The Crawling Centiped.

The crawling centiped is built somewhat on the model of a train of cars, the resemblance being enhanced by the reptile's habit of running straight backward when suddenly confronted. Every joint of its body has two legs, each jointed and tipped with a sharp point like a bee's sting. Its head is furnished with two pincherlike poison fangs, which work horizontally toward each other, and instead of legs its rearmost joint is furnished with two long hooked claws, which drag behind as the centiped walks, and by which it can hang head downward from any place to which it can fix them. If a chance is given the centiped, it will run from the presence of man, and most of the cases where men have been bitten by one of these reptiles have come about through the man rolling upon them or in some other way crowding them while asleep.

The sensation produced by a centipede's crawling upon the bare skin, with its numerous and keenly pointed feet, is usually described as similar to that of being touched with a redhot poker. If the person thus invaded remain perfectly still, the reptile will crawl off as soon as it can. If an attempt be made to shake it off, it sets every claw into the flesh in the effort to hold on, with an effect like the simultaneous stinging by a score of bees, and if any way it be crowded or jammed it bites, injecting a poison which, thongh less virulent than that of the tarantula or rattlesnake, causes a serious sloughing from the wound during the progress of recovery.—New York Sun.

The Language of Crime.

The general tendency of the criminal to reduce the abstract to the concrete, to denote the substantive by one of its attributes, is shown very clearly in his peculiarly phraseology. Thus a purse is a leather; a street car is a short, comparing its length with a railroad car; a handkerchief is a wipe, and a pair of shoes a pair of kicks.

Again, some of the terms appear to be purely arbitrary, and were it not that the creative power is absent in criminals as in women I should not hesitate to state it as a fact. But it seems wiser to conclude merely that the origin of these terms has become obscured. To suppose that they were created would be in too distinct contradiction to all obtainable evidence, indirect though it may be. Such expressions are to kip, meaning to sleep; to spiel, to make a speech; jerve, a waistcoat pocket; thimble, a watch; to do a lam, meaning to run.

Some of the expressions are very descriptive. To run from a police officer is to do a hot foot. A person who is always listening to other people's conversation is called a rubber neck. The word push, meaning a crowd, is occasionally seen in the newspapers. To be arrested is to be pinched; to be convicted is to fall. To refuse a person's appeal is to give him the marble heart. Such expressions require no explanation.—A. F. B. Crofton in Popular Science Monthly.

Is the Sultan Mad?

A curious story, said to be well authenticated, is going the rounds of the European press and explains much that is mysterious in the sultan's conduct. Two days before the Bairam festival, so the tale runs, an aid-de-camp went to Abdul Hamid's room for orders and found him walking up and down with wild gesticulations and incoherent murmurs. As soon as the sultan caught sight of the officer he exclaimed: "Son of a dog, what are you doing here! Do you not see that I am conversing with my father?" The aid-de-camp, in great alarm, was about to withdraw, when Abdul Hamid stopped him, saying, "Prostrate yourself before my father and then execute his commands."

Down dropped the trembling officer on his knees, awaiting the development of events with intense anxiety. A quarter of an hour later his horrible suspense came to an end, for the commander of the faithful, bringing his promenade to an abrupt close, threw himself on a divan, and, looking around the chamber, relieved the mind of the aid-de-camp by inquiring what he was doing and why he had come. The sultan had completely forgotten the previous scene.

The Episcopal Church.

The Church Standard (Episcopal) admits that there is some truth in the charge of sectarian superciliousness often brought against the Episcopal church. "There is," it says, "a good deal of offensive conceit in the way in which we talk about the 'sects' and the 'denominations.' There is something hardly less offensive in the patronizing way in which we sometimes admit the Christian graces which are exhibited in the lives and works of their ministers and members, and, forsooth, they were a marvel of God's exceptional and wholly uncovenanted grace. If we were as catholic as we pretend to be, or just one-half as catholic as we ought to be, we should behave differently. Different behavior would beget a different disposition toward the church from that which generally prevails among non-Episcopalians."

Witch Superstitions.

In some of the country districts of England the peasants are said to believe that elves and witches steal babies from their cradles and place their own elfin offspring in the place of the retiest child. After a child is baptized the witches and fairies have no power over it. Hence the peasants have their little ones baptized as soon as possible.

