#### Failed to End Strike

Coal Conference With President Unsuccessful. Struggle Will Continue, Recognition of Union Proved The Stumbling Block. Federal Troops De-

WASHINGTON, Oct. 4.—The great coal conference between the president and representatives of the operators and the miners came to an end at the temporary White House, facing Lafayette Square, at 4.55 o'clock Saturday afternoon, with a failure to reach an agreement. Apparently the rock upon which the conference split was recognition of the Miner's Union. The president had urged the contending party to end the strike in the interests of the public welfare; the miners through the president of their union had expressed a willingness to submit differences to arbitration for a period of from one to five years, and the employers through the presidents of the railway and coal companies and a leading independant mine operator had squarely refused arbitration, had denounced the miners' labor organization as a lawless and anarchistic body with which they could and would have no dealings, had demandtection to workers and their families in the mining region and court proceedings against the miners' union, and had offered if the men returned to work to submit grievances at individual collieries to the decision of the judges of the court of common pleas for the district of Penusylvania in which the colliery was located. There the mat-

Sunday night both the miners and the operators were still in the city, but Monday they return to their several localities, each saying at a late hour that the struggle will

THE PRESIDENT'S APPEAL. At the morning session President Roose

velt addressing the conference said:
"I wish to call your attention to the fact that there are three parties affected by the situation in the anthracite trade. The operators, the miners, and the general public I speak for neither the operators nor the miners, but for the general public. The question at issue which led to the situation affect immediately the parties concernedthe operators and the miners; but the situation itself vitally affects the public. I disclaim any right or duty to interfere in this way upon legal ground or upon any official relation that I bear to the situation; but the urgency and the terrible nature of the catastrophe impending over a large portion of our people in the shape of a winter fuel famine impel me, after much anxious thought, to believe that my duty requires me to use whatever influence I personally can to bring to an end a situation which has become literally intolerable,

"We are upon the threshold of winter with an already existing coal famine, the future terrors of which we can hardly yet appreciate. The evil possibilities are so far-reaching, so appalling, that it seems to me that you are not only justified in sink-ing, but required to sink, for the time being, any tenacity as to your respective claims in the matter at issue between you.

"In my judgment the situation imperatively requires that you meet upon the common plane of the necessities of the public. With all the earnestness there is in me, I ask that there be an immediate resumption of operations in the coal mines in some such way as will without a day's unneccessary delay meet the crying needs of

"I do not invite a discussion of your respective claims and positions. I appeal to your patriotism, to the spirit that sinks personal consideration and makes individual sacrifices for the general good.'

MITCHELL SUGGESTS ARBITRATION.

Upon the completion of the president's remarks Mr. Mitchell made a statement,

"Mr President, I am much impressed with what you say. I am much impressed with the gravity of the situation. We feel that we are not responsible for this terrible state of affairs. We are willing to meet the gentlemen representing the coal operators to try to adjust our differences among ourselves. If we can not adjust them that way, Mr. President, we are willing that you shall name a tribunal who shall deterthe operators will accept the award or decision of such a tribunal the miners will willingly accept it even if it if against their

President Roosevelt then asked the operators to consider the proposition and meet again at 3 o'clock in the afternoon. Upon reassembling, Mr. Baer spoke as follows: "Mr. President, do we understand you

correctly that we will be expected to answer the proposition submitted by Mr. Mitchell? The President: "It will be a pleasure

to me to hear any answer that you are willing to make." Mr. Baer: "I have prepared an answer.?

MR. BAER'S STATEMENT.

The following is the text of Mr. Baer's

statement : "To the President of the United States : "We understand your auxiety is forcibly unnecessary delay meet the crying needs of the people.' We infer that you desired us to consider the offer of Mr. Mitchell, exthes the strike in the future, he said he thought pressing and speaking for the United Mine it would proceed hereafter about as it had Workers, to go back to work, if you would proceeded in the past. appoint a commission to determine the

questions at issue. 'We represent the owners of coal mines in Pennsylvania. There are from 15,000 to 20,000 men at work mining and preparing coal. They are abused, assaulted, injured and mal-treated by the United Mine Workers. They can only work under the protection of armed guards. Thousands of other workmen are deterred from Workers, over whom John Mitchell, whom

