

Promises Cheap Messages.

Marconi Perfecting His System of Wireless Telegraphy, Cable Companies Using every Effort to Dissuade the Italian Wizard—He Talks of His Achievements and Plans.

At Table flead Station, Glace Bay, N. S., writes James R. Creelman : I found Guglielmo Marconi, to whose bare little room, at the foot of his four wooden towers, kings, queens, princes and prime ministers have been sending their congratulations in reply to messages flashed across the sur-

face of the Atlantic ocean. As he stood beneath the great loose harp of 50 wires hanging from a cable stretched across the tops of the towers, he waved his hand upward and said

'There it is; powerful currents of electricity sent into those 50 wires intermitfrom the power house below start tently forth the electro-magnetic waves which cross the ocean in one-ninetieth of a second and record themselves on similar wires at the Poldhu station, on the coast of Corn-wall, 2,400 miles away. Nothing can stop or divert them; they will go through or around any obstruction. Like sound waves, they do not have to go in a straight The messages are received through a telephone or are printed automatically in Morse letters as clearly as though the stations were only a mile apart.

TO ANY POINT OF THE COMPASS.

"England is in that direction," he said, the Italian warship Carlo Alberto reaches Venezuela we can talk to her, for La Guayra is nearer to us than Cornwall. If busy sending messages to Europe to waste any time on the ship-to-shore, system which is thoroughly established." There was something almost pathetic in

the slender, boyish figure, standing out on the rough headland against the leaden sky -the master beside his master-work. It seemed almost incredible that this slight, blue-eyed Italian, bred man English school, as shy and self-conscious as a school boy, could be the mighty captain of science to whom the nations of the earth were offering homage.

He was dressed in gray clothes, with a thin and mobile, and a faint blonde mustache shades the sensitive upper lip. Mr. Marconi is only 27 years old. He speaks quickly, jerking out his words, pacing the ground nervously as he talks. His eyes are timid, and he gives one swift. furtive sidewise glances. He clarps his hands behind his back and twists his fingers nervously. Altogether he suggests the impulsive Italian temperament, writhing under the restraints of English manners, for in all but nationality Mr. Marconi is an Englishman, his speech, his dress, his training and his habits are distinctly English, and the contrast between the reserved young inventor and the impulsive Marquis Solari, representative of the king of Italy, when we sat down to lunch to-day was very striking.

USEFUL IN PRACTICAL POLITICS.

"Wonderful ! Wonderful ?" said the marquis, with sparkling eyes and radiant face. "It is the dream of centuries realized. This lonely place is the most interesting, the most fascinating spot in the world

nent? The secrecy of telegraphic commu-nication is vital." SECRECY CAN BE ATTAINED.

"With properly-tuned instruments," he aid, "we can make the reading of our transatlantic messages very difficult. To read a wireless message an outside station would have to be in exact tune or vibratory unison with our stations at the same moment. It would cost a rival not less than \$50,000 to try the experiment on the smallest scale. Besides, we can arrange apparatus so that the tune or rate of vibration can be automatically changing every moment at the same rate in the send-

ger of having our messages read by out-siders do not understand the subject. "When I was in England I offered to pay a large sum of money to any one who could pick up one of our wireless ocean messages after notifying me that it was to be attempted, and I even offered to try the experiment. No one took up my offer. But even if it were possible to read our sig-nals—and I do not admit that it is a con-tingency to be feared—it would be the simplest matter in the world to use a constantly changing secret code between our stations."

PROMISE OF CHEAP RATES.