Window plants should not be taken out in the garden and syringed with cold water when in bloom. It will check the flowers and may destroy them altogether.

Li Hung Chang was over six feet in height before age bowed his head and bent his shoulders. His left eye is partially closed by a paralytic stroke.

How Grant Saved Two Nations From War.

Hon. John Russell Young, a former United States minister to China, regards General Grant's part in arranging a treaty of peace between China and Japan as one of the shining achievements of his career. Writing of "When Grant Went Round the World" in The Ladies' Home Journal, Mr. Young says Prince Kung, then a sort of regent for China, in his conversations at Peking with General Grant, talked with earnestness upon the relations between China and Japan. This led to a message from the prince to the mikado, an extraordinary incident little known in the histories, and the whole business in time to be so managed by the general that war between the two nations was postponed. "At Nikko, Japan, General Grant met the Japanese ministers, who came by the mikado's command, to discuss with him the message he had brought from Prince Kung and Li Hung Chang. Count Ito, secretary of the interior; Count Saigo, the minister of war; Count Inouye, foreign minister, and Mr. Yoshida, the Japanese envoy to Washington, composed the embassy. They sat in a little temple (the afternoon sultry, a thunder storm rattling among the hills) and discussed the issues. In the end was a letter addressed to Prince Kung and the Japanese prime minister, containing suggestions which were accepted by both governments. It was a basis of peace not to be broken for many years. So it will be seen that there were useful days, as well as days of pageantry, in Japan. General Grant in time became not alone the friend but the companion of the mikado and his counselors."

Wouldn't Be Stood Off.

There was a bold, bad man making things hot in a Texas town a few days ago. He wore long hair, a deerskin hunting suit, a big sombrero, and he was waving a small fieldpiece in his hand and yelling for somebody to wade in and get pulverized.

He had his back against the courthouse, and the city marshal and the police argued with him from the middle of the street and dodged every time he swung his howitzer in their direction. Lots of citizens had turned out to witness the performance, and it looked for awhile as if the bad man had the whole town against the repot.

Presently a little, weak kneed drummer from Connecticut, who was among the crowd, adjusted his spectacles for a closer look at the desperado, and then before anybody could stop him he gave a yell and started for the bad man at a 2:40 gait.

The bad man saw him coming and tried to climb over the courthouse, but the little drummer nabbed him and said something to him. The bad man ran his hand into his pocket and gave up something. Then the marshal and the police closed in, and the desperado went off with them as gentle as a lamb.

When the little drummer was questioned, he said:

"Afraid? Not much. That fellow owed me $9. He was raised in the same town in Connecticut that I was, and I loaned it to him when he started for Texas 13 years ago. I generally collect what's owing me. Say, what were the cops afraid of him for?"—Detroit Free Press.

Cremation In England.

The report of the council of the Cremation Society of England for 1896 shows that 127 cremations were carried out at Woking during the year as compared with 150 in 1895. The decrease is not important, as the figures for 1896 still show a material advance on any previous year, 1895 excepted. The following table of the cremations at Woking from the commencement of operations will show the growing popularity of the disposal of bodies by incineration:

1889	1890	1891	1892	1893	1894	1895	1896
40	54	69	104	101	125	150	127

It has to be remembered that three crematories are now open in England and Scotland besides that belonging to the society at St. John's, near Woking—namely, at Manchester, where 53 cremations took place during 1896; at Glasgow, where there were 11 cremations, and at Liverpool, where 2 cremations have been performed.—Westminster Gazette.

A Hopeless Case.

Carlyle was terribly bored by the persistent optimism of his friend Emerson. "I thought," he said, "that I would try to cure him, so I took him to some of the lowest parts of London and showed him all that was going on there. This done, I turned to him, saying, 'And noo, man, d'ye believe in the deevil noo?' 'Oh, no!' he replied. 'All these people seem to me only parts of the great machine, and on the whole I think they are doing their work very satisfactorily.' Then," continued the sage, "I took him doun to the hoose o' commons, where they put us under the gallery. There I showed him 'ae chiel getting up after anither and leeing and leeing.' Then I turned to him and said, 'And noo, man, d'ye believe in the deevil noo?' He made me, however, just the same answer as before, and I then gave him up in despair."

Diet and Hair.