ignorant men, dwelling among us, misled and used as tools by citizens of other states, that at whatever cost and inconvenience to the public Pennsylvania will use the whole further than the offers already made. power of government to protect not only the man who wants to work, but his wife and children while he is at work, and to punish every man who by instigation or of his liberty to work. The duty of the hour is not to waste time negotiating with

ple, and to re-establish order and peace at

any cost.
"The constitution of Pennsylvania guarantees protection to life and property. When riot and anarchy too great to be ap peased by the civil power occur the govern-or of Pennsylvania is bound to call out the state troops to suppress it. If the power of Pennsylvania is insufficient to re-establish the reign of law, the constitution of the United States requires the president, when | ing 102 years of age and his intended wife requested by the legislature or the govern-or, 'to suppress domestic violence.' You see there is a lawful way to secure coal for

the public.
"Under these conditions, we decline to has no right to come from Illinois to dictate terms on the acceptance of which anarchy and crime shall cease in Pennsylvania. He destroying property. He must stop it, because it is unlawful, and not because of any

bargain with us.
"We will add to our offer 'to continue any grievance,' and further condition-if the employers and employes at any particular colliery cannot reach a satisfactory adjustment of any alleged grievance, shall be referred to the judges of the court of common pleas of the district in which ed federal troops to ensure complete pro- the colliery is situated for final determination.'

NO DEALINGS WITH MITCHELL.

The president then asked the representatives of the anthracite companies whether they would accept Mr. Mitchell's proposition. They answered "No." In resp to a further question from the president they stated that they would have no deal-ings with Mr. Mitchell looking toward a settlement of the question at issue and that they had no other proposition to make, save what was contained in the statement of Mr. Baer. which in effect that if any man chose to resume work and had a difficulty with his employer, both should leave the settlement of the question to the judge of the of common pleas of the district in which the mine was located.

At about 5 o'clock the conference was

brought to a close without any agreement. It was a remarkable chapter in the economic history of the country that was written Saturday. For the first time the president of the republic had intervened directly between the great forces of capital and labor in order to avert what he himself regarded as a great national calamity. The result was to bring the principals in the great controversy face to face with the whole country, eagerly intent and watchful to their doings. Technically, the issues between the two great forces stand as to the national capital, and, forgetting his own acute suffering, besought them for love of the great country wherein they dwelt and out of pity for the countless throngs of suffering poor, to adjust their differences and work together in peace for the common weal. What, if anything, will result from the conference is for the indefinite future to

## Says Miners Will Win.

Mitch ell Speaks of the Conference and its Result. Operators are Determined. They Declare President's Interference Will Retard Settlement, and that Strike Will Continue Until Miners

Union, dictated a formal statement con-cerning the proceedings of vesterday's con-their lives and two men were injured. ference and its results, in which he announced that the strike would continue as a result of the failure of the conference. Following is the text of Mr. Mitchell's statement:

"At the morning conference between the mine operators and the committee representing the miners, President Roosevelt outlined the purpose for which he had called the operators and the miners together. After the President concluded his statement, the miners at once proposed to refer the questions and issues of the coal strike to the President for adjustment, but this proposition was afterwards rejected by the operators. To this proposition each of the operators read a reply, in which they refused to accept the services of the President or of a tribunal to be appointed by him to determine the issues on the strike, mine the issues that have resulted in the strike, and in each of their statements they instrike, and if the gentlemen representing dulged in a perfect tirade of abuse of the miners' organization and its officials. It was evident to the miners' representatives that the coal operators were without regard for the public, which is suffering so much

for the lack of fuel. "As a consequence of this refusal of the operators either to grant concessions or to defer to individual arbitration, the coal strike will go on. I am firmly convinced that the miners will win, though we deeply regret the refusal of the railway presidents to defer to the wishes of the chief

executive of the United States. "The President expressed the hope that there would be no lawlessness in the coal fields, and the representatives of the miners assured him that every effort would

he exerted to maintain peace."

In reply to questions, Mr. Mitchell said that the President bad said nothing in reply to the proposition of the miners to submit to arbitration, but he added that their offer was in the line of the President's sugexpressed in the statement you read to us gestion for an immediate settlement of the this morning to bring about 'an immediate dispute. He also said that the merits of he is internally injured. He was taken to mesumption of operations in the coal mines the strike had not been entered upon at the hospital at Sunbury. in some such way as will without a day's any length, as all were familiar with the

Stipulating that they should not be quoted, the coal presidents talked quite freely of the conference. Several of them declared that the interference of the President had resulted in retarding rather than forwarding the settlement. They asserted that no progress had been made, and said they would return to con-tinue the contest. They declared that the situation was most serious as to coal supworking by the intimidation, violence and crimes inaugurated by the United Mine to the public, and that if given protection they could get men to mine coal to at least you invited to meet you, is chief.

