volunteer--- Butternuts, Whelps or Mudheads. Tennessee-Texas---Lone Star---Beefheads.

Vermont--- Green Mountain--- Green Mountain Boys. Virginia---Mother of Presidents, Mother of States, Old Dominion, or Ancient Dom- ter. Mary Eliza Breckenridge Caldwell, inion-Beadles.

West Virginia--Switzerland of America Paris. -Panhandleites. Wisconsin--Badger--Badgers.

WAS SIX YEARS OLD-Swengel, Pa. Nov. 1st, 1898. For all troubles caused by impure blood Hood's Sarsaparilla is the best medicine money can buy. It promptly cures boils, pimples, and all eruptions of the skin. Mrs. Shem Knauss of this place says: "My little boy, six years old, had boils on one of his legs and I began giving him Hood's Sarsaparilla and it cured

Mrs. Slimdiet-My boarders are all so Mr. Firstfloor-Ah, there is nothing like hunger to sharpen the wits !-Brooklyn Life.

To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets. 25c. The genuine has L. B. Q. on each tablet.

Tourists.

California Excursions.

Personally conducted leave Chicago every Wednesday. Burlington route to Denver, thence via Denver & Rio Grande Ry. (the scenic line of the world). Parties travel in Pullman tourist which go through to California and are in charge of special agents of long experience. For partic-

The Battleship Wisconsin.

Will be launched in San Francisco, Saturday, Nov. 16th The official train carrying state officials and the christening party will start from Marinette, Milwaukee and Chicago, Saturday, November 19th, going via the Chicago, Milwauke and St. Paul R'y. Stops will be made at St. Paul, Tacoma, Portland, San Francisco, Los Angeles and Denver. Pullman palace sleeping cars, dining cars, observation cars for the exclusive use of the party for the entire trip, under the direction of Mr. Reau Campbell, general manager of the American tourist association. A limited number of tickets at reduced rates covering all expenses will be sold; they include railway and sleeping car fares, meals in dining cars, hotels, carriages, etc. For details address The American Tourist Association, 1124 Marquette Building, Chicago.

THE PACIFIC EXPRESS

Leaves Chicago 10.30 p. m. every day in the year.

Through Palace Sleeping Cars Chicago to Denver

modations to San Francisco and Los Angeles

also through Tourist Sleeping Car Service Chicago

and Portland, with through Sleeping Car accom-

CALIFORNIA IN 3 DAYS...

Medical.

HOW A WOUND HEALS.

When the Blood is Pure a Wound Heals Quickly. The Fact Demonstrated in the Case of a Baptist Clergyman of Ashley, Ohio.

From the Times, Ashley, Ohio.

Elder A. S. Shoemaker has been a life-long | concluded to try them. In the morning I went to state. For many years he was a prominent tions.

Baptist minister. He has been Mayor of Ashley "It was the wisest thing I ever did. On the for three successive terms, filling the position third night after commencing their use I went to of trust.

and attributes his present healthful condition en- troubles since that time, now two years ago. irely to the use of Dr. Williams' Pink Pills for Pale People.

afflicted with rheumatism and was constantly in instep of my foot. It was thought the wound pain. I could not remain in one position for but would be very hard to heal for a man of my age, a few moments at a time and could sleep but little | but to the surprise of everybody it healed quickly at night. I was dragging out a miserable ex- without any difficulty. I attribute this also to istence. Especially in damp, lowery weather I the good condition of my blood through the use would be very miserable. I frequently remarked of the pills." that I was a traveling barometer, as I could al- In rheumatism the blood has an acid impurity ways tell when a change in the weather was com- which irritates the sensitive tissues that unite ing. I tried a great many remedies that were the joints and cover the muscles, thus causing recommended, but they did not help me.

"One day while at work and complaining of my pain in the presence of Mr. Elias Bishop, a neighbor, he asked me if I had ever tried Dr. Williams' Pink Pills for Pale People; I told him no. I had never heard of them He advised me to try them, saying they had benefited him and might day physicians prescribe and druggists rec help me." I replied, that I had no faith in any mend the use of Dr. Williams' Pink Pills for l medicine as I had tried so many different remedies without receiving any benefit that I did not hink, it worth while to throw away more money.
"Time passed on for nearly a year until one the blood by eliminating poisonous elements a think, it worth while to throw away more money.

Gift to the Catholic University.

D., was the recipient on Saturday of a gift

of \$10,000 for the establishment of a Fel-

lowship in the Faculty of Divinity. The

donors are Mary Gwendoline Byrd Cald-

well, Marquise de Merinville, and her sis-

the Baroness Von Zedtwitz, who is in

Medical.

THE SAME IN BELLEFONTE AS ELSE-

WHERE.

Cure every form of kidney ills.
Proof of this in Bellefonte testimony.
Mr. B. H. Shaffer, of Howard street,
Tinsmith, says:
I was much troubled with backache
and lameness just over my hips and
when I took cold there was always a
difficulty with the kidney secretions.
The lameness in my loins was very inconvenient for I could not move quickly without having sharp twinges

convenient for I could not move quickly without having sharp twinges through me and if bending forward I could hardly straighten up again. I learned about Doan's Kidney Pills and procured them from F. Potts Green's drug store and took them. I do not remember if I took a whole box or not but I do know that they banished the pain and lameness and I have not had any of those terrible backaches since I used them.'