The relation of the diet to the hair has been tested by good authority. A diet consisting of beef, starchy materials and milk causes atrophy of the roots and falling of the hair. Probably no article of diet nourishes the hair so well as oats. A bald headed Scotchman who takes his porridge regularly is a rarity. The poorest diet for the hair is milk. It is claimed that the loss of hair as the result of fever is largely due to the habit of feeding the patient almost exclusively on milk diet, and it will be interesting to note the cases where those having fine heads of hair are known to live principally upon vegetable and grain foods.

By aid of volcanic action 52 new islands have appeared during the present century, and 19 have disappeared—have been submerged.

MILLIONS IN BUTTONS

CATCHES MADE OF COSTLY DIAMONDS IN THE DAYS OF LOUIS XIV.

An Inventory That Reads Like a Fairy Tale—The Ridiculous Mania For Gigantic Buttons In the Eighteenth Century. Collectors Pay High Prices.

Recently at the Hotel Drouot there was a sale of a curious and interesting collection of ancient buttons, the property of Baron Perignon of Paris. This collection, which was exhibited in 1889 at the exposition of decorative arts, might rival any one of those belonging to the most enthusiastic buttonists in the world. Clapisson, the musician, collected 7,750 different specimens. In 1849 a collector in Ghent exhibited more than 30,000, and M. Maignien, the librarian of the Grenoble library, gained a certain reputation in this branch of curiosities through his collection of buttons of liveries and of uniforms.

The buttons of the eighteenth century bring high prices in the market at the present time. There are some of them that Fragonard, we are told, decorated with his marvelous pencil. In his time it was fashionable to make presents of buttons as big as a crown piece, on which allegories and various subjects were carved.

Bachaumont writes in his "Secret Memoirs," Nov. 18, 1786: "The mania for buttons is today extremely ridiculous. They are not only of enormous size, some of them as big as six pound crowns, but miniatures and pictures are made upon them, and this ornamentation is extremely costly. Some of them represent the medals of the 12 Cæsars, others antique statues and still others the Metamorphoses of Ovid."

Isabey, in his biographical notes, says that when he came to Paris he worked for a living by making copies of Vanloos and Boichers on the lids of snuffboxes, and that for these medallions he was paid from 6 to 8 francs each. "As it was still the fashion," he said, "to wear buttons as big as a 5 franc piece, upon which Cupids, flowers and landscapes were cut in cameo, I went into that business. I got 12 sous for each."

Two years after this period in the life of Bachaumont buttons abandoned erudition to take up edileship. All the fine monuments of Paris were carved on them. Then came the patriotic buttons, representing the taking of the Bastille, the emblem of the three orders, the Phrygian cap, the portraits of Louis XVI, of Mirabeau.

Shortly afterward these ornaments were laid aside. The reign of the artistic button was over, and the mother of pearl button became general.

The oldest buttons at present in the museums and among the collections are the gold buttons discovered at Mycenæ, at the time of the excavations undertaken by Dr. Schliemann, and also those found in the tomb of Childeric I. The latter were exhibited at the Louvre in the Musee des Souverains. They are made of gold and of colored glass, imitating garnet. Buttons detached from copes and religious garments of the middle ages and of the renaissance have also been discovered.

But the richest things of the kind, beyond a doubt, are those that were worn by Louis XIV. M. Maze-Sencier, in the "Register of Diamonds and Presents to the King," at present preserved in the ministry of foreign affairs, gives an official account of the buttons of that pompous sovereign. It is as follows:

"Feb. 3, 1685.—Montarcy presented to the king 80 diamond buttons, valued at 180,030 livres.

"May 7, 1685.—Made and delivered by Sieur Bose, 6 diamond buttons, 30,000 livres.

"July 26, 1685.—Handed over by Montarcy to the Marquis de Seignelay for the king 75 diamond buttons, 586,703 livres.

"Aug. 1, 1685.—Two diamond buttons, 67,866 livres.

"Aug. 16, 1685.—Three diamond buttons, 69,666 livres.

"Dec. 20, 1685.—Four diamond buttons, 83,775 livres."

Another item in the same year:

"July 26, 1685.—Furnished by Montarcy for the king's vest: Forty-eight gold buttons, each set with a diamond, and 96 clasps, 48 of which were composed of five diamonds each and 48 of one diamond each, 185,123 livres.

"Also 384 clasps for the doublet of the king, 192 of which were formed of five diamonds each and 192 of one diamond each, 1,006,345 livres.