70 per cent. of their capacity. They declared that there would be no compromise. and that the strike would continue until the miners succumb. They asserted their determination to make no concessions

The body of the man who was shot unish every man who by instigation or and killed on Thursday morning by Engineer Alem Bly, while making an attempt with four other masked men to rob the safe defiance of law, but to do as was done in the war of the rebellion, restore the majesty of law, the only guardian of a free peo-

A Happy Bridegroom at 102. The Bride is a Young Thing of Only Elghty Sum.

What is probably the most peculiar marriage license ever issued by an official was prepared by the county clerk of Glouceser in Virginia, Saturday last. The peculiarity in this instance lies in the extreme age of the contracting parties, the man be-

The newly wedded pair are Solomon Lewis and his wife, both respectable colored people of that county. The ceremony was performed Sunday at New Mount Zion, in accept Mr. Mitchell's considerate offer to the upper part of the county, by the Rev. let our men work on terms he names. He James Smith, a colored pastor. Solomon was a slave and belonged to the estate of Thomas Fauntleroy of King aud Queen county. His first wife died two years ago, must stop his people from killing, maining after a married life of seventy years. His and abusing Pennsylvania citizens and from grandmother was born aboard a slave ship while crossing this country from Africa, and lived to be 110 years old. His mother, who died in 1863, was 101. He has a brother now living in Piney Swamp at the great the wages existing at the time of the strike, age of 107, whom he remembers as driving and to take up at each colliery and adjust beef cattle to Gloucester Point for the American Army during the War of 1812.

Solomon claims to have been born in November, 1799' and thus was one month old at the death of George Washington. The old man is somewhat bent by age, but with the aid of a stick can walk and carry himself as erect as if he were only 21.

The marriage of the aged pair was a matter of great interest to the surrounding county, and was witnessed by a large con-course of white people, as well as a vast crowd of negroes .- Richmond Dispatch.

## The Pension Rolls

Upon Them Now Are the Names of 999,446 Persons

The annual report of the commissioner of pensions, Eugene S. Ware, made public Saturday, shows that the number of names on the pension rolls still is under the million mark, despite a net gain of 5,732 pensioners since 1898. The total enrollment July 1, last; was 999, 446, against 997,735 last year. The total comprises 738,809 soldiers and 260,637 widows and dependents. The aggregate includes 4,695 pensioners outside the United States.

The number of death notices of old soldiers, not now in the service, received by the bureau during the year was 50,128, but only 27.043 of them were pensioners. The average value of each pension is now a lit-

tle over \$132. The report says that the death rate among the pensioners for the coming year will be about 40,000 and the losses to the rolls from other causes will be about 6,000. The total amount paid for pensions during the fiscal year was \$137,504,268, and the they did before the president summoned the representatives of the contending forces the bureau and the agencies, outside of the yearly cost of operating and maintaining payment of the pensions proper aggregates \$3,590,529. The pension system, says the report, since the beginning of the government, has cost \$2,992,509,019, exclusive of the establishment of the soldiers' homes The pension disbursements by the United States from July 1,1790, to June 30, 1865, were \$96,445,444.

## Two Men Killed.

And Fireman Fatally Injured in the Collision at Milton. Train Falls Into Culvert. Engine Overturned and Express Cars Thrown Over Embankment-The Passenger Bumped Into a String of Cars That Were

As the result of eastbound Erie express colliding with a portion of a frieght train WASHINGTON, Oct. 4.—Last evening about two squares east of the Milton startion on the P. and E. road about 1:45 tion on the P. and E. road about 1:45

HOW THE WRECK OCCURRED. A string of five cars in charge of Conduc tor Edward Stringer, of Northumberland, was coming up the main track at that point on the passenger train's time. The conductor was standing on the rear of his ca and it is supposed that he had the light of his lautern from the view of Engineer Wheeler.

The passenger collided with the cars with terrific force. The passenger engine was overturned and slid along the roadbed about fifty feet, sidewiping several cars and demolishing them.

EXPRESS CARS BADLY USED UP.