"And if secrecy were actually impossible, there are thousands of messages to be sent by a cheap system of telegraphy which are not necessarily secret in their nature. If it were not so postal cards would not be used so extensively. If a man in New York wants to send a sailing date or a hirthday message or any other communication to a man in London, what does he care whether his message is read pointing to the dreary eastern horizon, "but we can send messages from this station to any point of the compass. When a wireless transatlantic system, and that our rates can be made cheap enough to attract an immense volume of telegraphic Guayra is nearer to us than Cornwall. If business which is prohibited now by the there were any reason for doing it we could high cable rates. Under my contract with reach her now, wherever she is on her the Canadian government I must send orvoyage to South American but we are too dinary messages across the Atlantic at not more than ten cents a word and government and press messages at not more than five cents a word. In time the rate will probably be lowered, so that it will be no more costly to send a message from New York to London than it now is to send the same message from New York to Philadelphia. It is easy to see that under such circumstances thousands and thousands of non-secret messages will pass between Europe and America

"But we can guarantee secrecy. It must not be forgotten that since we have been sending messages across the ocean from cloth cap set carelessly on his head. His Glace Bay to Poldhu neither our wireless forehead has a singular slope, his face is station at Penzance and Nantucket nor the 21 ships with wireless apparatus plying the Atlantic have been disturbed by these messages.

WORK OVER LAND PRACTICABLE.

"The truth is that when an operator of the wireless telegraph apparatus receives some blind signal due to a mere elemental disturbance he is apt to conclude that he has received part of a secret code message from a Marconi station. There is nothing in this talk about outside stations reading our messages. During my experimenta work I have used untuned apparatus a good deal of the time, and it is possible that mes-sages sent in that way without the slightest attempt or desire to make them secret have been picked up outside. That was in nearby work on the outside. But no transatlantic message sent from Glace Bay has been picked up."

"But how about telegraphing over land? Are there no earth currents in the way, no complications due to the existing system of telegraphy ?"

"I believe they travel on the water." "Can electric power be transmitted wirelessly ?"

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"Well, we really transmit power when we send a message across the Atlantic, but as for transmitting energy in a large volume without wires it is a question too remote for me. I doubt if it can be done.

GIVING NEWS TO SHIPS. "There is one use for our ocean system which will appeal to the traveling public: our wireless apparatus on ships has been working perfectly for some time. Every Cunard steamer, for instance, is equipped. It will be quite easy to send every day ing and receiving stations on each side of the ocean. Those who talk about the dan-bulletin of news to each steamer crossing the Atlantic. This daily news service can be posted up for the information of the passengers. A regular news service can be supplied to ships at sea at a cost of 10 cents a word. The principal news events of the world can be furnished to all vessels equipped with our wireless apparatus at a cost of perhaps \$5 a day. If officers of ships which do not pay for the news service think they can pick up our messages let them try it.''

Mr. Marconi will go to Cape Cod after a

week or ten days to begin transtalantic experiments at the station there, which is a duplicate of the Glace Bay station. Then he will go to England and increase the power of the Poldhu station so that messages can be sent freely across the ocean both ways. The thing which amuses Mr. Marconi is the effort of an English journal devoted to electrical science, and which is controlled by the owners of the cable stocks, to dissuade him from the transat lantic telegraphic work. It has begged Mr. Marconi, in the interest of his own reputation as a scientist not to fritter away his time on such a silly project as sending wireless messages across the ocean. It is probable that Mr. Marconi will have some public fun with the editor when he returns to England in a few days.

CAN LAUGH AT CABLE COMPANIES.

The tactics of the cable companies which irritated him before, now excite his sense of humor. He knows that the combination cannot put off the days of cheap transat lantic telegraphing any longer. His sys tem represents not only universal inter-communication, but it also represents prices which even the poorest can pay. Although the starting price will be ten cents a word for ordinary messages, and 5 cents a word for press messages, it is probable that be-fore long the rates will drop to a point at which it will be possible for the poor im-migrant in New York or Chicago to communicate freely with Italy or Russia. Mr. Marconi's idea is that the volume of messages between Europe and America will increase by leaps and bounds as soon as the cheap wireless system is opened to

the public. "When will that be?" I inquired. 'In a short time.' "Several weeks?" "No; probably several months."

