SAMUEL J. TILDEN.

sident by the Democrats.

The campaign was one of the most notable in the history of the country. It was under Governor Tilden's direction, and up to the close of the polls was without a mistake. Its events are sufficiently familiar not to need recounting here, and the question involved by the final settlement are too complicated to be stated in detail in the time and space at our command. All honest and fair-minded men in the country believed and maintained that Mr. Tilden was fairly elected to the Presidency of the United States, and that he was cheated out of it.

Since the close of the famous Presidential imbroglio, Mr. Tilden has lived in retirement and almost in seclusion, his failing health preventing him from taking an active part in public affairs during a greater part of the past eight or ten years. He did, indeed, direct more than one subsequent campaign in an unobstructive way, through the agency of devoted partisans who received their inspiration from him, but there was always more or less question as to the precise part which he had taken in the political movements of the day. In 1880, his name was, of course, brought forward in connection with the Presidential nomination of his party, and there were thousands who clamored for his "vindication." He declined, however, to permit the use of his name in the convention of that year.

Again, in 1884, his warmest adherents demanded that he be placed at the head of the ticket, but on June 11 of that year he wrote to Mr. Daniel Manning, then the Chairman of the State Committee of New York, reiterating his declaration of four years before.

Since then his only notable appearance before the public has been as the writer of a letter to Speaker Carlisle, under date of December 1, 1885, in which he urged that the surplus in the National Treasury should be devoted to the improvement of our coast defenses and the construction of a great navy.

Seven years ago Mr. Tilden determined to enjoy that repose which years of arduous labor in public and private affairs entitled him to have and which an ample fortune enabled him to find. His physical strength was impaired and his health, never robust, was, with increasing age, becoming precarious. His vital organs were, however, sound. He needed and longed for uninterrupted quiet. He had always a fondness for the country. Horses, sheep, domestic fowls, and even dogs were to him something more than useful and ornamental appendages of a country establishment. They were objects of study and sources of intellectual recreation and enjoyment.

The funeral was held at Greystone on Saturday morning and the remains were buried at New Lebanon. The body was attired in full dress, and it reposed in a double casket the outside one being of Spanish red cedar covered with black silk plush, and the inside one of copper lined with tufted satin, with a full length glass cover. The caskets were placed in a self-locking water and burglar-proof grave vault, and this is incased in a marble vault. Mr. Tilden's fortune is estimated at $25,000,000, and is disposed of by will. He was never married.

A Husband's Neat Revenge

THE WAY SOME JEALOUS RIVALS GOT EVEN WITH A MARRIED BEAUTY.

Long Branch Corr. New York Herald.

Husbands are not always so blind as they seem. One of them performed a very clever act on Saturday afternoon. A young and handsome basso singer belonging to one of the comic opera companies in New York had been recuperating here for several days, he devoted rather too much attention to a married lady. He drove in her carriage, walked with her on the porches and sat with her in the same place until the moon went to sleep. The flirtation grew very tiresome to other married women who had nothing of the kind on hand. Some meddlesome person among these noble-hearted philanthropists dropped the husband a note telling that if he didn't want horns upon his head he'd better come down here and look after his wife. He was not slow to take the hint. He sent his spouse word that he would be down on the 6:47 train, but instead of that he came early in the afternoon and had the extreme pleasure of seeing the equipage he supported for his wife drive up to receive that lady and the basso singer. When they had entered the victoria he called a public cab and followed. The road led toward Pleasure Bay, and when a long sunny stretch was reached he hailed his own coachman ahead. The man knew his voice and pulled up the grays. The husband discharged the hired cab and sent it back. Then he stepped to his wife's carriage and ordered her companion to mount upon the box beside the driver. There were signs of insubordination but no words, for the husband quietly put his hand into his hip pocket (where he only had a silk handkerchief, he declares). The pretty singer found himself undone—barred out, as it were. He took the cue and mounted to the box, and I saw the party return, having been apprised by a mutual friend as to what was likely to occur. The husband ordered the coachman to drive slowly past, in full view of the hotel, and everybody who knew the young masher saw him seated on the box beside the sleek driver. He disappeared soon after and everybody voted the husband a philosopher. It beats a kicking all to pieces.

Blood Transfusion.

A LAWYER INVENTS AN IMPORTANT MEDICAL INSTRUMENT.