The car next to the engine was a sealed express car. No one was in it. When the collision occurred, the car jumped out of the train and rolled down over the south embankment. The second express, after the first jumped out, was shoved on top of the engine. In this car was Messenger Martin. He escaped injury by reason of his being in line with the steel door which served as a protection to him.

BAGGAGE MASTER TAKES A TUMBLE. Baggage Master Philips after the train stopped, ran along the track with a red lantern to stop the approaching trains. The sliding cars had so torn the timbers and the plank from off the top of a small bridge, which he did not see. He fell sixteen fee into the culvert, into about three feet of water. He was not injured. None of the passengers were injured.

BODIES TAKEN OUT.

As soon as the wreck trains reached the scene, the body of Engineer Wheeler was taken out from under the wreckage. His body was near the throttle. The body of Conductor Stringer was also taken out. Fireman Shaffer was so badly injured that no hopes are entertained for his recov-

# Faith Rewarded.

Bobbie had been forbidden to play with the water in the bath room, but one day the temptation proved too strong and he turned on the fancets. Nurse, coming to the door a little later, beheld a rapidlyfilling tub, beside which knelt a small boy, who, with clasped bands and a ter-rified voice. was saying: "Oh. Lord, if you know how please turn off this water, but if you can't please send some one who

-John T. Koontz, a resident of New Enterprise, Bedford county, met with an untimely death Saturday morning. He and another man were cleaning a well on the farm of David Snyder and were preparing to re-wall it. It was 60ft deep and two ladders had been fastened together to reach the bottom. Kooutz started to go down when the fastenings broke and fell to the bottom, breaking his neck. He was aged 35 years and leaves a wife and two children.

AMERICA'S FAMOUS BEAUTIES. - Look with horror on Skin Eruptions, Blotches, Sores, Pimples. They don't have them, nor will any one, who uses, Bucklen's Arnica Salve. It glorifies the face. Eczema or Salt Rheum vanish before it. It cures sore lips, chapped hands, chilblains. Infallible for Piles. 25c at Green's Pharmacy.

## Business Notice.

Castoria

CASTORIA

FOR INFANTS AND CHILDREN. The Kind You Have Always Bought

Bears the Bignature of CHAS. H. FLETCHER. In Use For Over 30 Years.

## Tourists.

\$12.75 Round Trip to Omaha

Via Chicago & Northwestern R'y from Chicago, October 15th, 16th and 18th, Favorable time limit account the Christian Church National Conventions. Four perfectly equipped fast trains leave Chicago daily. The only double track road between Chicago and the Missouri river. For tickets, illustrated pamphlets and full particu-lars, apply to your nearest ticket agent or ad-dress, A. Q. Tallant, 507 Smithfield street, Pitts-burg, Pa. 47-38-4t

#### Homeseekers' Rates, Chicago & North-Western Railway.

Round-trip tickets are on sale to points in Wisconsin, Michigan, Minnesota, Iowa, Nebraska, the Dakotas and other points west and northwest at one fare plus \$2.00 for the round trip, via the North-Western Line. Tickets are good twenty one days to return. Call on any ticket agent for particulars, or address W. B. Kniskern, G. P. & T. A., 22 Fifth avenue, Chicago.

#### Hot Springs, S. D.,

The great sanitarium and health resort, in the picturesque Black Hills. Only \$24.30 round trip from Chicago, on certain specified dates through out the summer, via the Northwestern Line. Through train service from Chicago daily. Ask ticket agents for full particulars or write for information to A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa.

## Very Low Round Trip Rates.

Via the North-western Line Chicago to Salt Lake City and Ogden, Utah, until September 15th. Return limit October 31st, 1902. Luxurious fast trains leave Chicago 10:00 a. m., 8.00 and 11:30 p. m. daily. For tickets and information apply to A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa.

## Medical.

DOING THEIR DUTY.

SCORES OF BELLEFONTE READERS ARE LEARNING THE DUTY OF THE

KIDNEYS.

To Filter the blood is the kidneys duty. When they fail to do this the kidneys are sick Backache and many kidney ills follow. Urinary troubles, Diabetes. Doan's Kidney Pills cure them all. Bellefonte People endorse our claim.