Twins Born in Different Years

A difference of about three hours in the birth of sisters has led to the strange situa tion of twins having birthdays on differ-ent days and different years. Mr.and Mrs. John Stift, of Chicago, are the parents of twins, and every one in the neighborhood is commenting on the curious circumstance One of the twins was born at 10:30 p. m on the last day of December, 1902, and about an hour and a half after midnight the second child was born. Her birthday is Jan

uary 1,	1903.	a de la porta de la como	
obody	Wants	Them.	

Boys with their hats on the back of their

WONDERFUL NERVEIs displayed by	Fine Groceries	Travelers Guide.
any a man enduring pains of accidental its, Wounds, Bruises, Burns, Scalds, re feet or stiff joints. But there's no ed for it. Bucklen's Arnica Salve will	An and a second of the second of the second	PENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect Nov 24th, 1901.
Il the pain and cure the trouble. It's e best Salve on earth for piles, too. 25c, Green's Pharmacy.	SECHLER & CO.	VIA TYRONE-WESTWARD. Leave Bellefonte, 9.53 a. m., arrive at Tyrone 11.05 a. m., at Altoona, 1.00 p. m., at Pittsburg 5.50 p. m.
Business Notice.	to a set to a set the set of the	Leave Bellefonte 1.05 p. m., arrive at Tyrone, 2.20 p. m., at Altoona, 3.10 p. m., at Pittsburg, 6.56 p. m.
Castoria	FINE GROCERIES	Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00, at Altoona, 6.50, at Pittsburg at 10.45.
CASTORIA	BUSH HOUSE BLOCK.	Leave Bellefonte, 9.63 a. m., arrive at Tyrone, 11.05, at Harrisburg, 2.40 p. m., at Philadel- phia, 5.47, p. m. Leave Bellefonte, 1.05 p. m., arrive at Tyrone, 2.20 a. m., at Harrisburg, 6.45 p. m., at Phila- delphia 10 90 p. m.
FOR INFANTS AND CHILDREN. The Kind You Have Always Bought Bears the gnature of } CHAS. H. FLETCHER. In Use For Over 30 Years.	If you are looking for Seasonable Goods —We have them.	Leave Bellefonte, 4.44 p. m., arrive at Tyrone, 6.00 at Harrisburg, at 10.00 p. m. VIA LOCK HAVEN-NORTHWARD. 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
Tourists.	Not sometime—but all the time—Every day in the year.	VIA LOCK HAVEN-EASTWARD. Leave Bellefonte, 9.32 a. m., arrive at Lock Haven 10.30, leave Williamsnort 18 40
omeseekers' Rates, Chicago & North- Western Railway.	Don't spend your strength during this extreme weather in a fruitless search for	p. m. Leave Bellefonte, 1.05 p. m., arrive at Lock Haven 2.10 p. m. arrive at Lock Haven
Round-trip tickets are on sale to points in isconsin, Michigan, Minnesota, Iowa, Nebraska, e Dakotas and other points west and northwest one fare plus \$2.00 for the round trip, via the	what you need, but come straight to us and get the goods promptly.	Harrisburg, 5.00 p. m., Philadelphia 7.32 p. m Leave Bellefonte, 8.16 p. m., Philadelphia 7.32 ven, 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.
orth-Western Line. Tickets are good twenty e days to return. Call on any ticket agent for rticulars, or address W. B. Kniskern, G. P. & A., 22 Fifth avenue, Chicago.	references interfaces on the Alexandrian and the Alexandrian designed the methods and the Contract and the Alexandrian and the	VIA LEWISBURG. Leave Bellefonte, at 6.40 a.m., arrive at Lewis- burg, at 9.05 a.m., Montandon, 9.15, Harris. burg, 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.
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arranged and beautifully printed book just sued by the Chicago & North-Western R'y. It scribes fully its commercial, industrial and ansportation advantages, and the delights of out- or life in the beatiful climate of the Coast; of	ORANGES	NOBTH WARD. South
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Derive Fills As CE marker fallen in Statistical and the second of the second second	atarity is ferm. In Saman, Weber Lin and K. K. Smith	6 00 2 20 11 05 Tyrone
The stage of uncertainty is over in Bellefonte. There can now be had plenty of positive proof in the testimonoy of a citizen. Evidence of this nature should convince the most skeptical doubter in this vicinity. Read the following. Mr. Curtis Johnson of 583 Bishop Street,	Our store is always open until 8 o'clock p. m., and on Saturday until 10 o'clock.	5 40 10 51
freight truckman, says: "I had back- ache and, lameness across my loins for a year or more. At times the lameness was so acute I could lift nothing and if I stooped it was impossible for me to		4 56 1 22 10 04 Snow Shoe Int. 9 07 1 107 57 4 53 1 14 10 01 Milesburg. 9 18 1 24 8 08 4 44 105 9 53 Bellefonte. 9 32 1 05 8 15 4 32 12 55 9 41 Milesburg. 9 41 1 24 8 28 4 25 12 48 9 34 Milesburg. 9 41 1 24 8 28 4 25 12 48 9 34 Milesburg. 9 41 1 24 8 28