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.

THE OVERLAND LIMITED

Leaves Chicago 6.00 p. m. every day in the year

Palace Drawing-room Sleeping Cars through Salt Lake City and San Francisco without

change.
Through Tourist Sleeping Cars to California

Buffet Smoking and Library Cars.

All meals "a la carte" in Dining Cars.

THE LARGE HALF.

esident of Ashley, Ohio, and is favorably known the drug store and purchased a box of the pills by a wide circle of friends in this part of the and commenced using them according to direct

Medical.

with dignity and honor, and has held other offices bed and slept all night without a particle of pain. I continued taking the pills until I used five He is sixty-six years of age, hale and hearty, boxes and have not felt any symptoms of my old "Just after I stopped the use of the pills I me with an accident. In chopping wood I cut my

"For about twenty-five years," he says "I was foot very badly, the axe going clear through the

those indescribable tortures which rheumatic sufferers endure. Rheumatism is always dangerous as it is liable to attack the heart.

Years ago those afflicted were bled; as if tak away some of the impure blood could remedy balance. This folly has been abandoned, and People, as these marvelous vegetable pills directly to the seat of the trouble exertin night I was suffering intense pain and I thought renewing health-giving forces, thus makin of Dr. Williams' Pink Pills for Pale People and I potent remedy for curing this disease.

Roofing.

LEAKING ROOF IS A

PESKY NUISANCE.

W. H Miller, Allegheny Street, Bellefonte, P puts on new or repairs old slate roofs at the low Estimates on new work gladly nished.

Travelers Guide.

T. LOUIS & SAN FRANCISCO R. R. BETWEEN

AND-SPRINGFIELD

-ST. LOUIS-

JOPLIN PITTSBURG WICHITA EUREKA SPRINGS

Ft. SMITH PARIS SAN ANTONIO HOUSTON GALVESTON

The bigger half of worldly trouble.
The greater part of mankind's suffering.
Can safely be laid to the kidneys.
Kidneys filter the blood.
Keep the human system healthy.
But they can't do this when they are sick.
Fasy to tell sick kidneys.
Look to the back for the note of warning.
Most backache pains are kidney ills.
Twitches, twinges, pains and aches of a bad back.
Should be treated promptly.
Every day's delay means future trouble.
Urinary complication, set in diabetes,
Bright's disease.
Doan's Kidney Pills are Kidney specialists. Solid Vestibuled Trains with Pullman sleeper and reclining chair cars. Harvey dining halls. Maps, time tables and full information furnish-

ed upon application to O. M. CONLEY, GEO. T. NICHOLSON Gen'l Agent, Gen'l Pass'r Agent,

PITTSBURG, PA. St. Louis, Mo A LTOONA & PHILIPSBURG CON-Condensed Time Table in effect December 1st, 1897.

EASTWARD-WEEK DAYS. A. M. A. M. NOON, P. M. P. M. 7 25 9 20 12 25 3 00 6 00 7 37 9 32 12 37 3 12 6 12 7 50 9 51 12 56 3 31 6 31 8 10 10 05 1 1 0 3 45 6 45 A. M. A. M. P. M. P. M. P. M. Ramey..... Houtzdale Osceola Mills. Philipsburg....

WESTWARD-WEEK DAYS. Houtzdale SUNDAY TRAINS. Read down

 Read down.
 Idead up.

 P.M. P.M. | A. M.
 | A. M. | P.M. | P.M.