A series of experiments were performed Tuesday at Milan, a small town in the southern part of Michigan, that are thought to make certain a great advance in one branch of medical treatment. Mr. Eugene Allen has perfected an instrument which he has been working at for a number of years, for the transfusion of blood directly from one animal or person into another, and it bids fair to overcome the only heretofore existing obstacle to the success of this operation, the clotting of the blood and dangers following from injection of such clots. In the experiments a sick sheep was placed at one end of the instrument and a healthy one at the other, and a very visible change for the better was the result in the sick one. The other was then allowed to bleed as long as blood would flow, and was resuscitated by blood taken from the calf. There were present Professors Vaughn and Langley of the medical department of the state university, and four or five local physicians. The professors took an instrument back to Ann Arbor. It will probably be introduced in the hospital there. The inventor is a lawyer by profession and enjoyed a fair practice until ill health compelled him to partially give up work.

The Fatal Lightning Stroke.

The casualties by lightning strokes have been unusually frequent this season in the destruction of both life and property. The electrical disturbances have been greater than is common, and the larger percentage of fatality is thus logically explained; but the fact that nearly every day reports a startling record of fatal results from lightning, should impress upon people generally the necessity of employing every reasonable precaution against such casualties.

It is hardly possible to perfectly guard person and property from the disastrous results of the lightning stroke; but a large majority of the cases reported could have been prevented by the exercise of common sense precaution. The man who takes shelter under an isolated tree in a thunder storm, does his level best to expose himself to the fatal stroke. Nearly or quite half of all the casualties by lightning are invited by the victims by taking shelter under large trees, which must attract a discharge of electricity if it comes anywhere near them. Many people at work in fields or traveling on the highway, are unable to find shelter from sudden thunder storms; but when refuge must be taken out of doors, let it be in the smallest bushes or trees which can be found. The Indians had a tradition that the beach tree was protected by the Great Spirit from the lightning stroke, and the son of the forest always took refuge under the boughs of the beech; but the only protection the Great Spirit gave to the beach tree, was to cause other trees to grow larger and attract the electric discharge to themselves. At best a tree affords but little shelter from a thunder-storm and in most cases a bush or a fence would afford equal protection with greatly lessened danger.

The proverbial lightning-rod man is responsible for the loss of many lives and much property by lightning, besides cheating the sufferers out of their money. A very large proportion of the lightning-rods erected in the rudest and most unsightly manner on country houses and barns, only aid in attracting the deadly lightning stroke without affording any protection to either life or property. Good lightning rods are very useful and in most cases will fully protect both person and house; but only the best, erected by a thoroughly competent operator, who fully understands cause and effect in dealing with lightning, are worth anything. They must be made of the best material; they must be put up to diffuse the electric current as soon as it reaches the conductor; they must cover every vulnerable point, and they must end in the earth at a depth that will be certain to proffer moisture to scatter the deadly stroke.

The present cheapness of copper brings the best lightning conductors within the reach of all who can afford any protection to their buildings. The copper wire cable is the only rod that should be used, as each strand of the cable presents a large conducting surface and a small rod is thus equal to a much larger solid conductor. Instead of high rods running up at one or two points of the roof, each vulnerable point of a building should have a many-pronged point, and each should connect with an encircled conductor around the base of the roof, with two or more escapes to the moist earth, or into a cistern. A building thus protected, will be safe from all ordinary lightning strokes, and persons in houses thus protected need not take the precaution to shut windows and doors or to elude drafts of damp air, as lightning will never leave a good conductor to fly off to a bad one. It will come in on currents of damp air if it can find no better way to reach the earth, but it will always adhere to a properly constructed lightning-rod unless the conductor is insufficient to convey the charge of electricity. The possibility of an overcharge suggests the wisdom of the copper cable with its immense conducting surface in a small space. When in buildings not protected by conductors, windows and doors should be carefully closed during thunder-storms, and inmates should avoid proximity to chimneys, as they are most likely to be made the improvised conductors of an electric discharge; but being bad conductors the charge is liable to fly off with any moist current in other directions. Lightning, with all its alleged freaks, scrupulously obeys the laws of nature and of common sense. In point of fact, what are often published as "freaks of lightning" are no "freaks" at all, but simply the electric discharge following the best currents of attraction within its reach. It is amenable to all the laws of common sense, and common sense precautions only are necessary to protect life and property from its fatal stroke.

