GOOD ADVICE

How foolish is the pessimist, Despondent and forlorn, Who always, when he gets a rose, Goes hunting for the thorn !

The optimist has better sense, The charms of life he knows. He doesn't mind a scratch or two If he can get the rose

So do not be a pessimist, Cankered with discontent: The optimist has heaps of fun That doesn't cost a cent

The Geology of Coal.

-Somerville Journal

Interesting Article by the Chief of the Nation-Carboniferous Periods. Little Spot in Pennsylvania That Furnishes Over One-fifth of Sup-

O. P. Austin, chief of the bureau of statistics, Washington, D. C., recently had a highly interesting article in the New York "World" on "Coal-mining—Its Geology and Mechanics." Many people who live among the mines and breakers have little idea of the formation of the substance that contributes so materially to their well-being. Mr. Austin says:

The existence of the great coal strike, involving 160,000 men engaged in one of the greatest industries of the country, an industry upon which all others are absolutely dependent, suggests some facts is no desire or intention of discussing the ing question. But the abstract question of coal upon which every industry is dependent, upon which the domestic machinery of almost every household is dependent its productions, distribution consumption, and the position in the United States now in progress.

The nineteenth century may be termed United States, the period, that is, when product. The world's production of coal the United States produced 292,000,000, Germany 165,000,000, and all the other

countries 160,000,000. HOW COAL BEGAN.

The story of the second carboniferous period is more easily told than that of the first. Its record was made by men now living, or those who immediately preceded them, while that of the first period is only written in the books of nature, and must be laboriously studied before its full meaning can be comprehended. Thousands of years ago, say the geologists, the atmosphere and temperature of this, then comparatively young planet, were especially favorable to the rapid growth of vegetation; trees, plants, ferns and mosses. The temperature of the earth itself was then much higher than to-day, and the atmosphere contained a much larger percentage of that food of plants, carbonic acid gas, so much so, indeed, that air breathing animals did not exist, and those which obtained their oxygen from the water in which they lived were almost the only living creatures. hold purposes, for general uses in the great Then vegetation flourished as man has never cities and for railway engines attached to were almost the only living creatures. er seen it flourish. The familiar "club passenger trains. The facilities for its transmoss" which now seldom reaches three feet in height then attained fifty feet or more and with the trunk several feet in diameter owned by railway companies or by mining The tiny ferns which we now admire so companies operating railways in connecmuch for their delicacy, were then, palmlike trees and the common "horsetail" of make a special study of coal transportation, our bogs was in that day from fifty to one building their roads; cars, engines and hundred times as large. Peat beds, whose formation from mosses and other vegetable to-day, were much more readily and sapidly developed then, and are now believed to have contributed largely to the vegetable matter which became coal. The magnifisigillaria, the calarmites, or the humble peat mosses heaped their leaves and branches and roots and finally their bodies layer upon layer over the moist earth or in the water, in beds scores of feet in thickness, slow ly decaying and forming themselves into a growth.

THE PROCESS.

Then by some mighty convulsion of na-ture or the gradual cooling or contracting of the fiery mass beneath, the surface which they occupied sank, the water from the ocean poured in upon them, bringing sand and minute shells and drift, which covered them in layers many feet in thickness, and slowly hardening from the heat below and the pressure above, were turned into rock. On the top of this soil was formed new grounds of vegetation which again heaped up their riches of condensed carbon, which were in turn covered as the former masses had been, and so fitting the earth for the occupancy and comfort of man, went on. The masses of vegetable matter thus imprisoned were gradually changed by heat and pressure into the article which we now know as coal: the moisture having been driven out by the intense heat from below and the pressure from above, and with it, more or less of the volatile gases. In most cases the solid mass thus created consisted of about fifty per cent. of volatile matter, and the remainder ash, water and sulphur. This is the class known as "bituminous coal," and it forms more than nine tenths of the coal of the world as far as is known. In some instances, however, great disturbauces of the earth's surface occurred and additional heat and pressure were applied to the coal, the volatile substances were driven out and there remained a dense, shining mass of almost pure carbon, a substance which we now call anthracite, containing nearly 90 per cent. of pure carbon, 4 per cent. of volatile matter, and the re-