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GROCERS.

Travelers Guide.

ELLEFONTE PA.

.. to-day.

"We are doing quite well," said Mr. Marconi, dryly. "We work steadily and gain in knowledge day by day."

"It brings all nations and all ships into communication," said the marquis.

"A practical political point," said Mr. Marconi, with a shy sidewise look, "is that widely-separated nations can communicate with each other telegraphically without asking the permission of intervening conntries. France can talk to Russia without asking for the consent of any other government. England can talk to Italy without touching any branch system. That, course, is a political phase of the matter." That, of

I was taken through the simple little structure which contains the holy of holies of wireless ocean telegraphy. I promised to attempt no detailed description of sending and receiving mechanism or other ap-paratus, but even if I tried I could give no idea of the mechanical instrumentalities by which signals are exchanged across the Atlantic. There was an engine room, a store-room, a room full of batteries and a room full of transformers or converters-I forget which. The telephone receiver and the magnetic automatic recorder took up no more space on a table than ordinary telegraph instruments. The paper tape show-ing messages recorded was printed with ex-trandinary distinctness.

The wooden sending apparatus was as simple as the mechanism of a large ohurch organ. Mr. Marconi worked the big wooden sending keys for me without comment. Then we went out to the icy ground be-tween the great towers again. He seemed fearful of talking to the public, lest he might be suspected of boasting, and hesides the bitter war waged upon him by the desperate ocean cable companies has made him cautious and suspicions, but after awhile he spoke freely.

AS PRACTICAL AS CABLING.

"Wireless tolegraphy across the ocean is now as practical as cabling," he said. "We have sent more than 2,000 words in all from Glace Bay to Poldhu, and have reached a speed of 15 words a minute, which, con-sidering our clumsy sending apparatus-a mere wooden lever to connect and discon-nect the current-indicates what we can do when we substitute a sending key designed for speed. With a proper sending key we can easily get off 30 words a min-ute, and I shall be surprised if we do not soon send at a bigger rate. The Atlantic cables average about 21 words a minute in their regular work, I believe. Aud there is this vital difference in the two systems of transcocanic telegraphing. As the cable grows longer the rate of speed in sending messages decreases, while distance makes no difference in the rate at which we can send by the wireless system."

CAN SEND TWO MESSAGES AT A TIME. "Can you send more than one message at a time from the same station ?'

"Yes; I have already demonstrated that we can send two at a time for a short dis-tance; whether more than two messages 3.1 can be transmitted simultaneously by the same wires I am unable to say—probably not. But separate stations can be set up and worked in the same neighborhood without interfering with each other, so that our capacity for sending messages can be multiplied indefinitely."

"How can you prevent other people with similar wireless apparatus from reading the messages you send from continent to conti-

pa wiei overland as over sea. I can send wireless messages from New York to San Francisco as easy as from Glace Bay to Poldhu. We are now arranging to establish a wireless system to connect Alaska with the United States and British Columbia. We shall al-so send messages when desirable from the station here to our wireless station on Cape

Cod.' NO LIMIT TO DISTANCE.