Mr. W. E. Haines of No. 1, Beaver Row, comotive engineer says: "I was sufferlocomotive engineer says: "I was suffer-ing from an acute lameness in my back, and a dull, lingering aching over my kid-neys. I felt it in my head also and there neys. I felt it in my head also and there were pains over my eyes and in the top and back of my head and in the upper part of my spine. I was afraid I would not be able to attend to my duties as I was on night work and had to get some rest in the day time, for on account of my back and these pains I could not rest well I read about Doan's Kidney Pills and obtained them from the Bush House block drug store. They proved to be just the remedy I required for they removed the whole trouble."

For sale by all dealers. Price 50 cents Foster-Milburn Co., Buffalo, N. Y., sole agents for the U. S. Remember the name—Doan's—and take no substitute.

# Sewing Machines.

STANDARD

ROTARY

SHUTTLE

SEWING MACHINE

STANDARD GRAND

LOCK AND CHAIN STITCH.

TWO MACHINES IN ONE. We also manufacture sewing machines that retail from \$12.00

The Standard Rotary runs as silent as the tick of a watch. Makes 300 stitches while other machines make 200. THE STANDARD SEWING MACHINE CO

OR MISS SARAH C. BRICKLEY,

BELLEFONTE, PA.

# Restaurant.

CITY RESTAURANT.

I have purchased the restaurant of Jas. I. McClure, on Bishop street. It will be my effort and pleasure to serve you to the best of my ability. You will find my restaurant

CLEAN, FRESH and TIDY.

Meals furnished at all hours. Fruits and delicacies to order. Gan.e in season.

COME IN AND TRY IT.

CHAS. A. HAZEL

## Fine Groceries

SECHLER & CO.

FINE GROCERIES

BUSH HOUSE BLOCK.

If you are looking for Seasonable Goods We have them. Not sometime-but all the time-Every

day in the year.

Dried Beef.

Don't spend your strength during this extreme weather in a fruitless search for what you need, but come straight to us and get the goods promptly.

FINEST CALIFORNIA and imported

ORANGES .. Lemons, finest Mediteranean juicy .30 and 40cts, per d

Bananas, the finest fruit we can buy. FRESH BISCUITS, Cakes and Crackers. Sweet, Mild Cured Hams, Breakfast Bacon an

CANNED MEATS, Salmon and Sardines Olives, an excellent bargain at ......

TABLE OILS, home made and imported Pickles, sweet and sour, in bulk and vario sizes and styles of packages.

PURE EXTRACTS, Ginger Ale and Root Beer. New Cheese now coming to us n elegant shap CEREAL PREPARATIONS. We carry a fine line the most popular ones.

PURE CIDER VINEGAR, the kind you can depend

If you have any difficulty in getting suited in a fine Table Syrup come to us and you can get what

Our store is always open until 8 o'clock p. m., and on Saturday until 10 o'clock.

SECHLER & CO. GROCERS.

## BELL EFONTE, PA. Travelers Guide.

TWO TRACKS

TO TEXAS

A NEW FAST TRAIN Between St. Louis and Kansas City and

OKLAHOMA CITY, WICHITA. DENISON, SHERMAN, DALLAS, FORT WORTH

And principal points in Texas and the South west. This train is new throughout and is made up of the finest equipment, provided with electric lights and all other modern traveling conveniences. It runs via our now complete RED RIVER DIVISION.

Every appliance known to modern car building and railroading has been employed in the make up of this service, including CAFE OBSERVATION CAR, under the management of Fred Harvey. Full information as to rates and all details of a trip via this new route will be cheerfully furnished, upon application, by any representative of the

> FRISCO) SYSTEM

O. M. CONLEY Or SIDNEY VAN DUSEN, General Agent. Traveling Pass. Ag 706 Park Building, Pittsburg, Pa.

CENTRAL RAILROAD OF PENNA Condensed Time Table.

June 23rd ,1902.

READ UP.

READ DOWN

\*Daily.

