Pigeons in War.

Communication during the maintenance of a campaign is of the utmost importance, and when the ordinary means by which intelligence is conveyed either break down or fail into the enemy's hands, the only alternative is found in the balloon. This, however, owing to various uncontrollable causes, can only be employed to a very limited extent. Although up to a few years ago it was generally looked upon as the only means by which a beleagured town could communicate with the outer world. But the invaluable services rendered to the French capital during the last few months of the Franco-German war by pigeons fully demonstrated that these birds were far superior to balloons as a means of communication during the carrying on of military operations; and the various war authorities of the continent were so firmly convinced of this that soon after the close of the campaign some of the chief nations established regular military pigeon systems, the governments granting an annual amount for their maintenance. All the systems are based upon the same lines. The frontier or other fortresses that are considered most liable to attack, as well as many of the inland towns, are provided with pigeon-lofts, and an important point in the interior of the country — generally the capital—is fixed upon as a central station with which they shall communicate. Between the various fortresses there is, too, direct communication. Where the distance seperating outlying stations from the central one is deemed too great for the birds to safely traverse, the connection is secured by intermediate ones. As to the number of pigeons kept at each station, this varies according to the position of the place, the number of directions in which birds have to be trained, and the distances that they have to be flown. Where it is intended that the pigeons shall only be used in one direction, about 200 are maintained, and for each direction after the first 150 birds are added; so that at a station where three directions are covered, 500 pigeons will be kept. In case of siege this number would be sufficient to ensure communication for six months, the calculation being arrived at in the following manner: Suppose the birds are tossed twice per week, then in six months there would be fifty-two liberations, and as the number of pigeons let loose on each occasion would in all probability average three, the total number of birds tossed during the half-year would be 156, allowance thus being made for various contingencies.

The Germans were among the first nations to establish military pigeon-lofts, and their system is now the most complete in Europe. The larger fortresses, like Metz, Cologne, and Strasburg, each have from 400 to 600 well-trained birds; and the annual vote of credit for pigeon purposes in the military budget is $8,000. The commandant of the place is responsible for the birds being properly cared for and trained, and they are in charge of a non-commissioned officer, who has under him two private soldiers and a keeper, the latter receiving a salary of $20 per month.

Registers are kept giving full particulars concerning all the birds—the numbers stamped on them, their age, sex, color, distinguished marks, and the different places from which each has flown, together with notes on their rapidity and reliability. Among the fortresses which were early stocked with birds were those near the Russian frontier—Posen, Thorn, and Konigsberg; and others were gradually attended to, until at the present time it may be said that every part of the country is in communication, either directly or indirectly, with the capital by means of pigeons. The northern coast is, in fact, studded with lofts, they having been established at Tonning, Dantzig, Stettin, and Kiel. On the western frontier Cologne is in direct communication with Berlin, a distance of 300 miles, and is a transmitting station for Metz and Mayence. Strasburg and Metz also communicate with Berlin through Wurzburg.

In France the vote of credit for the pigeon-lofts is $20,000. Ten stations have birds trained from Paris, and important towns at great distances communicate with the capital by intermediate stations. Thus Lyons transmits to Paris by way of Langres, which likewise communicates with Marseilles and Perpignan. The military authorities have power to requisition all lofts of trained pigeons belonging to private persons, and a census is regularly made of their number. The census taken last year showed that in Paris alone there were 2,500 birds available, of which 1,780 had been thoroughly trained and might be relied upon as likely to "home." Were Paris, therefore, ever again in danger of being besieged, these together with the birds kept at the various outside stations about Grenoble, the Pyrenees, the Alps, and the important towns in the north and south of the country, would form a means of communicating with the armies outside that might play an important part in turning the tide of the campaign.

Russia has recently voted a sum of $18,000 for the maintenance of military pigeon-lofts, it being thought that in Afghanistan and other distant parts they might, under certain circumstances, be the best means of securing the maintenance of communication.

The Austrian authorities appreciate the usefulness of these messengers in mountain districts, and at the present time they have under consideration the question of establishing pigeon-lofts, in order to secure rapid communication between the fortresses of the frontier and the mountain passes.

