## Save Your Hair

BY a timely use of Ayer's Hair Vigor. This preparation has no equal as a dressing. It keeps the scalp clean, cool, and healthy, and preserves the color, fullness, and beauty of the hair. "I was rapidly becoming bold and

gray; but after using two or three bottles of Ayer's Hair Vigor my hair grew thick and glossy and the original color was restored, "—Melvin Aldrich, Canaan Centre, N. H.

"Some time ago I lost all my hair in consequence of measles. After due waiting, no new growth appeared. I then used Ayer's Hair Vigor and my

#### Thick and Strong.

It has apparently come to stay. The Vigor is evidently a great aid to nature."

— J. B. Williams, Floresville, Texas.

"I have used Ayer's Hair Vigor for the past four or five years and find it a most satisfactory dressing for the hair. It is all I could desire, being harmless, causing the hair to retain its natural to render the bair easy to arrange."—
Mrs. M. A. Bailey, 9 Charles street,
Haverhill, Mass.

"I have been using Ayer's Hair Vigor for several years, and believe that it has caused my hair to retain its natural color."—Mrs. H. J. King, Dealer in Dry Goods, &c., Bishopville, Md.

# Ayer's Hair Vigor,

Dr. J. C. Ayer & Co., Lowell, Mass-Sold by Druggists and Perfumers.



The Most Successful Remedy ever discovered, as it is certain in its effects and does not blister. Read proof below:

BROOKLYN, CORD., May 5, '90.

DR. B. J. KENDALL CO.:
Sirs:—Last Summer I cured a Curb upon my horse
with your celebrated Kendall's Spavin Cure and it
was the best job I ever saw done. I have a dozen
empty bottles, having used it with perfect success,
curing every thing I tried it on. My neighbor had
a horse with a very bad Spavin that made him iame.
He asked me how to cure it. I recommended
Kendall's Spavin Cure. He cured the Spavin in
just three weeks.

Yours respectfully,
Wolcott Witten.

DB. B. J. KENDALL CO.:

Dear Sirs:—I have been selling more of Kendall's Spavin Cure and Flint's Condition Powders than ever before. One man said to me, it was the best Powder I ever kept and the best he ever used.

Respectfully,

OTTO L. HOFFMAR.

DR. B. J. KENDALL CO.,

Dear Sira:—I have used several bottles of your Rendall's Spavin Cure with perfect success, on a valuable and blooded mare that was quite lame with a Bone Spavin. The mare is now entirely frue from lameness and shows no bunch on the joint.

Respectfully, F. H. HOTCHES.

### KENDALL'S SPAVIN CURE.

Da. B. J. KENDALL Co., MONROE, LA., May of Gents:—I think it my duty to render you my thanks for your far famed Kendail's Spavin Cure. I have a four your old filly which I prized very limits a four old filly which I prized very limits shad a very severs swollen leg. I tried about eight different kinds of medicines which die good. I purchased a bottle of your Kendail's 190 good. I purchased a bottle of your Kendail's Spavin Cure which cured her in four days.

I remain yours.

Marion Dowden.

Price \$1 per bottle, or six bottles for \$3. All druggists have it or can get it for you, or it will be sent to any address on receipt of price by the proprietors.

Dit. B. J. KENDALL CO.,
Enosburgh Falls. Vermont.

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HOMEOPATHIC PHYSICIAN AND SURGEON, BLOOMSBURG, PA. Office over I. W. Hartman & Sons' Store. Residence, N. E. Corner Centre and Fourth

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DENTIST,

BLOOMSBURG, PA. All the latest appliances for manufacturing, treating, filling and extracting teeth. All atyles of work warranted as represented. Office on Main Street, near East. HOW ALLAN HOPES TO PLY.

His Machine Will Bore a Hole in the Air and of Course Go Up the Hele. In an up stairs room in the Western House at Ballard has been developed

within the past eight months what in the opinion of men of sound judgment will prove, if practical, the invention of the age.

Mr. William Allan, a real estate broker and a former employee of the West Coast Improvement Company, has nearly completed the model of an aerial ship or flying machine. It consists of two oval or cigar shaped bodies with tapering ends, the smaller suspended within the larger. Around the larger an immense thread of stiff canvas, or some other strong but light material, winds spirally from end to end. Within the smaller body is situated the propelling power, which by means of a set of pulleys, bands, wheels, etc., revolves the interior oval body, and as it moves so it causes the larger machine on the exterior to move with correspondingly greater velocity.