"Have you found no indications that there is a limit to the distance of wireless communication ?"

"None. It is simply a question of in creasing the power of the apparatus.". "Then you will be able to send message

from the Pacific coast to China and Japan?' "Undoubtedly, but eager as I am to try

messages across the Pacific ocean. I mus complete my transatlantic system first. The messages which have been communi-cated from Glace Bay to Poldhu have required only a part of the power which this station is capable of. There is space between the four towers for four sets of the wires from which electric vibrations are propelled to the coast of Cornwall. Thus far we have used only one set of 50 wires; there is room for three more sets. To-morrow I shall begin putting up another set of wires. This will greatly increase the pow-er of the station. My problem now is to find out exactly how little power is needed on each side of the ocean to transmit mes-sages. The sending of messages having been reduced to a simple and practicable basis, both from the standpoint of cost and speed, it is important to know by actual test the amount of electrical energy necessary to signal clearly to any given distance. The station at Poldhu is less powerful than this station. For that reason we have confined our work to sending messages from

America to England only. AIDED BY CANADA.

"When I go to Poldhu the power of that station will be increased to the degree necessary for sending and then we shall be ready to accept messages from the public. There is one slight difficulty in our way

now. "The postoffice authorities in England have not yet granted us permission to con-nect our system with the land telegraph wires. Until that matter is settled the opening of our system to public business must be delayed. It is a remarkable thing that while England is hesitating about granting us the simplest facilities for trans-mitting one measure the subled mitting our messages by the overland wires her great colony has not only made a con-tract with us and furnished every facility in its control, but has also given us \$80,-000 in cash to forward our work. The contrast is suggestive. We have a contract with the Canadian government. That means that the government wires will carry our messages overlaud and distribute them through other telegraph companies beyond

its own system. WORKS BEST AT NIGHT.

"Does light or darkness make any difference with wireless ocean telegraphy ?" "Yes, but it is only a question of pow-er. The electric vibrations crossing the

Atlantic are something like 50 per cent. stronger at night thau in the brightest daytime.

"The heat of the sun, prohably?"

"No, it is not heat; it is light." "Do the vibrations go through the air, or do they travel on the surface of the

heads and long hair hanging down on their foreheads, with smutty words and cigarettes in their mouths, are cheaper than old shees-nobody wants them, girls will not marry them, they are not worth their keep and they will not keep themselves.

Golden Gate Tour.

Under the Personally-Conducted System of the Pennsulvania Railroad.

The first Pennsylvania Railroad Person

ally conducted Tour to California for the present season will leave New York and Philadelphia on the Golden Gate Special, January 29th, going via Chicago, Kansa City and El Paso to Los Angeles and Sau Diego. An entire month may be spent on the Pacific Coast. The Golden Gate Special will leave San Francisco, returning Tuesday, March 3rd, stopping at Salt Lake City, Glenwood Springs, Colorado Springs and Denver. Rate \$300 from all points on the Pennsylvania Railroad east of Pitts turg, covering all expenses of railroad transportation, side trip in California, and berth and meals going and returning on the special train. No hotel expenses in California are included. Tickets are good for return within nine months, but when not used returning on the Golden Gate Special they over transportation only. For detailed itinerary apply to Ticket Agents, or address Geo. W. Boyd, Assist-ant General Passenger Agent, Broad Street Station, Philadelphia, Pa. 47.5

rsonally-Conducted Tours via Penn sylvania Railroad Season of 1902-1903.

The Pennsylvania Railroad Company announces the following Personally-Con-ducted Tours for the season of 1902-1903 California .-- Two tours : No. 1 will leave New York, Philadelphia, Harrisburg and Pittsburg January 29th; No. 2 will leave February 19th, and will include the Mardi Gras at New Orleans.