"In addition there were seven ornamental clasps of three diamonds each, 201,270 livres.

"Sundry presents, 33 ornamented clasps, 574,366 livres."

That foots up a total of about 3,000,000 livres for the buttons of the "Great King" for the single year of 1685. The preceding year Louis XIV received a lot of buttons that were valued at 1,071,000 livres. In these enumerations there is no mention of the diamonds for the shoes, the garters, the cuffs and the hats of the monarch.

We are obliged to admit, with our coats and overcoats garnished with miserable little cloth and lone affairs, we cut a poor figure in the fancy button business compared to the dudes of the days of Louis XIV.—Paris Figaro.

Time to Change.

It was at a table d'hote dinner at a hill station in India that a very young officer just up from the plains found himself seated next to a lady whom he took for one of the grass widows common in those parts. He made himself agreeable, but his neighbor seemed a good deal out of spirits, so he said sympathetically:

"I suppose you can't help thinking of your poor husband grilling down below?"

But the lady was a real widow, and when he learned that he changed his seat.—London Vanity Fair.

THE BICYCLE INVENTORS.

A submarine tricycle to enable divers to move more quickly along the bottom of river or sea is said to be the latest invention.

A Grand Rapids man has invented a pedal that is adjustable to any wheel and is so arranged as to permit the lowering of the seat at least six inches on a lady's wheel.

A new metal named alcolite has been unearthed. It is claimed that bicycles made of it will weigh only about half as much as they do now, but at the same time will be as strong if not stronger.

A Binghamton (N. Y.) cyclist has invented a signboard that can be read at quite a distance on a dark night, and has arranged for such boards to be erected on the roads in the vicinity of his native city.

A Michigan inventor has devised a flat milk can which can be attached to the frame of a bicycle. Milk is drawn from a faucet at the bottom. It is objected that on most Michigan roads the milk would be churned to butter before it could be delivered.

SOME FAMOUS RIDERS.

Mrs. Langtry is the possessor of a solid silver bicycle.

Miss Grace McKinley, the niece of the president, is one of the prettiest riders in Washington.

Mrs. Barney Barnato rides her cycle in fine weather and uses it as a fire screen in wet weather. As a fire screen it is decorated with flowers.

Alfred A. Rothschild has a private cycle track, six laps to the mile. It is situated directly opposite his residence at Halton, near Tring, England.

Carter H. Harrison, mayor of Chicago, is an enthusiastic wheelman. He has ridden 13 centuries, for which he has the Century Road club's bars.

One of the latest converts to the bicycle is Dr. Nansen, the arctic explorer, to whom belongs the distinction of having reached "farthest north." He recently placed an order with an English firm for an up to date machine.

She Conquered.

Miss Lilias Hamilton, who is private physician of the ameer of Afghanistan, has succeeded in convincing her royal patient of the utility of vaccination, says The Medical Record. Smallpox ravages Afghanistan every spring, killing about one-fifth of the children. Miss Hamilton has been deputed to organize a general vaccination service.

BUFFALO, ROCHESTER & PITTSBURG RY.

C. & M. DIVISION.

Local Time Table in Effect Nov. 15, 1896.

EAST BOUND.

	A. M.	P. M.	P. M.
Reynoldsville		12 50	
Sandy Valley		12 56	
Falls Creek	7 35	1 18	
DuBois	7 40	1 45	5 05
DuBois Junction	7 55	1 55	5 15
Salem	7 41	1 59	
Luthersburg	7 45	2 04	5 21
Rockton	7 54	2 13	5 27
Anderson Viaduct	7 56	2 15	
Bloom	8 07	2 26	5 42
Bridgeport	8 15	2 40	5 55
Curwensville	8 20	2 45	6 00
Wrights	8 29	2 52	
Clearfield, Market st.	8 35	3 00	6 16
Clearfield B. C. Depot Ar.	8 40	3 10	6 25
	A. M.	P. M.	P. M.

WEST BOUND.