There is no government military pigeon system in the country, but there is scarcely a town of any importance that can not boast of possessing a columbarian society, which, in case of necessity, could furnish some hundreds of trained birds; and these, if occasion demanded, could be dispatched by swift cruisers so as to bring back intelligence respecting the enemy's fleet.

Hitherto England has not given attention to the establishing of military pigeon-lofts, probably owing to the fact that from its insular position it is in less danger of invasion than are the countries of the Continent. It has also been argued that it would be possible to train birds so as, in time of war, to maintain the communication between ship and shore; whilst during operations on the Afghan frontier pigeons might be of great service. As to our resources in trained pigeons, great progress has, through the fostering of columbarian societies, been made in this respect during the past few years, and it may be fairly estimated that something like 9,000 birds are annually put into training by private persons; and in case the necessity arose, these would without doubt, be placed at the disposal of the nation. Whether or not our own government will ever follow the example set by the great European countries is yet to be decided.

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Westward,—	A. M.	P. M.
Bellefonte	6.30	3.30
Hastings F	6 42	3 43
Hunters	6.48	3.50
Filmore	6 54	3 55
Sellers F	6 58	4.00
Waddles	7.04	4 06
Thompsons F	7.26	4 32
Krumrine	7.30	4 37
State College	7 36	4.43
Eastward,—		
State College	8.00	5 13
Krumrine	8.07	5.20
Thompsons F	8.11	5.25
Waddles	8.36	5 46
Sellers F	8.42	5.51
Filmore	8.47	5.56
Hunters	8.52	6.00
Hastings	8.59	6.09
Bellefonte	9.14	6.19

Trains will stop at stations marked "F," only when signals are given or on notice to conductor.

Train No. 2 will connect with train east and west on B. E. V. R. R.

Train No. 3 will connect with train west on B. E. V. R. R.

Train No. 4 will connect with train east on B. E. V. R. R. and with train west on Snow Shoe branch

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Railroads.

BALD EAGLE VALLEY R. R.—Time Table in effect Nov, 15, '86.

WESTWARD.	Mail. P. M.	Exp. A. M.
Leave Lock Haven	3 20	9 00
Flemington	3 24	9 05
Mill Hall	3 27	9 09
Beech Creek	3 38	9 25
Eagleville	3 42	9 30
Howard	3 52	9 44
Mount Eagle	3 58	9 54
Curtin	4 03	10 01
Milesburg	4 10	10 12
Bellefonte	4 22	10 35
Milesburg	4 32	10 42
Snow Shoe Int	4 35	10 48
Unionville	4 43	10 58
Julian	4 53	11 09
Martha	5 01	11 19
Port Matilda	5 08	11 27
Hannah	5 16	11 36
Fowler	5 19	11 39
Bald Eagle	5 28	11 48
Vail	5 31	11 53
Arrive at Tyrone	5 42	12 05
EASTWARD.	**PM.**	**AM.**
Leave Tyrone	7 10	8 10
East Tyrone	7 17	8 17
Vail	7 20	8 20
Bald Eagle	7 25	8 25
Fowler	7 32	8 32
Hannah	7 37	8 36
Port Matilda	7 45	8 43
Martha	7 53	8 51
Julian	8 02	8 59
Unionville	8 13	9 10
Snow Shoe Int	8 22	9 18
Milesburg	8 25	9 22
Bellefonte	8 35	9 32
Milesburg	8 50	9 47
Curtin	8 58	10 01
Mount Eagle	9 02	10 05
Howard	9 11	10 16
Eagleville	9 22	10 30
Beech Creek	9 26	10 35
Mill Hall	9 38	10 50
Flemington	9 42	10 54
Arrive at Lock Haven	9 45	11 00

BELLEFONTE & SNOW SHOE R. R.—Time Table in effect Nov 15.

Leaves Snow Shoe 6.45 a. m., arrives in Bellefonte 8:25 a. m.