The theory which William Allan has held and reasoned upon for the last 20 years is this: A screw by revolution forces itself through wood, so Mr. Allan concluded if he could invent a machine with threads large enough to revolve in the atmosphere it will travel through space and with great rapidity on the same principle. If Mr. Allan be not a deluded inventor one may travel in this machine in any direction, with almost any speed desired, and with perfect ety, by means of steering apparatus

speed regulator which are atnd under the control of the within the lowels of the interon this invention proves pracventio. tical, and Mr. Allan thinks it will, railroads and ocean grayhounds will be easily distanced. The details of the machine can not be fully described, as only a working model has been constructed, and although Mr. Allan has obtained a caveat he does not wish to give away his secret until he has more substantial financial backing.

Mr. Allan has also constructed a huge unicycle, or, as some paradoxically call it, a one wheel bicycle. It is seventeen feet in circumference, and has a tire one foot wide. The cyclist stands in the center, and by moving his feet up and down on pedals turns a small wheel which revolves the larger one at the same time. As every revolution of the smaller wheel turns the larger it will readily be seen the cyclist goes a distance of seventeen feet every revolution. The unicycle is now in the yard of James McLachlan, a contractor and builder, who is putting the fluishing touches upon it under Mr. Allan's supervision. It is expected a public trial of this invention will be made in a short

Recently, in conversation with a reporter, Ballard's inventor said: "There may be some skeptical people who deem my inventions impracticable, but the public thought Fulton was crazy when he was building the Claremont, and when Columbus was trying to convince the monarchs of Europe that another world existed even the children significantly pointed their fingers to their foreheads when he passed by. But there was no screw loose in Columbus's head, neither was there in Fulton's, "-Seattle Post Intelligencer.

#### A Special Chance.

In connection with his army experience, Colonel Pat Gilmore, the famous musician, tells this story: "You see, we to battle are who march really the only ones who are unprotected. We, of course, can handle no weapons and are at the mercy of bullets. To our duty of furnishing the inspiring strains to the marching soldiers we have another one-that of carrying off the wounded from the field on stretchers. In one of the battles we were on our way to the scene of action, when we met a soldier running away from the field.

"'What is the matter?' I inquired, in chorus with several other of the musicians. The man hurriedly replied: 'Oh, nothing at all. I'm only wounded in one of the fingers of my left hand. I'm off to have it dressed and will return again.'

"But the light of inspiration had come to us. No unprotected march for us when our good angels had thrown such a good chance in our way. We seized the man and said, 'Get on the stretcher.' 'No, no,' he answered; 'only one of my fingers is hurt. I can get on faster myself. Why should I be carried? Do I walk with my hand? Let me go.'

"We merely repeated the order, 'Get on the stretcher.' He didn't heed us, and again we said more emphatically, 'Get on the stretcher.' Seeing he wa obdurate, we made a bodily seizure of him and put him forcibly on the waiting

stretcher. "Then we beat a hasty retreat with our burden. We carried him down a long hill to a place of safety and we took good care to place our wounded soldier in a distant place of security. How were we to help it if the battle was nearly over when we returned to the field? I always tell the generals with whom I fought that I was always in advance of them-in the rear. "

Baroness Rothschild's Mission. Baroness Rothschild, like the Baron-

ess Burdett Coutts, has a self imposed "mission" in the miserable East End of London. She has built blocks of model tenement houses in the Whitechapel district, which are rented at the rate of three per cent on the investment. Adjacent to the model houses is an excellent "club and library" building, with billiard room and music room, open to all tenants on payment of a penny, and apparently it is generally preferred to the gin palaces.

He Feared She Could, Little Brother-How much do you weigh, Mr. Dangle. Dangle-About 150 pounds, my man

Why do you ask? "I heard sister tell ma that she was going to throw you over her shoulders if Mr. Fangle proposed, but I don't believe she can do it, do you?"

#### ELECTRICAL.

A patent has been taken out in France for an electric furnace for the rapid incineration of human remains.

An electric gyroscope has been devised in Paris and applied to show the rotation of the earth and to correct ships' compasser

In Belgium the white insulators on telegraph poles are so frequently broken that grayish brown ones are being used to replace them.

The welding of the spokes of metallic wheels to the hubs by means of electricity has recently been proposed, and a process patented.

The new underground electric railway in London is held to be a departure that makes an important development in electric traction and a distinct advance. Soap makers are experimenting on the electrolysis of sea salt solutions, with a

view of obtaining caustic soda, from

which to prepare the soda used in the

manufacture of soap. Incandescent lamps placed near the ceiling will cause it to blacken, contrary to general belief. The blackening is due to a current of hot air which deposits black particles on contact with

a cold surface. It is said that if a chain were made of alternate links of platinum and silver, and a strong electric current passed through, the platinum links would become red hot and the silver remain comparatively cool.