	A. M.	P. M.	P. M.
Reynoldsville	10 50		
Sandy Valley	10 42		
Falls Creek	10 28	12 35	7 25
DuBois	10 10	12 20	7 13
DuBois Junction	9 52	12 05	7 10
Salem	9 38		
Luthersburg	9 34	11 35	7 03
Rockton	9 18	11 28	6 57
Anderson Viaduct	9 14	11 24	6 57
Bloom	9 04	11 13	6 44
Bridgeport	8 56	11 05	6 34
Curwensville	8 46	11 00	6 29
Wrights	8 41	11 51	6 22
Clearfield, Market st.	8 35	11 45	6 16
Clearfield B. C. Depot Ar.	8 25	11 35	6 05
	A. M.	P. M.	P. M.

Train 71 connects at DuBois for Ridgway, Johnsonburg, Bradford and Rochester.

Train No. 73 connects at DuBois for Bradford and has Pullman sleeping car from Philadelphia to Williamsport.

Train No. 74 connects at Clearfield with the Beech Creek railroad for Philipsburg, Lock Haven, Jersey Shore, Williamsport, Philadelphia and New York.

Passengers are requested to purchase tickets before entering the cars. An excess charge of TEN CENTS will be collected by Conductors when fares are paid on trains, from all stations where a ticket office is maintained.

E. C. LAPEY,
Gen'l Pass. Agt.
Rochester, N. Y.

BELLEFONTE & SNOW SHOE BRANCHES.

Westward.	Leave	61 a. m.	63 p. m.
Bellefonte		7.00	
Milesburg		7.15	
Snow Shoe Intersection		7.38	1.30
School House		f 7.40	f 1.40
Gum Stump		f 7.52	f 1.44
Agna		f 8.07	f 1.59
Clarks		f 8.15	f 2.07
Rhoads		f 8.40	f 2.32
Butts		f 8.52	f 2.44
Fountain		f 8.56	f 2.49
Snow Shoe		9.00	2.52
	Arrive	a. m.	p. m.

Eastward.	Leave	60 a. m.	64 p. m.
Snow Shoe		11.20	3.15
Fountain		f 11.30	f 3.25
Butts		f 11.36	f 3.31
Rhoads		f 11.50	f 3.54
Clarks		f 12.15	f 4.19
Agna		f 12.21	f 4.16
Gum Stump		f 12.32	f 4.27
School House		f 12.38	f 4.33
Snow Shoe Intersection		12.50	4.56
Milesburg			5.05
Bellefonte			5.20
	Arrive	a. m.	p. m.

SUMMER TIME TABLE.

North Bend and Kettle Creek RAILROAD CO.

Taking effect Monday, March 29, '97.

GOING NORTH. Read Down.				STATIONS.	GOING SOUTH. Read Up.		
Dist.	4.	2.			1.	3.	5.
0	p m	a m	m	North Bend	a m	p m	p m
1	11 00	5 00		Gleasonton	8 40	3 00	
1.2	11 02	5 02		Howardville	8 38	2 58	7 15
2.1	11 10	5 10		Blaloc	8 30	2 50	7 10
4.2	11 20	5 25		Sinnamahoning Branch	8 25	2 40	7 00
8	11 30	5 30		Green Lick	8 15	2 25	6 50
10	11 40	5 40		Ten Mile	8 05	2 15	6 40
12	11 55	5 50		Cheona Junction	7 55	2 05	6 30
	p m						
13.5	12 15	6 10		Lebo Junction	7 45	1 50	6 15
15	12 30	6 25		Big Spring	7 30	1 35	6 00
17	12 40	6 40		Grand View	7 20	1 25	5 45
19	12 50	6 50		Lebo Run	7 05	1 15	5 30

Train No. 5 Saturdays only.
All other trains daily except Sunday.

F. A. BLACKWELL, Gen'l Ma'r.
R. F. BLACKWELL, Gen'l. Pass. Agt

PENNSYLVANIA RAILROAD.

IN EFFECT JANUARY 19, 1897.

Philadelphia and Erie Railroad Division Time Table. Trains leave Driftwood

EASTWARD.

9:04 A. M.—Train 8, daily except Sunday, for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:22 p. m., New York, 9:25 p. m.; Baltimore, 8:00 p. m., Washington, 7:15 p. m. Pullman Parlor car from Williamsport, and passenger coaches from Kane to Philadelphia.

4:55 P. M.—Train 6, daily except Sunday, for Harrisburg and intermediate stations, arriving at Philadelphia at 4:33 a. m., New York 7:35 a. m. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 a. m.