Leaves Bellefonte 9:00 a. m., arrives at Snow Shoe at 11:00 a. m.

Leaves Snow Shoe 2:50 p. m., arrives at Bellefonte 4:55 p. m.

Leaves Bellefonte 7:55 p. m., arrives at Snow Shoe 9:55 p. m.

S. S. BLAIR, *Gen Sup't.*

LEWISBURG & TYRONE R. R.—Time Table in effect Nov 15 86.

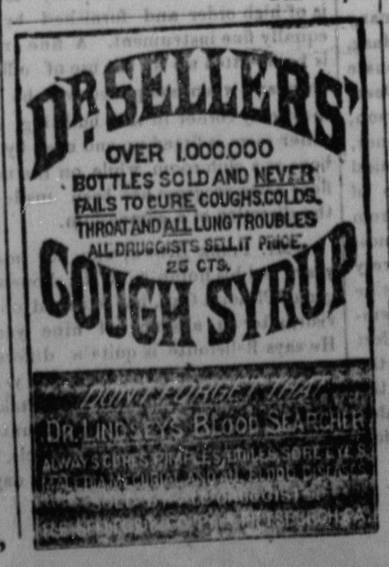
WESTWARD.	Mixed. PM.	AM.
Leave Scotia	12 15	5 00
Fairbrook	12 40	5 20
Penn's Furnace	1 05	5 40
Hostler	1 15	5 50
Marengo	1 25	5 55
Loveville f	1 30	6 00
Furnace Road	1 35	6 10
Warriors Mark	1 55	6 25
Pennington	2 12	6 40
Weston Mill f	2 25	6 50
L. & T. Junction	2 31	6 55
Tyrone	2 35	6 58
EASTWARD.	**Mixed. PM.**	**AM.**
Leave Tyrone	4 30	9 20
L. & T. Junction	4 34	9 25
Weston Mill	4 40	9 33
Pennington	4 55	9 48
Warriors Mark	5 05	9 58
Furnace Road	5 20	10 12
Loveville	5 26	10 16
Marengo	5 30	10 22
Hostler	5 40	10 38
Penn's Furnace	5 50	10 44
Fairbrook	6 05	11 03
Scotia	6 25	11 30

PENNSYLVANIA RAILROAD.—(Phila. & Erie Division.)—On and after Nov 15, 1886:

WESTWARD.

ERIE MAIL		
Leaves Philadelphia	11 20	p m
Harrisburg	3 30	a m
Williamsport	7 10	a m
Jersey Shore	7 35	a m
Lock Haven	7 58	a m
Renovo	8 55	a m
Arrive at Erie	4 00	p m
NIAGARA EXPRESS		
Leaves Philadelphia	7 40	a m
Harrisburg	11 25	a m
Arr. at Williamsport	2 55	p m
Lock Haven	3 15	p m
Renovo	5 10	p m
Kane	9 03	p m
Passengers by this train arrive in Bellefonte at	5 05	p m
FAST LINE		
Leaves Philadelphia	11 10	a m
Harrisburg	3 25	p m
Williamsport	7 10	p m
Arr at Lock Haven	8 05	p m
EASTWARD.		
LOCK HAVEN EXPRESS		
Leaves Lock Haven	7 00	a m
Williamsport	8 10	a m
arr at Harrisburg	11 30	a m
Philadelphia	3 15	p m
DAY EXPRESS		
Leaves Kane	6 00	a m
Renovo	10 05	a m
Lock Haven	11 15	a m
Williamsport	12 35	a m
arr at Harrisburg	3 48	p m
Philadelphia	7 25	p m
ERIE MAIL		
Leaves Erie	1 55	p m
Renovo	10 40	p m
Lock Haven	11 45	p m
Williamsport	1 00	a m
arr at Harrisburg	4 20	a m
Philadelphia	7 50	a m

Erie Mail East and West connect at Erie with trains on L. S. & M. S. RR.; at Corry with B. P. & W. RR.; at Emporium with B., N. Y. & P. RR., and at Driftwood with A. V. RR. R. NEILSON, Gen'l Sup't.



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