7 11 7 01 2 51	02
7 11 7 01 2 51 Nigh 9 57 4 57 16 7 06 2 56 Zio Zion 9 51 4 51 4 51 7 23 7 13 3 03 HECLA PARK 9 45 4 45 5 7 25 7 15 3 05 Dun kles 9 42 4 43 5 6 29 7 29 7 19 3 09 Hublersburg 9 38 4 39 17 33 7 23 3 13 Snydertown 9 34 4 35 17 35 7 25 3 15 Nittany 9 31 4 32 7 37 7 27 3 17 Huston 9 28 4 29 3 7 37 7 27 3 17 Huston 9 28 4 29 3 7 37 7 27 3 17 Lamar 9 25 4 26 2 2 42 3 7 47 7 37 3 27 Krider's Siding 9 18 4 18 5 7 57 7 47 3 37 Cedar Spring 9 07 4 07 4 07 8 00 7 50 3 40 Salona 9 05 4 05 4 05 8 05 7 55 3 46 MILL HALL 19 00 14 00 14 12 20 12 20 12 20 12 20 7 30 NEW YORK 14 25	m
7 16 7 06 2 56	30
7 23 7 13 3 05	) i'
7 25 7 15 3 05 Dun kles 9 42 4 43 39 7 29 7 19 3 09 Hublersburg 9 38 4 39 17 33 7 22 3 13 Snydertown 9 34 4 35 17 35 7 25 3 15 Huston 9 28 4 29 7 41 7 31 3 21 Lamar 9 25 4 26 17 42 7 33 3 22 Clintondale 9 9 22 4 23 17 47 7 37 3 27 Krider's Siding 9 18 4 18 18 15 17 7 11 3 31 Mackeyville 9 13 4 13 18 7 57 7 47 3 37 Cedar Spring 9 07 4 07 8 8 05 7 55 3 45 MILL HALL 9 00 44 00 14 18 14 18 18 18 18 18 18 18 18 18 18 18 18 18	11
7 29 7 19 3 09Hublersburg 9 38 4 39 7 33 7 23 3 13Snydertown 9 31 4 32 17 35 7 25 3 15Nittany 9 31 4 32 17 37 7 27 3 17Huston 9 28 4 29 17 41 7 31 3 21Lamar 9 25 4 26 17 42 7 33 3 23Clintondale 9 22 4 22 2 7 47 7 37 3 27Krider's Siding 9 18 4 18 17 55 7 7 47 3 37Cedar Spring 9 18 4 18 17 55 7 55 3 46MILL HALL 9 07 4 07 18 18 18 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	C
7 33 7 23 3 13Snydertown 9 34 4 35 7 35 7 25 3 15Nittany 9 31 4 32 1 7 37 7 27 3 17Huston 9 28 4 29 3 7 41 7 31 3 21Lamar 9 25 4 26 1 7 42 7 33 3 23Clintondale 9 22 4 423 2 7 47 7 37 3 27Krider's Siding 9 18 4 18 7 51 7 41 3 31Mackeyville 9 13 4 13 1 7 57 7 47 3 37Cedar Spring 9 07 4 07 8 8 0° 7 50 3 40Salona 9 05 4 05 8 05 7 5 53 3 46MILL HALL †9 00†4 00†4 11 45 8 38Jersey Shore 3 25 47. Lye WMs'PORT Arr. 2 30 (Phila & Reading Ry.) 18 36PHILA 18 36PHILA 18 36PHILA 18 4 8 36PHILA	02
7 35 7 7 25 3 15	3 58
7 37 7 27 3 17	3 54
7 41 7 31 3 21	3 51
7 42 7 33 3 23Clintondale 9 22 4 22 7 47 7 37 3 27Krider's Siding. 9 18 4 18 17 51 7 47 3 37Mackeyville 9 13 4 13 18 7 57 7 47 3 37Cedar Spring 9 07 4 07 8 8 05 7 55 3 45Mall HALL 9 60 44 00 48 11 45 8 38Mall HALL 9 60 44 00 44 12 20 9 10 Arr. 19 10 Arr. 2 30 47 12 20 12 20 7 30Mall HALL 9 60 44 00 45 12 20 7 30Mall HALL 9 60 44 00 45 12 20 9 10 Arr. 19 10 Arr. 2 30 67 12 20 12 20 9 10 Arr. 19 10 40 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	3 48
7 47 7 37 3 27Krider's Siding. 9 18 4 18 18 17 51 17 41 3 31Mackeyville 9 13 4 18 18 18 18 18 18 18 18 18 18 18 18 18	3 45
7 51 7 41 3 31 Mackeyville 9 13 4 18 3 7 57 7 47 3 37 Cedar Spring 9 07 4 07; 8 8 07 7 50 3 40 Salona 9 05 4 05 8 8 05 7 55 3 45 MILL HALL 9 00 4 00 4 11 45 8 38 Jersey Shore 3 25 7 12 20 9 10 Arr. 1 WMs'PORT Arr. 2 30 12 20 7 30 PHIL 48 8 36 PHIL 48 8 36 PHIL 48 36	3 42
7 57 7 47 3 37 Cedar Spring 9 07 4 07 8 8 0 7 7 50 3 40 Salona 9 05 4 05 8 05 7 55 3 45 MILL HALL †9 60 †4 00 †4 11 45 8 8 38 Jersey Shore 3 25 12 20 12 29 7 30 Was 'PORT Arr. 2 30 (Phila. & Reading Ry.) 7 30 PHIL †8 8 36 PHIL †8 36	38
8 06	3.3
8 05 7 55 3 45MILL HALL †9 00 †4 00 †1 11 45 8 38Merch Creek R	3 27
8 05  7 55  3 45 MILL HALL †9 00 †4 00 †4 11 45  8 38 Jersey Shore	3 25
11 45 8 38	3 20
12 20 9 10 Arr. WMs'PORT Lve 2 50 † 2 20 (Phila. & Reading Ry.) 7 30	
7 30 (Phila. & Reading Ry.)	1 37
7 30 (Phila. & Reading Ry.)	110
7 30 (Phila. & Reading Ry.)	
10 40NEW YORK †4 25	
(Via Phila.)	
b. m. a. m. Arr. Lve. a. m. p.	m.
†Week Days	
10 50 Ar NEW YORK Lv 4 00	
(Via Tamaqua)	
	arity is
Daily. †Week Days. §6.00 P. M. Sunds	ys.