9:30 P. M.—Train 4, daily for Sunbury & Harrisburg and intermediate stations, arriving at Philadelphia, 6:52 a. m.; New York, 9:50 a. m. week days and 10:20 a. m. on Sundays; Baltimore, 6:30 a. m.; Washington, 7:20 a. m. Pullman cars and passenger coaches from Erie and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg. Passengers taking supper from Williamsport to Baltimore.

WESTWARD.

7:21 A. M.—Train 1, daily except Sunday for Ridgway, DuBois, Clermont and intermediate stations. Leaves Ridgway at 9:10 a. m. for Emporium.

4:40 A. M.—Train 3, daily for Erie and intermediate points.

2:05 P. M.—Train 11, daily except Sunday, for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD

FROM THE EAST AND SOUTH

TRAIN 11 leaves Philadelphia 8:50 a. m., Washington 7:50 a. m.; Baltimore 8:00 a. m., Wilkesbarre, 10:15 a. m.; daily except Sunday, arriving at Driftwood at 5:28 p. m. with Pullman parlor car from Philadelphia Williamsport.

TRAIN 3 leaves New York at 9:30 p. m., Philadelphia, 11:30 p. m.; Washington, 10:40 p. m., Baltimore, 11:50 p. m.; daily arriving at Driftwood at 8:10 a. m. Pullman sleeping cars from Philadelphia to Erie and from Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie, Baltimore to Williamsport.

TRAIN 1 leaves Renovo at 6:30 a. m., daily except Sunday, arriving at Driftwood 7:21 a. m.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:20 a. m., Johnsonburg at 9:45 a. m., arriving at Clermont at 12:35 a. m.

TRAIN 20 leaves Clermont at 10:45 a. m., arriving at Johnsonburg at 1:00 a. m. and Ridgway at 12:40 noon.

TYRONE AND CLEARFIELD

In Effect Nov. 16, 1896.

Southward			Week Days.			Northward
Mail.	Day Exp.	Express.	Stations.	Mail	Day Exp.	Express.
p.m.	a m	p m		a m	p m	p m
2 21			Grampian	11 40	5 20	2 35
2 31	9 15	4 20	Curwensville	11 30	5 10	2 25
2 36	9 20	4 25	Shawville Bridge	11 25	5 07	2 20
2 40	9 24	4 29	Riverview	11 21	5 03	2 16
2 50	9 31	4 36	Clearfield	11 15	4 56	2 09
2 55	9 35	4 40	Leonard	11 10	4 52	2 05
3 20	9 49	5 01	Barrett	10 57	4 37	1 50
3 27	9 57	5 08	Woodland	10 50	4 30	1 43
3 34	9 58	5 11	Hagler	10 44	4 25	1 37
3 39	9 55	5 16	Wallaceton	10 39	4 20	1 32
3 46	10 04	5 21	Blue Ball	10 33	4 13	1 26
3 51	10 09	5 26	Graham	10 27	4 08	1 21
3 56	10 14	5 30	Philipsburg	10 23	4 03	1 16
4 07	10 25	5 41	Rossmoyne	10 12	3 52	1 05
4 10	10 28	5 44	Ogeoma	10 10	3 50	1 03
4 19	10 33	5 49	Pennville	10 05	3 45	1 00
4 24	10 36	5 52	Retort	10 01	3 41	0 56
4 30	10 39	5 55	Tyrone	9 58	3 38	0 53
P.M.	A. M.	P. M.		A. M.	P. M.	P. M.
4 20		12 17	Philadelphia	11 20	6 20	12 00
A. M.	A. M.	P. M.		P. M.	A. M.	P. M.

BALD EAGLE VALLEY R. R.

Trains leave Tyrone for Bellefonte and Lock Haven at 9:10 a. m., 12:10 and 7:15 p. m.

Trains arrive at Tyrone from Lock Haven at 10 a. m. and 3:15 p. m. and 6:00 p. m.

Philipsburg and Tyrone Branch.

Trains leave Unionville for Houtzdale and Bellefonte at 6:00 and 9:57 a. m. and 1:32 and 5:05 p. m.

Trains arrive at Unionville from Bellefonte and Houtzdale at 9:07, 11:40 a. m., 4:07 and 7:04 p. m.

Train leaves Morrisdale for Bellefonte and way stations at 1:00 p. m.

Train arrives at Morrisdale from Bellefonte at 12:15 a. m.

Main Line Pennsylvania Railroad.