Electric motors are now used in driving bread mixing machinery as well as in making wheat into flour. Bread is also baked by electricity. Wheat is not produced by electricity, but it can be consumed by that agent,

A remarkable invention has been made in Australia. Glass tubes project before railway trains, and if they are broken by an obstacle an electric movement is applied to the brakes, bringing the train immediately to a standstill.

From San Francisco comes the news that a Chinaman, Wong Ching Wah, has constructed a telephone which is superior to any in existence, and which, moreover, avoids, so it is asserted, any infringement on the Bell patent. Details are not forthcoming.

The greatest electric road which has been planned is the one proposed in Russia, between St. Petersburg and Archangel, a distance of 500 miles. The plan is to erect stations along the route for the generation of electricity. The estimated cost is only about \$15,000 a

It requires about three seconds to transmit an electrical signal through the Atlantic cable. The speed at which electricity travels amounts to several thousand miles per second, but the electrostatic resistance of the cable reduces this speed to about 1,000 miles per second.

Electrical science has made a greater advance in the last 20 years than in all the 600 historic years preceding. More is discovered in one day now than in a thousand years of the middle ages. We find all sorts of work for electricity to We make it carry our messages. drive our engine, ring our door bell, and scare the burglar; we take it as a medicine, light our gas with it, see by it, hear from it, talk with it, and now we are beginning to teach it to write.-Professor Etisha Gray.

#### HOW THEY WROTE.

Bulwer wrote his first novels in full dress Tasso wrote his finest piece in the lucid intervals of madness.

Casar composed his famous commentaries, it is said, on horseback.

Racine composed his verses while walking about, reciting them in a loud

Milton, before commencing his great work, invoked the influence of the Holy Spirit, Bacon knelt down before composing

his great work and prayed for light from heaven. Sully is said to have been able to dic-

tate to four secretaries at a time with out difficulty. Rousseau had the greatest difficulty in

composing his works, being extremely defective in the gift of memory. Camcens composed his verses with the

roar of battle in his ears, for the Portuguese poet was a soldier and a brave Bentley composed after playing a pre-

lude on the organ or while taking his "antejentacular" or "post prandial" walks. Rabelais composed his "Life of Gar-

gantua" at Bulay in the company of Roman cardinals and under the eyes of the Bishop of Paris. Rousseau wrote his works early in the

morning, La Sage at midday, Bryon at midnight. Aristotle awoke early and worked until he slept. Pope never could compose well with-

out first declaiming for some time at the top of his voice, and thus rousing his nervous system to its fullest extent. Calvin studied in his bed. Every

morning at 5 or 6 o'clock he had books, manuscripts, and papers carried to him there, and he worked on for hours to-Buffon, in writing his book, used pages divided into five distinct columns.

In the first column he wrote out the first

draft; in the second he corrected and improved, and so on to the fifth. Voltaire was a most impatient writer, and usually had the first half of a work set up in type before the second half was written. He always had several works in the course of composition at the same

time. The Depopulation of France. In France at present there are 2.000-000 households in which there has been no child; 2,500,000 in which there was one child; 2,300,000, two children; 1,-500,000, three; about 1,000,000, four; 550,000, five; 830,000, six, and 200,000

seven or more. - [Pittsburg Dispatch. It has been discovered that glass is capable of being turned into fine cloth, which can be worn without the slightest discomfiture next the skip.

#### → PROFESSIONAL CARDS, K

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WHOLESALE GROCERS. Teas, Syrups, Coffees, Sugars, Molasses, Rice, Spices, Bicarb Soda, Etc., N. E. Corner Second and Arch Streets, PHILADELPHIA, PA.

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First-c'ass work always on hand.

Ca Prices reduced to suit the times. M. P. LUTZ. (Successor to Freas Brown) AGENT AND BROKER, Bloomsburg Fire & Life Ins. Agency. (Established in 1865.)

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Repairing neatly done.

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These old corporations are well seasoned by age and fire tested, and have never yet had a loss settled by any court of law. Their assets are all invested in solid securities, are

hable to the hazard of fire only. Losses promptly and honestly adjusted and paid as soon as determined, by Christian F.

Knapp, Special Agent and Adjuster, Bloomsburg, Pa. The people of Columbia county should patronize the agency where losses, if any, are settled and paid by one of their own citizens

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Large and convenient sample rooms. Bath rooms, hot and cold water, and all moders conveniences.

PHILADELPHIA & READING RAILROAD. AFTER NOV. 15, 1890. Trains leave Bloomsburg as follows: (Sundays

excepted.)