110.55 A. M. Suncay.

PHILADELPHIA SLEEPING CAR attached to East-bound train from Williamsport at 11.30 P. M., and West-bound from Philadelphia at 11.36.

J. W. GEPHART.

## Travelers Guide.

DENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect Nov 24th, 1901.

Leave Bellefonte, 9.53 a. m., arrive at Tyrone, 5.50 p. m.
Leave Bellefonte, 1.05 p. m., arrive at Tyrone, 2.20 p. m., at Altoona, 3.10 p. m., at Pittsburg, 6.55 p. m.
Leave Bellefonte 1.05 p. m., arrive at Tyrone, 6.50 p. m.
Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00, at Altoona, 6.50, at Pittsburg at 10.45.

VIA TYRONE—EASTWARD.

Leave Bellefonte, 9.53 a. m., arrive at Tyrone, 11.05, at Harrisburg, 2.40 p. m., at Philadelphia, 5.47 p. m.

Leave Bellefonte, 1.05 p. m., arrive at Tyrone, 2.20 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 10.00 p. m.

Leave Bellefonte, 4.45 p. m., atrive at Lock Haven, 10.30 a. m., arrive at Lock Haven, 10.30 a. m., arrive at Lock Haven, 10.30 a. m. arrive at Lock Haven, 10.30 a. m

Leave Bellefonte, 9.32 a. m., arrive at Lock Haven, 10.30 a. m.
Leave Bellefonte, 1.05 p. m., arrive at Lock Haven 2.10 p. m., arrive at Buffalo, 7.40 p. m.
Leave Bellefonte, at 8.16 p. m., arrive at Lock Haven, at 9.15 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, 3.15 p. m., at Philadelphia at 6.23 p. m.

p. m.
Leave Bellefonte, 1.05 p. m., arrive at Lock Haven
2.10 p. m., arrive at Williamsport, 2.48, p. m.,
Harrisburg, 5.00 p. m., Philadelphia 7.32

p. m Leave Bellefonte, 8.16 p. m., arrive at Lock Haven, 9.15 p. m., leave Williamsport, 1.35 a. m., arrive at Harrisburg, 4.15 a. m., arrive at Philadelphia at 7.22 a. m.

Leave Bellefonte, at 6.40 a. m., arrive at Lewisburg, at 9.05 a. m., Montandon, 9.15, Harrisburg, 11.30 a. m., Philadelphia, 3.17 p. m.
Leave Bellefonte, 2.15 p. m., arrive at Lewisburg, 4.42, at Harrisburg, 6.50 p. m., Philadelphia at 10.20 p. m.