Trains leave Tyrone daily for Philadelphia and the east at 6:47, 7:48, 11:20 a. m., 12:03, 2:03, 9:12 p. m.

For Baltimore and Washington 6:47, 7:48, and 11:20 a. m.; 12:03 and 9:12 p. m., daily.

For Baltimore only 2:03 p. m. daily.

For Harrisburg only 6:47 p. m. daily.

For Huntingdon, weekdays, 11:17 p. m.

Trains leave Tyrone daily for Altoona, Pittsburg and the West 6:35 a. m., and 12:20, 2:25, 7:01 and 9:02 p. m.

Weekdays only, 1:25 a. m.

A. M. PREVOST, Gen'l Manager. J. A. WOOD, Gen'l Pass. Agt.

RIDGWAY AND CLEARFIELD R. R

DAILY EXCEPT SUNDAY

EASTWARD. P. M.	A. M.	STATIONS.	WESTWARD P. M.	P. M.	P. M.
12 10	9 35	Ridgway	1 40	6 25	
12 17	9 42	Island Run	1 33	6 18	
12 21	9 46	Mill Haven	1 29	6 14	
12 25	9 49	Croyland	1 27	6 10	
12 30	9 53	Shorts Mills	1 22	6 04	
12 40	9 57	Blue Rock	1 18	5 59	
12 44	9 59	Vineyard Run	1 17	5 57	
12 48	10 01	Carrier	1 13	5 54	
12 55	10 12	Brockwayville	1 05	5 44	
1 00	10 22	McAlister Run	1 00	5 35	
1 05	10 30	Harveys Run	12 55	5 28	
1 15	10 39	Falls Creek	12 45	5 20	
1 45	10 45	DuBois	12 40	5 10	

TRAINS LEAVE RIDGWAY.

Eastward	Westward
Train 3, 7:17 a. m.	Train 2, 11:56 a. m.
Train 5, 2:10 p. m.	Train 4, 5:10 p. m.
Train 7, 7:55 p. m.	Train 6, 7:45 p. m.

Susquehanna and Clearfield R. R.

Trains are run on Tuesday's, Thursday's and Saturday's.

Southward—Train 27 leaves Keating at 9:45 a. m. and arrives at Karthaus 11:30 a. m.

Northward—Train 28 leaves Karthaus at 12:30 p. m. and arrives at Keating at 2:05 p. m.

TRAINS LEAVE KEATING.

Eastward.	Westward.
†Train 8, 9:45 a. m.	†Train 1, 6:50 a. m.
†Train 6, 4:31 p. m.	*Train 3, 9:20 a. m.
*Train 30, 2:20 p. m.	†Train 11, 4:57 p. m.

Train 2:20 for Renovo only.

* Daily. † Daily except Sunday. ° Tuesdays Thursdays and Saturdays.

J. B. Hutchinson, Gen. Manager. J. R. Wood, Gen. Pass. Agt

ST. MARYS AND SOUTHWESTERN RAILROAD TIME TABLE

To take effect Monday, Aug. 17, 1896. Daily, except Sunday.

Southward 3	1	STATIONS.	Northward 2	4
p. m.	a. m.		p. m.	p. m.
1 15	.....	Clermont	12 30	.....
1 20	.....	Clermont Tank	12 25	.....
1 46	.....	Wildwood	11 57	.....
1 58	.....	North Fork	11 47	.....
2 10	.....	Kay Fork	11 35	.....
2 14	.....	Gray Gables	11 30	.....
2 35	7 40	St. Marys	10 55	6 15
2 38	7 43	Kane	10 50	6 12
2 45	7 50	Detech	10 42	6 00
2 50	7 55	Groll	10 37	5 55
2 57	8 03	Gillen	10 28	5 45
3 02	8 07	Paine	10 25	5 40
3 06	8 11	Centreville	10 20	5 35
3 10	8 15	Dagus Crossing	10 15	5 27
3 18	8 24	Shelvey Summit	10 07	5 20
4 28	8 29	Cuneo	9 58	5 14
4 27	8 33	Thompson	9 53	5 10
7 11	8 37	Curry	9 46	5 07
3 37	8 42	Brandy Camp	9 40	5 02
3 40	8 45	Elbon	9 34	5 00
3 45	8 50	Hyde	9 28	4 44
4 05	9 04	Shawmut	9 15	4 21
p. m.	a. m.		a. m.	p. m.