For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc., 6 05, 11,13 a m.

For Willi-msport, 8 10 a. m., 3 16 p. m.

For Danville and Milton, 8 10 a. m., 3 16, 11.00

For Catawisea 6.05, 8.10, 11.13 a. m., 12 20, 5.00. 6.30 p. m.

For Rupert 6.05, 8.10, 11.13 a. m., 12.20, 3.16, 5.00, 6.30, 11.00 p. m.

Trains for Bloomsburg

Leave New York via of Philadelphia 7.45 a. m., 4.00 p. m. and via Easton 8.45 a. m., 3.45 p.

n L'ave Philadelphia '0.00 a. m. 6.00 p. m. Leave Reading '1.00 a. m. 7.57 p. m Leave Pottsville 19 30 p. m. Leave Tamaqua 1.21 a. m., 9.18 p. m. Leave Williams ort "30 a. b., 4.15 p. m. Leave Catawissa 7.00, 8.40 a. m., 1.30, 3.20, 6.10 1.00 p. m. 11.02 p. m. Leave Rupert 6.21, 7.08, 8.47, 11.26 a. m., 1.38

Leave Rupert 8.21, 108, 8.41, 11.22 at 11., 1.32 at 23, 31, 618, 11 to p. m.

For Baltimore, Washington and the West via B. & O. R. R., through trains 1 ave Girard Avenue Station Phills (P. & R. R.), 418, 50, 11.27 a. m., 1.34, 4.24, 5.55 7.23 p. m.

Surdays 4.16, 8.02, 11.27 a. m., 4.24, 8.55, 7.25 p. m. ATLANTIC CITY DIVISION
Leave Philadelphia, Pier 7, Chestnut street
Wharf, and South Street Wharf.

FOR ATLANTIC CITY. Week days—Express, 2. s. m., 2.00, 4.00 p. m. Accommodation, 9.00 a. m., 5.00 p. m. Sundays — Express, 9.00 a. m. Accommoda-tion 8.00 a. m. and 4.30 p. m.

Returning, Leave Atlantic City. Depot corner Atlantic and Arkansas Avenues: Weeks days—Express, 7.30, 2.00 a. m. and 4.00 p. m. Accommodation, 8.05 a. m. and 4.30 p. m. Sunday—Express, 4.00, p. m. Accommodation 7,30 a. m. and 4.30 p. m. RAILROAD TIME TAFLES.

TELAWARE LACKAWANNA &

WESTERN RAILROAD. BLOOMSBURG DIVISION.

Reacing Railroad for Tamanerd, Tamaqua, Williamsport, Sunbury, Potisville, etc. At Northumberland Wilh P. & F. Div P. R. R. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Eric.

W. F. HALLSTEAD, Gen. Man., Screnten, Pa.

P. & R. R. R. AND N. C. R'Y DIVISIONS. In effect Dec. 14, 1890. Trains leave Sunbury

RASTWARD.

9:35 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 3:15 p. m.; New York 5:50 p. m.; Paltimore, 3:10 p. m.; Washing on 5:55 p. m., connecting at Philadelphia 10 r. all rea Shore points. Passenger coaches 10 Philadelphia is altimore.

1:50 p. m. Train 8, (Daily except Sunday.) for Harrisburg and intermediate stations, arriving at Philadelphia at 6:30 p. m.; New York, 9:35 p. m. altimore 6:45 p. m.; Washineton 8:15 p. m. parlor cars to Philadelphia and passenger coaches to Philadelphia and Paltimore.

3:08 p. m.—Train 6, (Daily, for Harrisburg and all intermediate stations, arriving at Philadelphia 425 a. m.; New York 7:10 a. m. Fullman sleeping car from Harrisburg to Philadelphia 425 a. m., New York 7:10 a. m. Fullman sleeping car Indisturbed until 7 a. m.

1:50 a. m.—(Daily.) for Harrisburg and intermediate stations, arriving at Philadelphia 6:60 a. m., New York 9:30 a. m., Pullman sleeping cars to Philadelphia and Baltimore.

3:55 a. m.—Train 16 (Daily,) for Harrisburg and intermediate stations arriving at Baltimore 19 a. m. and Washington 2:55 a. m. and Passenger coaches to Philadelphia and Baltimore.