	TYRONE AND CLEARFIELD, R. R.						
1	N	ORTHWA			SOUTHWARD.		
-	EXPRESS.	DAY EXPRESS.	MAIL.	Nov. 24th, 1901	98	DAY EXPBESS.	
	P.M.	P. M.	A. M.	Lv. Ar.	P. M.	A. M.	-
1	6 50	3 25	8 20	Ivrone	0 55	11 20	Ρ.
1	6 56	3 21	8 20	E. Tyrona	0 40	11 14	0
1	6 58		0 28	Ivrone S		11 12	0
	7 01	3 35	0 91	V911	0 45	11 09	5
	7 11	3 46	8 42	Vanscovoc	0 00	11 02	2
	7 15	3 50	0 41	(igrdner	8 35	10 59	5
	7 24	3 59	8 01	Mt. Pleagant	8 27	10 51	5
	7 30 7 34	4 06	9 00	Silmmit	8 20	10 44	5
		4 10	9 09	Sandy Ridge	8 14	10 38	5
		4 12	9 11	Ketort	8 11	10 35	5
	7 38	4 14	9 12	Powelton	8 09	10 33	5
	7 48	4 24	9 21	()scools	7 59	10 23	4
	7 51	4.00	******	Usceola Juna			4
	7 58	4 28	9 26	Boynton	7 54	10 17	4
	8 02	4 31 4 35	9 55	Stelners	7 50	10 13	4
	8 06		9 40	Philipsburg	7 48	10 12	4
	8 11	4 45	9 45	Graham	7 42	10 07	4
	8 17	4 56	9 50	Blue Ball	7 37	10 02	4
	8 22	5 02	9 56	Wallaceton	7 32	9 56	4
	8 28	5 08	10 02	Bigler	7 26	9 50	14
	8 30	5 10	10 08 10 11		7 20	9 43	4
	8 34	5 14		Mineral Sp	7 17	9 40	4
į	8 38	5 18	10 10	Barrett	7 13	9 36	4
	8 45	5 25	10 20	Leonard	7 09	9 32	3
	8 50	5 32	10 20		7 05		3
	8 56	5 38	10 32	Riverview	6 55		3
	9 00	5 00	10 44	Sus. Bridge	6 49		
		6 01	10 50	Rustic	6 45		
		6 09	10 58	Stronach	6 40		
1		6 15	11 04	Grampion	6 34		3

P.M. P. M. A. M. Ar. f.v. P. M. A. M. P.M Monday Only:—Express train leaves Curwens-ville at 4:35 a, m.; Clearfield 4:51; Philipsburg 5:30; Oscola 5:39, arriving at Tyrone at 6:35. This train stops at all stations. BALD EAGLE VALLEY BRANCH.

EASTWARD 

4 02 12 26 9 12 ..Beech Creek... 10 11 1 518 55 35 1 12 16 9 01 ....Mill Hall..... 10 22 2 04 9 09 3 49 12 10 8 55 ..Lock Haven. 10 30 2 10 9 15 P.M. P. M. A. M. Lv. Arr. A. M. P. M. P. M. P. M.

P. M. A. M. Ar. Lv. LEWISBURG & TYRONE RAILROAD. EASTWARD. UPPER END. WESTWARD Nov. 21th, 1901 

5 16 3 19 8 26 ....Dungaryin... 11 00 5 25.
3 12 8 18 Warrior's Mark 11 20 5 34.
3 05 8 09 ...Pennington... 11 30 5 47.
2 56 7 58 .....Stover... 11 42 5 56.
2 50 7 56 ..... Tyrone..... 11 54 6 05.
P. M. A. M. Lve. Ar. A. M. P. M. BELLEFONTE & SNOW SHOE BRANCH. Time Table in effect on and after Nov 24, 1901. Stations. | Mix | Mix 5 55 10 01 ... Milesburg ... 6 05 10 04 ... Snow Shoe Int... 6 19 f10 14 ... School House ... 6 19 f10 18 ... Gum Stump ... 7 27 11 26 Ar. ... Snow Shoe ... Lv. P. M. A. M.

"f" stop on signal. Week days only.

J. B. HUTCHINSON.

General Manager. General Passenger Agen

General Manager. BELLEFONTE CENTRAL RAIL-

Schedule to take effect Monday, Apr. 3rd, 1899. read up westward read down †No. 5 | †No. 3 | No. STATIONS. fNo. 2 †No. 4 5 00 11 35 7 25 ...State College.. 8 00 1 30 5 45

5 05 11 24 7 27 .....Strubles...... 7 45 5 10 7 31 ....Bloomsdorf.... 7 40 5 15 7 35 Pine Grove Cro. 7 35

F. I. THOMAS, Supt.