Houses are much less exposed to lightning than barns. Especially at this season of the year, when the heated gases from new crops invite lightning for many yards beyond the attracting power of the building itself, unprotected barns are much exposed to lightning, and, in most cases, the barn is instantly enveloped in flames. These facts emphasize the necessity of lightning conductors for every barn that is made the receptacle of crops of hay and grain; but if the average peripatetic lightning-rod man is allowed to do the job, as a rule, he will only expose the barn to greater danger than if left without conductors.

There are intelligent and responsible men who erect lightning rods, and they should be sought out and employed to the exclusion of all cheap claptrap operators engaged in the trade. In short, farmers should exercise the same intelligence in protecting their barns and houses from lightning that they exercise in the selection of their farm implements and machinery. There is no special science in erecting lightning conductors, but there is room for the employment of at least average common sense, and if that were done, there would be very few casualties to either person or property from the lightning stroke.—*Times.*

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RAILROAD TIME TABLE.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

BLOOMSBURG DIVISION.

NORTH. p.m.	p.m.	a.m	STATIONS.	SOUTH. a.m.	a.m.	p.m.
9 00	12 30	8 30	....Scranton....	6 10	9 15	2 05
8 54	12 26	8 26	....Bellevue....	6 15	9 20	2 10
8 48	12 22	8 22	....Taylorville..	6 20	9 26	2 15
8 40	12 15	8 16	..Lackawanna..	6 27	9 34	2 22
8 33	12 08	8 10	....Pittston....	6 34	9 41	2 30
8 27	12 03	8 03	..West Pittston.	6 40	9 47	2 36
8 22	11 58	7 58	....Wyoming....	6 45	9 52	2 41
8 17	11 54	7 54	.....Maltby.....	6 49	9 56	2 44
8 12	11 50	7 50	....Bennett....	6 53	10 00	2 47
8 08	11 47	7 47	....Kingston....	6 58	10 05	2 50
8 08	11 47	7 47	....Kingston....	6 58	10 05	2 50
8 03	11 42	7 42	Plymouth Junc.	7 02	10 10	2 55
7 59	11 38	7 38	....Plymouth....	7 07	10 15	3 00
7 54	11 34	7 34	....Avondale....	7 12	10 20	3 05
7 50	11 30	7 30	....Nanticoke...	7 15	10 25	3 10
7 43	11 23	7 23	Hunlock's Creek	7 23	10 32	3 27
7 30	11 12	7 12	..Shickshinny..	7 37	10 44	3 39
7 18	11 00	7 00	..Hick's Ferry..	7 50	11 1	3 52
7 11	10 54	6 54	..Beach Haven..	7 57	11 06	3 58
7 05	10 47	6 47	....Berwick....	8 04	11 13	4 05
6 58	10 41	6 41	..Briar Creek..	8 10	11 20	4 12
6 54	10 38	6 38	..Willow Grove..	8 14	11 23	4 16
6 50	10 34	6 34	....Lime Ridge...	8 18	11 29	4 20
6 42	10 27	6 27	....Espy.....	8 25	11 36	4 27
6 36	10 21	6 21	....Bloomsburg...	8 30	11 44	4 34
6 30	10 16	6 16	.....Rupert.....	8 36	11 50	4 40
6 25	10 11	6 11	Catawissa Bridge	8 41	11 55	4 46
6 08	9 56	5 56	....Danville....	8 58	12 13	5 04
6 00	9 49	5 49	....Chulasky....	9 05	12 20	5 12
5 55	9 45	5 45	....Cameron....	9 08	12 25	5 17
5 40	9 32	5 32	Northumberland	9 25	12 40	5 35
p.m.	am.	a.m.		a.m.	a.m.	p.m

W. F. HALSTEAD, Supt.

Superintendent's office, Scranton, Feb. 1st, 182

Pennsylvania Railroad.

Philadelphia & Erie R. R. Division, and Northern Central Railway.

TIME TABLE.

In effect June 13th, 1886. Trains leave Sunbury.

EASTWARD,

9.40 a. m., Sea Shore Express (daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia 4.15 p. m.; New York, 6.20 p. m.; Baltimore, 4.40 p. m.; Washington, 8.50 p. m., connecting at Philadelphia for all Sea Shore points. Through passenger coach to Philadelphia.