There are five great bituminous coal fields in the United States: First, a long and comparatively narrow strip lying on both sides of the Appalachian chain, stretching southwardly from Northern, Pennsylvania and Eastern Ohio through West Virginia, Maryland, Virginia, Eastern Kentucky and Tennesse to the centre of Alabamost of the state of Illinois and lapping over into Southwestern Indiana and Northwestern Kentucky; third, an enormous area stretching northwardly from Central Texas and including parts of Texas Arksons area area and including parts of Texas Arksons area and including parts of Texas Arksons area area and including parts of Texas Arksons area and including parts of Texas Arksons area area area and including parts of Texas Arksons area area area area and including parts of Texas Arksons area area area area area area area. dian Territory, Missouri, Kansas, Iowa and Nebraska: fourth, the Rocky mountain field, including parts of New Mexico, Colorado, Montana, North Dakota, Utah and Wyoming; fifth, a comparatively narrow strip or isolated spots on the Pacific coast. In addition to these there are several small detached beds in Michigan, Eastern Virginia and North Carolina. The anthracite beds are principally located in Eastern Pennsylvania, and the area which they coval Bureau of Statistics. The Story of the by the bituminous fields, though the quantity of coal produced from them at present is over one fifth of that mined in the United States, and its value more than one-third of the total. Small quantities of anthracite are also mined in Colorado and New Mexico, but up to this time their total is insignificant when compared with that of the great anthracite region of Eastern Pennsylvania. The bituminous coal area of the United States is now estimated at nearly 200,000 square miles and the anthracite area at nearly 500 square miles.

COAL MINING. The process by which coal is mined, prepared for use and carried to the market is interesting. As already indicated, an army of 400,000 men is engaged in this others have an endless cutting chain runabout the coal production of the United States and our national standing in the production of this important article. There mand of the busy factories, railways, steam- use of machines in bituminous mines has strike or its demands on the side of the em- ships and business establishments of the ployed or emplorers, or the merits or de- country, while the exports alone now bituminous coal produced in 1901 being merits of a single factor of that complicat- amount to nearly \$22,000,000 annually, mined by machines. against \$6,000,000 in 1890.

There are five methods of opening a coal mine. The first and simpliest is by strip-ping the earth where coal lies near the sur-the coal and the fact that anthracite beds face, though this is now practicable in but do not lie in a horizontal position, the and the position in the United States among the nations as a coal producer, which is an interesting one at all times. is by a "tunnel," and the fifth by a "shaft." rendered doubly interesting by the event | The drift is merely an opening about 6 feet high 8 feet wide cut into the hillside at a The nineteenth century may be termed point where the coal seam crops out or is ing lighted by electricity, while the power'second carboniferous period' for the only thinly covered by soil. This opening ful revolving fans by which foul air and is "driven" (as the digging out is called) the processes of coal formation was reversed by the use of coal fuel by man. The year the coal itself. It is begun at the very bot-1800 saw William Morris offering for sale tom of the seam and its floor slopes gently which endangered the health and shorten-In Philadelphia the first load of anthratice upwards, so that the water of the mine will ed the life of the miner. coal ever taken into the city, and it was rejected as "worthless black stones." The not practicable to start the opening as low year 1902 finds the United States the as the coal bed lies, and then the bottom of world's greatest coal producer, with mines the drift must slope downward, and the in thirty-two of the fifty States and terri-tories, employing over 400,000 men, and for that purpose at the lowest part of the turning out last year over 292.000,000 tons mine and is called a "sump" from which an excellent opportunity for examining the of coal, valued at more than \$350,000,000. Even as late as 1868 the coal mined in the United States amounted to but 32,000,000 to but 32,0 the year 1899 we passed that country in the tunnel is driven into the side of the hill or race for the world's supremacy, and stands to-day at the head of the list, producing til it reaches a coal seam lying hundreds or not only more coal than any single country but about one-third of the world's total which it starts, but which has been accuraperhaps thousands of feet from the spot at tely located by boring or other methods bein 1901 was about 870,000,000 tons of which the United States produced 292,000,000, tem is the shaft. This is used when the coal is so located that it cannot be reached they call nonsmoky coal in their chimney larly into the ground after the exact location of the coal bed has been determined. The gr by boring and is usually about twelve feet wide and 18 or 20 feet long, with two sepate compartments, one of these being used for ascending cars and the other for those descending, while a third compartment is sometimes added for use as an air passage

> eastern Pennsylvania is permitted to furnish over one fifth of the coal used in the United States is chiefly the superior quality of the coal, the facilities for handling, and the proximity of the great centres of population. Anthracite, as already explained, consists of about 90 per cent. of carbon with scarcely any smoke or dust-producing matter, and is thus preferable for houseportation add greatly to its advantages, as tion with the mines, and these companies

OUR GREAT COAL.