Florida.-Three tours to Jacksonville will leave New York and Philadelphia February 3rd and 17th, and March 3rd. The first two of these admit of a sojourn of two weeks in the "Flowery State." Tick-ets for the third tour will be good to re-turn by regular trains until May 31st, 1903.

Tickets for the above tours will be sold 1 lokets for the above tours will be sold from principal points on the Pennsylvania Railroad. For detailed itineraries, giving rates and full information, address Thos. E. Watt, passenger agent Western Dis-tricts Pittsburg; E. Yungman, passenger agent Boltimore District, Baltimore; C. Studds, passenger agent Southeastern Dis-trict Washington: or Geo W Bond Ac trict, Washington; or Geo. W. Boyd, Assistant General Passenger Agent, Philadelphia.

Reduced Rates to Harrisburg.

lia Pennsylvania Railroad, Account Inauguration of Governor-elect Pennypacker

For the accomodation of those desiring to ttend the inauguration of Governor-elect Pennypacker, at Harrisburg, January 20th, the Pennsylvania Railroad Company will sell round-trip tickets to Harrisburg, from all stations on its lines in the State of Pennsylvania, on January 19th, and 20th, good to return until January 21st, inclusive, at rate of single fare for the round trip (minimun rate, 25 cents).

this vicinity. Read the following. Mr. Curtis Johnson of 583 Bishop Street, freight truckman, says: "I had back-ache and, lameness across my loins for a year or more. At times the lameness was so acute I could lift nothing and if I stooped it was impossible for me to straighten. Whendriving there was steady aching over my kidneys the whole time and I had a dull, tired feeling which took away all my ambition. I procured Doan's Kidney Pills from F. Potts Green's drug store and they soon cured me from the whole combination of troubles and they did it quickly and thoroughly. "My wife was also suffering from a tired grinding backache and she used Doan's Kidney Pills and they invigorated her generally. She now speaks of them as highly as I do. We never came across any remedy which surpassed Doan's Kidney Pills." For sale by al dealers. Price 50 cents a box. Foster-Millburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name - Doan's - and take no substitute.

42-1

New Advertisements.

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Ar. 9 32 5 20 9 18 5 05 9 15 4 56 6 55 f4 33 f8 50 f4 27 ...Lv. 7 30 3 15 A. M. P. M. P. M. A. M. "f" stop on signal. Week days only. J. B. HUTCHINSON. J. R. WOOD. General Manager. General Passenger Agent BELLEFONTE CENTRAL RAIL-ROAD. Schedule to take effect Monday, Apr. 3rd, 1899. westward . read down EASTWARD read up STATIONS. tNo. 5 tNo. 3 1 fNo. 2 +No. 4 Ar. A. M. F. M. F.M. te..... 8 50 2 40 6 40 e...... 8 37 2 22 6 30 8 37 2 22 6 27 er..... 8 35 2 17 6 23 Park. 8 31 9 10 c 23NEW YORK..... (Via Phila.) 10 40 9 02 **†4 25** 7 30 a. m. Arr. †Week Days Ar ... NKW YORK... Lv (Via Tamagua) 4 00 Lve. a. m. p. m. p. m. *Daily. †Week Days. PHILADELPHIA SLEEPING CAB attached to East-bound train from Williamsport at 11.30 P. M. and West-bound from Philadelphia at 11.36.

J. W. GEPHART.

EASTWARD.

 $\begin{array}{c} 2 & 10 & 6 & 21 \\ 2 & 06 & 6 & 18 \\ 2 & 00 & 6 & 14 \\ 1 & 55 & 6 & 10 \\ 1 & 52 & 6 & 07 \\ 1 & 37 & 5 & 59 \end{array}$ 5 00 11 35 7 25 ...State College... 8 00 1 30 5 45

F. H. THOMAS, Supt.

LEWISBURG & TYRONE RAILROAD.

Nov. 24th 1901

P. M. P.M.

WESTWARD.

MAIL.| EXP.

A. M. P. M.

WESTWARD

Mix

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