1.10 p. m.—Day express daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia 6.50 p. m.; New York, 9.35 p. m.; Baltimore 6.45 p. m.; Washington, 8.00 p. m. Parlor car through to Philadelphia and passenger coaches through to Philadelphia and Baltimore.

7.45 p. m.—Renovo Accommodation (daily for Harrisburg and all intermediate stations, arriving at Philadelphia 4 45 a. m.; New York 7.30 a. m. Baltimore, 5.25 a. m.; Washington 6.30 a. m.; Sleeping car accommodations can be secured at Harrisburg for Philadelphia and New York. On Sundays a through sleeping car will be run; on this train from Williamsport to Philadelphia. Philadelphia passengers can remain in sleeper undisturbed until 7 a. m.

7.50 a. m.—Erie Mail (daily except Monday, for Harrisburg and intermediate stations, arriving at Philadelphia 8.25 a. m. New York, 11.30 a. m.; Baltimore 8.15 a. m.; Washington, 9.25 a. m. Through Pullman sleeping cars are run on this train to Philadelphia, Baltimore and Washington, and through passenger coaches to Philadelphia and Baltimore.

WESTWARD,

5.10 a. m.—Erie Mail (daily except Sunday), for Erie and all intermediate stations and Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with through Pullman Palace cars and passenger coaches to Erie and Rochester.

9.55—News Express (daily except Sunday) for Lock Haven and intermediate stations.

1.00 p. m.—Niagara Express (daily except Sunday) for Kane and intermediate stations and Canandaigua and principal intermediate stations, Rochester, Buffalo and Niagara Falls with through passenger coaches to Kane and Rochester and Parlor car to Watkins.

5.30 p. m. Fast Line (daily except Sunday) for Renovo and intermediate stations, and Elmira, Watkins and intermediate stations, with through passenger coaches to Renovo and Watkins.

9.30 a. m.—Sunday mail for Renovo and intermediate stations.

THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Sunday mail leaves Philadelphia 4.30 a. m Harrisburg 7.40 arriving at Sunbury 9.20 a. m. with through sleeping car from Philadelphia to Williamsport.

News Express leaves Philadelphia 4.30 a. m. Harrisburg, 8.10 a. m. daily except Sunday arriving at Sunbury 9.53. a. m.

Niagara Express leaves Philadelphia, 7.40 a. m.; Baltimore 7.30 a. m. (daily except Sunday arriving at Sunbury, 1.00 p. m., with through Parlor car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.

Fast Line leaves New York 9.00 a. m.; Philadelphia, 11.50 a. m.; Washington, 9.50 a. m.; Baltimore, 10.45 a. m., (daily except Sunday) arriving at Sunbury, 5.30 p. m., with through passenger coaches from Philadelphia and Baltimore.

Erie Mail leaves New York 8.00 p. m.; Philadelphia, 11.30 p. m.; Washington, 10.00 p. m.; Baltimore, 11.20 p. m., (daily except Saturday) arriving at Sunbury 5.10 a. m., with through Pullman Sleeping cars from Philadelphia, Washington and Baltimore and through passenger coaches from Philadelphia.

SUNBURY, HAZLETON & WILKESBARRE RAILROAD AND NORTH AND WEST BRANCH RAILWAY.

(Daily except sunday.)

Wilkesbarre Mail leaves Sunbury 10.00 a. m. arriving at Bloom Ferry 10.32 a. m., Wilkes-barre 12.18 p. m.

Express East leaves Sunbury 5.35 p. m., arriving at Bloom Ferry 6.28 p. m., Wilkes-barre 7.55 p. m

Sunbury Mail leaves Wilkesbarre 10.40 a. m. arriving at Bloom Ferry 12.05 p. m., Sunbury 12.55 p. m

Express West leaves Wilkes-barre 2.45 p. m., arriving at Bloom Ferry 4.15 p. m., Sunbury 5.10 p. m

SUNDAY ONLY.

Sunday mail leaves Sunbury 9.25 a. m., arriving at Bloom Ferry 10.14 a. m., Wilkes-Barre 11.40 a.m.

Sunday accommodation leaves Wilkes-Barre 5.10 p. m., arriving at Bloom Ferry, 6.44 p. m., Sunbury, 7.40 p. m.

CHA. E. PUGH, Gen. Manager. J. R. WOOD, Gen. Passenger Agent

FRENCH KINGS.