The reason that this little spot in North-

storage depots with a special view to this subject. Still another reason lies in the matter is slowly going on before our eyes fact that, the densely populated Atlantic to-day, were much more readily and rapid seaboard, whose trade they almost command by reason of proximity contains nearly one-third of the population and manufacturing industries of the country. On the cent lepidodendron, the sphenopteris, the other hand practically all of the bituminous mines are owned by private individuals or companies which have no rail way sys tems of their own, and thus the economies and conveniences of transportation and storage cannot be so advantageously controll-Their coal labors under the disadvansolid mass of carbon which they had ex- tage of unpopularity in great cities because iron furnaces only after being turned to coke, by which the objectionable gases are drawn off, and the coke becomes very similar to anthracite coal in purity of carbon. Yet, despite the advantages which anthracite has in location, quality and means of

tracted from the atmosphere in their of its smoke and soot, and it can be used in bandling, the bituminus, by reason of its plentiful supply, ease of mining, cheapness, ts usefulness in gas manufacture and the large territory over which it is scattered, is steadily gaining in use, while anthracite is barely holding its own, bituminous having increased from 38,000,000 to over 200,000,-000 tons from 1880 to 1901, while anthracite increased only from 25,000.000 to 59,-

000,000,000 tons in the same time. GETTING IT OUT.

The methods by which the coal is brought to the surface through these entrances to the mines vary. In the drift, slope and tunnel, the little cars which run on railway tracks laid on its floor and carry the coal are drawn by mules, except in cases where the upward slope is too great and then wire ropes similar to those utilized for grip cars are used and operated by stationary engines. When the shaft is used the cars are run along the tracks in the mine until they reach the bottom of the shaft and are then hoisted to the surface by powerful machinery operated by engines at the top of the shaft, while the water is pumped out by the same method. The shafts are seldom used more than 300 or 400 feet deep in the bituminous region and frequently less than half that. In the anthracite region they are deeper, the deepest, however, being but 1,600 feet, while those of Europe are frequently from 1,000 mainder ash, water, and a trace of sulphur. to 3,000 feet.

The entrance to the coal seam having been completed, the mining begins. First a long tunnel or passage way 10 or 12 feet wide is driven along the bed of coal and a railway track laid in it for the use of the cars which are to carry the coal to the surface. Then other passage ways are cut at right angles to the first, extending out incoal thus cut being loaded upon caas which are drawn away by a patient mule. When the room has been excavated to the size de cided upon, another of the same size is be-gun, sufficiently far away to leave a wall or pillar of coal about 20 feet thick between the two rooms, this huge coal pillar being necessary to support the mass of rock and earth above, and even this pro-vision is aided by timbers of wood set in the rooms themselves.

MACHINERY'S SHARE.

Machinery now performs much of the work formerly accomplished only by the hands of men and boys, and in European countries by women and girls. All of the assorting and even a considerable share of the removal of stone and slate are now performed by, machinery of a comparativey simple character.

In the bituminous mines, machines are now used for "undercutting," and cutting out the coal. They are operated by compressed air and in some cases by elec-tricity. By their aid a man and his "helper" will mine from twenty to thirty tons per day. Some of these machines utilize a increased rapidly, about oue-fourth of the

Their use in the anthracite mines has not up to the present time been found pracseams having been in most cases titled up by a convulsion of the earth's surface. Modern machinery has already greatly reduced the discomforts and the actual danger of the miner. Many mines are now begases are driven out and fresh air forced in have reduced the danger of explosion, and

Chinese Coal Fields.

William Barclay Parsons, a civil engineer, has made a journey through the province of Hu-Nan, and therefore has had turies. The coal measures begin at some point near Siangtan, a large city on the Siang river, about thirty miles south of Changsha. They extend easterly to the boundary between Hu-Nan and Kiang Si westerly for an unknown distance. The greater part of Hu-Nan coal is anthracite, and, as the natives prefer to burn what by stripping, drifts, slopes or tunnels. The less houses, no large effort has been made shaft is a rectangular hole dug perpendicu-

The great coal field of Hu-Nan, which has made the province famous, is the Leibo field, which extends southerly from the junction of the Lei and Siang rivers and covers the Lei valley. This coal, being easily mined and baving water transporta-tion facilities at hand, has been worked for a great many years and has found its way o all points, not only in the Siang valley but along the Yangtse as far as Shanghai As it has been chiefly anthracite, the term Hu-Nan coal has become synonymous with that variety, and it is likely that coals that have come from other parts have been and are sold under the trade name of "Hu-Nan coal." The Hu-Nan coal field is very extensive and contains an enormous towage of coal of different varieties. It needs careful, thorough and systematic exploration with a diamond drill, for it is probable that the most valuable deposits will be found below the surface, where they may be more compact.