Close connections at St. Marys with the P. A. E. R. R. for all points east and west. At Clermont for all points on W. N. Y. & P. Ry., or their connections, and at Hyde for all points on Toby Branch of Erie R. R.

B. E. WELLENDORF, Gen. Supt.
P. E. CAMPBELL WRIGHT Gen. Pas. Ag't.

PENNSYLVANIA AND NORTH-WESTERN RAILROAD CO.

On and after Monday, November 16th, 1896, passenger trains will run daily, (Sundays excepted), as follows:

NORTH. Ac. 9	Ex. 15	Ma'l 7	STATIONS.	SOUTH. Ma'l 8	Ac. 16	Ex. 20
		p m	Lv. Ar.	p m	a m	a m
.....	.....	5 00	New York	9 35	7 10	.....
.....	a m	p m		p m	a m	a m
.....	7 00	11 20	Philadelphia	6 50	4 25	.....
.....	.....	p m		a m	a m	
.....	.....	10 00	Washington	3 15	7 35	.....
.....	.....	p m		p m	a m	a m
.....	.....	11 10	Baltimore	6 40	7 20	.....
.....	a m	p m		p m	p m	p m
.....	11 20	3 15	Harrisburg	3 20	10 20	.....
.....	p m	a m		p m	p m	a m
.....	2 00	7 15	Altoona	1 05	7 40	.....
.....	a m	a m		p m	p m	a m
.....	8 00	3 10	Pittsburg	6 30	11 20	.....
a m	p m	a m		a m	p m	a m
.....	3 20	8 40	Belwood	11 16	6 00	.....
.....	3 33	8 47	Roots f	11 03	5 37	.....
.....	3 41	8 55	Collier f	10 55	5 29	.....
.....	3 56	9 10	Lloydsville	10 40	5 15	.....
.....	4 05	9 41	Hommers f	10 30	5 05	.....
.....	4 08	9 46	Mount'dale F	10 26	5 02	.....
.....	4 12	9 55	Glasgow f	10 21	4 58	.....
.....	4 20	9 04	Utahville f	10 11	4 51	.....
.....	4 24	9 08	Beverly f	10 08	4 47	.....
.....	4 30	9 14	Coalport	10 03	4 41	.....
.....	4 31	9 16	Blain City f	9 56	4 40	.....
.....	4 35	9 22	Irvona	9 50	4 32	.....
.....	4 38	9 27	Comfort Run f	9 46	4 28	.....
.....	4 46	9 37	Berrvinsdale	9 40	4 20	.....
.....	4 50	9 40	Wayne f	9 36	4 21	.....
.....	5 07	10 02	LaJose	9 17	4 00	.....
.....	5 17	10 12	Osceola f	9 06	3 50	.....
.....	5 20	10 15	Mahaffey	9 03	3 47	.....
.....	5 26	10 20	McGees	8 58	3 42	.....
.....	5 42	10 37	Hillman	8 41	3 26	.....
.....	5 48	10 45	Winslow	8 33	3 20	.....
.....	5 52	10 49	Elbell f	8 30	3 17	.....
.....	5 59	10 56	Canoe Creek f	8 23	3 10	.....
7 10	6 05	11 05	Punxsy	8 17	3 10	12 05
7 13	.....	11 11	Lindsey	8 12	.....	12 00
7 22	.....	11 20	Horatio	8 03	.....	11 51
7 26	.....	11 30	Fordham	7 58	.....	11 46
a m	p m	a m	Ar. Lv.	a m	p m	a m

ALLEGHENY VALLEY RAILWAY.

LOW GRADE DIVISION. A. V. R. Y.

EAST BOUND.

	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Pittsburg		3 40	1 00			
Red Bank		10 35	4 55			
New Bethlehem		11 20	5 40	5 20		
Brookville		12 20	6 16	6 20		
Fuller		12 36	6 32	6 42		
Hopkins			6 45	6 55		
Reynoldsville		12 55	6 54	7 05		
Falls Creek		1 10	7 07			
		1 20	7 10	7 00	10 25	1 35
DuBois		1 35	7 25	7 12	10 45	1 45
Sabula		1 46	7 33	7 22		
Winterburn		1 48	7 35	7 24		
Penfield		1 54	7 40