First Charlemagne did reign,
Then Louis Debonaire
And Charles the Bald succeeded him,
While Louis was Charle's heir.
Another Louis on the throne,
With Carloman we see,
But Charles the "fat" soon takes their place,
Ruler of Germany.
And then the Franks choose Irawcountendes,
Then 'Simple" Charles comes on,
Then Rudolph reigns for thirteen years,
Then Louis forth, Charles' son,
And next in order, King Lothaire,
And Louis fifth we trace,
These were the last of what is called,
The Carlovingian race.
And next arise the Capet line,
The first was Hugh, I ween,
And pious Robert follows or,
With Constance his proud queen,
And Henry first, and Phillip first.
And Louis sixth we see,
And Louis seventh, called "Le Jeune,"
A treacherous king was he,
Philip Augustus now comes on,
A monarch fond of strife,
And Louis eighth next takes the throne,
With Blanche his royal wife,
Then Louis ninth "The Saint" appears,
And Philip third, "The Bold,"
And Philip fourth, "The Fair," is next,
Among the kings enrolled.
And Louis tenth reigns for two years,
Then Philip fifth we spy,
Fourth Charles "The Fair," and Philip sixth
And John "The Good," pass by,
Three Charles, Louis eleventh, and
Another King Charles too,
And Louis twelfth, the wise and good,
Then Francis comes to view,
Then Henry second, Francis second
And cruel Charles comes in,
Two Henrys, thirteenth Louis and
Then Cardinal Magarin,
Louis fourteenth, then Orleans,
Regent for seven years.
Louis fifteenth, sixteenth and next
Great Bonaparte appears,
Louis, Charles tenth and Louis, Philippe,
Are with the times that were;
Napoleon third then ruled the land
The hapless emperor.

The Adjournment.

FIRST SESSION OF THE FORTY-NINTH CONGRESS.

The first session of Congress which ended last Thursday covered a period of seven months and twenty-eight days. Of this time the Senate was in session 164 days and the House 185 days. During that time there were introduced in the two houses 13,203 measures, of which 10,014 were House bills, 214 House joint resolutions and 2,891 bills and 83 joint resolutions of the Senate. The measurers proposed for enactment into laws exceeded in number by 2949 those introduced at the first session of the 48th Congress which sat for seven months and four days, or 165 days of actual working time. They covered all sorts of subjects, from the payment of a laborer at the capital for extra services, to complex questions of tariff legislation and legislation with respect to the railroad finances. Of the entire number compartively few were of what might be termed national importance. The greater number were measures of a private nature or of merely local importance, such as relief and pension bills; for the erection of public buildings; for bridging rivers; for granting right of way to railroads through military or Indian reservations; for the removal of political disabilities; for changing judicial districts; for the establishment of new land offices; for changing the names or location or increasing the capital stock of national banks; for printing the public documents, &c., &c. A very small percentage of the whole number of bills introduced of either a general or private nature become laws; comparatively a small number succeeded in getting through the committees to which they were referred, and reaching the calendars of the respective houses. Some secured passage in the house in which they originated but failed of action in the other branch and a very large number of measures that passed both houses was 1,101, being 231 Senate bills, and 860 which originated in the House. 1,095 of these were received by the President, and of that number 814 were approved, 157 became laws without the signature, 115 were vetoed, and nine failed, for want of signatures at the time of adjournment, 10 days not having expired since they reached the President."

Of the new laws 746 were House measures and 241 Senate measures. The laws that became such by limitation were, with two exceptions, private pension and relief bills. The exceptions were the bill to authorize the Kansas City, Fort Scott and Gulf Railway Company to construct a railway through the Indian Territory, and that to retire Lieutenant Randall. Of the measures vetoed by the President 36, were Senate bills and 77 bills of the House. Twenty-eight of the Senate bills vetoed were private pension bills. Three were for the erection of public buildings at Dayton, Ohio, Sioux City, Iowa and Zanesville Ohio. One was to grant to railroads the right of way through the Indian Reservation in Northern Montana, One to make Springfield, Mass., a port delivery. One to provide that the bodies of paupers, criminals and strangers, dying within the District of Columbia unclaimed within a specified time after death shall be turned over to the medical colleges, and one to quiet titles to settlers on Des Moines river lands, and one to provide for the construction of a bridge across Lake Champlain. Of 77 House bills disapproved by the President, 74 were private pension bills and three were for the erection of public buildings. The proposed