 5 00 | 10 | 8 40
 Ramey.
 | 10 25 2 45 6 45

 5 12 | 1 | 12 | 8 52
 Houtzdale.
 | 10 15 2 35 6 35

 5 31 | 31 | 9 | 11
 Osceola Mills.
 9 56 2 16 6 16

 5 45 | 45 | 9 25
 Philipsburg.
 9 40 2 00 6 00

 P.M. P.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. ester.
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	May 10th, 1898.	No 6	No 4	No 2	
a. m.	p. m.	p. m.	Lve. Ar.	p. m.	p. m.	la. m	
†7. 20	11 40	T3 40	BELLEFONTE.	110 15	6 10	9 4	
7 31	7 59	3 57	Nigh	10 02	5 57		
7 37	8 05	4 03	Zion	0 50		9 3	
7 42	8 13	4 08	HECLA PARK	9 51			
7 44	8 15	4 10	Dun kles	9 49			
7 48	8 19	4 14	Hublersburg	9 45			
7 52	8 23	4 18	Snydertown	0 41	5 97		
7 55	8 25	4 20	Nittany	9 34	5 35		
7 58	8 27	4 22	Huston	9 37	5 33		
8 01	8 29	4 24	Lamar	9 35	5 31	9 0	
8 04	8 31	4 26	Clintondale	9 33	5 29		
8 09	8 36	4 31	Krider's Siding.	9 28	5 24		
8 14	8 42	4 36	Mackeyville	9 23	5 18	8 5	
8 20	8 48	4 42	Cedar Spring	9 17	5 12		
8 22	8 50	4 50	Salona	9.15	5 11	8 4	
8 27	8 55	4 55	MILL HALL	†9 10	†5 05	t8 45	
10 18	9 4	51	Jersey Shore		4 391	9 ()	
10 50	10 2	O Arr.	WMaipopm) I	ve	4 02	+7 35	
12 34	*11 3	0 Lve	WMS PORT }	rr.	2 30	*7 2	
8 29	7 0	9	WMs'PORT }	†	8 36 *	12 0	
	The state of			311	5 0		
9 40			NEW YORK	†	4 30		
			(Via Tamaqua.)				
10 40	19 3		NEW YORK		HERE	39 R	
			(Via Phila.)		2000	57 76 3 87	
p. m.	a. m	Arr.	L	ve. a.	m. r	m	

110.55 A. M. Sunday. PHILADELPHIA SLEEPING CAR attached to East-bound train from Williamsport at 11.30 P. M. and West-bound from Philadelphia at 12.01 A. M. J. W. GEPHART.

Travelers Guide.

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

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., at Altoona, 3.10 p. m., at Pittsburg, 6.55 p. m.

Leave Bellefonte 1.05 p. m., arrive at Tyrone, 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.

Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 10.30 a. m.

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

Leave Bellefonte, at 8.31 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.

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.

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, Harris. burg, 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.	EXPRESS.	DAY EXPRESS.		
P.M.	P. M.	A. M.	Lv. Ar.	P. M.	A. M.	-	
7 20	3 15	8 20	Tyrone	8 55	11 20	P.	
7 26	3 21	8 26	E. Tyrone	8 49		0	
7 28	3 23	8 28	Ivrone S		11 12	0	
7 31	3 26	8 31	Vail	8 45		0	
7 41	3 36	8 42	Vanscoyoc	8 38		9	
7 45	3 40	8 47	Gardner	8 35		9	
7 54	3 49	8 57	Mt. Pleasant	8 27		9	
8 00	3 55	9 05	Summit	8 20		0	
8 05	3 59	9.09	Sandy Ridge	8 14		0	
8 06	4 01	9 11	Retort	8 11	10 35	0	
8 07	4 02	9 12	Powelton	8 09	10 33		
8 15	4 08	9 19	Osceola	7 59		0	
	4 11	9 26	Osceola June	V 11 2 3 3 3	10 20		
8 19	4 16	9 29	Boynton	7 55	10 17		
8 23	4 19	9 32	Steiners	7 51	10 13		
8 26	4 23	9 40	Philipsburg	7 50	10 13		
8 31	4 28	9 45	Graham	7 46	10 07		
8 36	4 33	9 50	Blue Ball.	7 41	10 02		
8 42	4 39	9 56	Wallaceton	7 36	9 56		
8 47	4 44	10 02	Bigler	7 31	9 50		
8 53	4 50	10 08	Woodland	7 26	9 45		
8.56	4 53	10 11	Mineral Sp.	7 25			
9 00	4 57	10 15	Barrett	7 21	9 39		
9 05	5 92	10 22	Leonard	7 17	9 35		
9 09	5 06	10 26	Clearfield	7 13			
9 14	5 11	10 32	Riverview	7 09			
9 20	5 17	10 33	Sus. Bridge	7 04			
9 25	5 37	10 44	Curwensville	7 00	9 15		
	5 43	10 50	Rustic	6 54	3 13		
	5 51	10 58	Stronach	6 46			
	5 57	11 04	Grampian	6 40		3	
P.M.	P. M.	A. M.	Ar. Lv.				
-	BAL		231.	- · m.	A. M.	P.	

May 30th, 1898.

3 30 3 23 3 17 3 08 2 55 2 51 2 42 2 38 2 2 31 2 2 16 2 14 2 10 2 05 1 57 1 45 1 38Pardee... ..Glen Iron ..MilmontSwengle ..Barber.. . Mifflinburg. ...Vicksburg. P. M. A. M. Ar. A. M. P. M. LEWISBURG & TYRONE RAILROAD. EASTWARD. UPPER END. WESTWARD. May 30th, 1898.

3 44 8 26 ... Dungarvin... 11 01 5 5 57.
3 37 8 18 Warrior's Mark 11 10 5 57.
3 30 8 09 ... Pennington... 11 20 6 06.
3 21 7 58 ... Stover... 11 32 6 17.
3 15 7 50 Tyrone..... 11 40 6 25.
P. M. A. M. Lve. Ar. A. M. P. M. BELLEFONTE & SNOW SHOE BRANCH. Time Table in effect on and after May 30th, 1898.

Trains from Montandon, Lewisburg, Williams port, Lock Haven and Tyrone connect with train Nos. 3 and 5 for State College. Trains from State College connect with Penn'a. R. R. trains at Bellefonte. † Daily, except Sunday.

F. H. THOMAS Supt.

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