He Had One Question.

Professor Brackett, of Princeton, was once holding an oral examination in physics. The mem before him had all failed once, and he was giving them a sec-One man seemed unable to answer cor-

rectly a single question, and as he was a senior, about to be graduated if he passed this examination, the professor felt sorry for him, says the New York Times.
"Perhaps some of you would like to ask

me a few questions in physics," he said. 'Questions often evince as much knowledge of the subject as answers reveal." There was silence for a moment, and hen the senior spoke up.

"I'd like to ask a question, Professor."
"Ah!" returned the Professor, plainly
"the professor of the profess showing his relief and pleasure. is the question?"

"Are we through, sir?"

Summary of Outrages.

A list of the different phases of violence since the strike began in the authracite coal region is as follow, the list including only the most aggravated cases:

Killed, 14; severely injured, 42; shot from ambush, 16; aggravated assaults, 67; attempts to lynch, 1; houses dynamited, 12; houses burned, 3; buildings burned, 10; washeries burned, 3; stockades burned 2 riots, 69; works dynamited, 6; trains dynamited, 1; railroad bridges dynamited, 4; railroads seized, 5; trains wrecked, 6 attempted wrecks, 9; trains attacked, 7; strikes in schools 14.

Bargains

"Nellie says she's only twenty one," said the floorwalker; "I imagined she must be at least twenty eight."

"So she was," replied the jealous maid, who presided over the ribbon counter, "but you know everything was marked down twenty-five per cent last week."-Chicago

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 bands, chilblains. In-fallible for Piles. 25c at Green's Pharmacy.

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Medical.

DOUBTFUL RUMOR.

AND STILL SCORES OF BELLEFONTE PEO-

PLE ACCEPT THEM AS FACTS.

The published statement of some stranger residing in the faraway place may be true enough, but it is generally accepted as a doubtful rumor. How can it be vertified! The testimony which follows is convincing proof because it comes from a resident of Bellefonte.

Mrs. F. Davis of Logan street, says:— Doan's Kidney pills did more towards freeing me from terrible pains in my back than any other medicine ever did. I had taken 'so many kinds and so many pre-scriptions without one preceptible gain that I was unprepared for the immediate improvement I received from taking improvement, I received from taking Doan's Kidney Pills. I read statements about Bellefonte people who had been cured by their use and I got them at F. Potts Green's drug store. After taking them I felt so well that I walked down town with my husband, something I had not done for two years. I highly recom-mend Doan's Kidney Pills to others suffer-ing from their back and kidneys. I have more confidence in them than in any physicians prescription.

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Travelers Guide.

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CENTRAL RAILROAD OF PENNA. Condensed Time Table.

READ DOWN					June 23rd ,1902.	READ UP.					
No 1		No 5		No 3		No 6		No 4		No 2	
8.	m.	p.	m.	p. m	Lve. Ar.	p.	m.	p. n			m
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	43			3 23	Clintondale	9	22	4 2	23		
	47		37	3 27	Krider's Siding.	9	18	4 1			
	51		41		Mackeyville	9	13	4 1			
	57		47	3 3	Cedar Spring	9	07	4 0			
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Arr. WMs'PORT Lve Lve Arr. (Phila. & Reading Ry.) 10 40 (Via Phila.) Lve. a. m. p. m. m. Arr. tWeek Days Ar ... NEW YORK ... Lv 4 00 10 50 (Via Tamaqua)

*Daily. †Week Days. §6.00 P. M. Sundays. \$10.55 A. M. Sunday. PHILADELPHIA SLEEPING CAR attached to East-bound train from Williamsport at 11.30 P. M. and West-bound from Philadelphia at 11.36. J. W. GEPHART.

Travelers Guide.

PENNSYLVANIA RAILROAD AND

Schedule in effect Nov 24th, 1901.

Schedule in effect Nov 24th, 1901.

VIA TYRONE—WESTWARD.

1.05 a. m., at Altoona, 1.00 p. m., at Pittsburg 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, 4.44 p. m., arrive at Tyrone, 6.00, at Altoona, 6.50, at Pittsburg at 10.45.

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., arrive at Tyrone, 6.00 at Harrisburg, at 10.00 p. m.

Leave Bellefonte, 3.2 a. m., arrive at Lock Haven, 10.30 a. m.

Leave Bellefonte, 1.05 p. 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.

	ORTHWA	RD.	ous committee	SOUTHWARD.				
EXPRESS.	DAY	MAIL.	Nov. 24th, 1901	EXPRESS.	DAY EXPRESS.	MAIT.		
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7 15	3 50	8 42 8 47	vanscovoc	8 88	11 02	5 3		
7 24	3 59	8 57	Gardner	0 95	10 59	5 4		
7 30	4 06	0 01	Mt. Pleasant		10 51	5 2		
7 34	4 10	9 09	Summit	8 20	10 44	5 1		
7 36	4 12	9 11	Retort	8 14	10 38	5 1		
7 38	4 14	9 12	Powelton	8 11	10 35	5 0		
7 48	4 24	9 21	Osceola	8 09	10 33	5 0		
			Osceola Junc	7 59		4 5		
7 51	4 28	9 26	Boynton	7 74	10 20	4 5		
7 58	4 31	9 33	Steiners	7 54 7 50	10 17	4 4		
8 92	4 35	9 40	Philipsburg	7 48	10 13			
8 06	4 45	9 45	Graham	7 42		4 4		
8 11	4 50	9 50	Blue Ball	7 37		4 3		
8 17	4 56	9 56	Wallaceton	7 32		4 3 4 2		
8 22	5.02	10 02	Bigler	7 26		4 1		
8 28	5 08	10 08	Woodland	7 20		4 1		
8 30	5 10	10 11	Mineral Sn	7 17		4 0		
8 34 8 35	5 14	10 15	Barrett	7 13		4 6		
8 45	5 18	10 20	Leonard	7 09		3 5		
8 50	5 25 5 32	10 26	Clearfield	7 05		3 5		
8 56	5 38	10 32	Riverview	6 55	9 21	3 4		
9 00	5 00	10 33	Sus. Bridge	6 49	9 15	3 3		
	6 01	10 50	Curwensville	6 45	9 10	3 3		
	6 09	10 58	Rustic	6 40		3 1		
	6 15	11 04	Stronach	6 34				
P.M.	P. M.	A. M.	Grampian Ar. Lv.	6 30		3 0		
-		A. M.	Express train	P. M.	A. M.	P.B		

5:30; Osceola 5:39, arriving at Tyrone at 6:35. This train stops at all stations. BALD EAGLE VALLEY BRANCH.

Arr. A. M. P. M. P. M

EASTWARD. UPPER END. Nov. 24th, 1901

LEWISBURG & TYRONE RAILROAD.

BELLEFONTE & SNOW SHOE BRANCH. Time Table in effect on and after Nov 24, 1901. Stations. | Mix | Mix Ar. 9 32 5 20 9 18 5 05 1t. 9 15 4 56 e. f8 55 f4 33 18 50 f4 27 Lv. 7 30 3 15 A. M. P. M.Milesburg....... Snow Shoe Int..... School House..... f6 19 f10 18Gum Stump 7 27 11 26 Ar......Snow Shoe.

Week days only.
J. R. WOOD.
General Passenger Agen "f" stop on signal.
J. B. HUTCHINSON. BELLEFONTE CENTRAL RAIL-ROAD. Schedule to take effect Monday, Apr. 3rd, 1899. read up STATIONS. tNo. 5 tNo. 3 No. fNo. 2 +No. 4

P. M. A. M. A.M. Lv. Ar.
4 15 17 30 6 30 ... Belleforte
4 21 10 37 6 35 ... Coleville
4 25 10 42 6 38 ... Moris ...
4 28 10 47 6 43 ... Whitmer
4 33 10 51 6 46 ... Whitmer
4 36 10 56 6 50 ... Filmore
4 40 11 02 6 55 ... Briarly ...
4 43 11 05 7 03 ... Lambourn ...
4 45 11 08 7 03 ... Lambourn ...
4 50 11 25 7 25 ... Krumrine Ar. A. M. P. M. P.M. 8 50 2 40 6 40 3 8 40 2 25 6 30 8 37 2 22 6 27 5 00 11 35 7 25 ...State College... 8 00 1 30 5 45 5 C5 11 24 7 27Strubles....... 7 45 5 10 7 31Bloomsdorf.... 7 40 5 15 7 35 Pine Grove Cro. 7 35

F. H. THOMAS, Supt.