Signature of the property of the Harrisburg and intermediate stations arriving at Baltimore 19 a. m. and Washington 2:55 a. m. and Passenger coaches to Baltimore, washington, and Passen

2:04 a. m.—Train 9 (Daily except Sunday) for Canandaigua, Rochester, Buffalo and Niagara Falls, with Fullman sierping cars and passen-ger coaches to Rochester. ger coaches to Rochester.
5:10 a. m — Train 3 (Pally.) for Eric Canandat-gua and intermediate stations. Rochester, Ruf-falo and Niagara Falis, with Pulman palace cars and passenger coaches to Eric and Roches-ter.

THE RAST AND SOUTH

Train 11—Leaves Ph'ladelphia 8-50 a. m., Washington 8:10 a. m., Baltimore 9:00 a. m., (daily except Sunday) arriving at sunbury, 1:00 with Parlor car from Fhi'ladelphia and passenger coaches from Fhi'ladelphia and Sattimore.

Train 9 leaves New York 6:39 p. m., Philadel-phia 9:59 p. m., Washington 7:30 p. m. Baiti-more 8:45 p. m., (Datly excent Saturday.) arriv-ing at Sunbury, 2:04 a. m. with u man sleeping cars and passenger coaches from washington and Baitimore.

Train 7 leaves Sunbury 0:00 a m. arriving at Bloom Ferry 10:48 a. m., Wilkes Burre 2 0 p. m. Train 11 leaves Sunbury 5:3 p m. arriving at Bloom Ferry 6:26 p m. Wilkes-Barre 1:30 p. m.

Train 8 leaves Wilkes-Barre 1:17 - m. arriving at Bloom Ferry 12:37 p. m., Sunbury 1:28 p.

T-sin 10 leaves Wilkes-Barre 3 12 - m , arriv-ing at Bloom Ferry 4:34 p. m., sunbury 5:22 p. m. SUNDAY TRAINS.

Train 7 leaves Sunbury 10:00 a. m . rriving at Bloom Ferry 10:48 a. m . Wi kes-core 2:10 a. m. Trein 26 leaves Wilkes are 5: 0 p. m., arriv-ing at Bloom Ferry 6:39 p. m., an bury 7:30 p. m. CH S. E. PUGH, J. F. 16 D. Gen. Manager, Gen. 1988, Agt.

DLOOMSBURG & SULLIVAN R. R.

SOUTH.

STATIONS. P.M. P.M. AM A. S. P.M. P.M.
Bloomsburg. 6 98 12 10 1 15 8 35 2 35 6 40
Main Street 6 18 12 00 7 06 8 42 2 42 6 47
Irondale. 6 18 12 00 7 06 8 45 2 45 6 58
Paper Mill. 6 05 11 32 6 56 8 53 73 6 68
angustreet. 6 05 11 49 6 53 8 66 2 55 7 62
angustreet. 6 05 11 49 6 53 8 66 2 55 7 62
Grangeville. 5 57 11 38 6 43 9 45 3 07 7 10
Forks. 5 45 11 7 6 33 9 15 3 17 7 20
Zaner's. 5 42 11 24 6 30 9 20 8 20 7 24
silliwater. 5 37 11 19 6 25 9 27 8 25 7 29
Benton. 5 28 11 04 6 11 9 41 3 38 7 44
Coles Creek. 8 20 11 42 6 0 9 44 3 42 7 48
Sugarlosf. 6 15 11 76 6 33 9 48 5 45 7 82
Laubachs, 5 18 10 46 6 19 37 8 35 7 40
Coles Creek. 8 20 11 42 6 0 9 44 3 42 7 48
Sugarlosf. 6 15 11 76 6 33 9 48 5 45 7 82
Laubachs, 5 18 10 46 6 19 9 44 3 45 7 45
Coletral. 5 03 10 48 5 53 10 03 4 00 8 07
Jamison City. 5 00 10 40 5 50 10 10 4 66 8 16
Lv. Lv. Lv. Ar. Ar.

Pennsylvania Railroad.

WESTWARD.

ter.

9:56—Train 15 (Daily,) for lock Haven and intermediate stations.

1:48 p. m.—Train 11 (Daily except Sunday) for Kane, Canandaigua and intermediate stations, rochester, Buffalo, and Niagara Falls with through passenger coaches to Kane and Rochester and Farlor car to Rechester.

5:30 p. m.—Train 1, (Daily except Sunday) for Rebovo, Elmira and intermediate stations.

8:5 4p. in —Train 2! (Daily,) for Williamsport and intermediate stations. Train 15—Leaves New York, 12:15 night, Phila-delphia 4:3) a. m., Baltimore 4:45 a. m., Harris-burg, 8:10 a. m., daily arriving at -unbury 8:56 a. m.

Train 1—Leaves New York 9:00 a. m., Unitadel-phia 11:4) a. m., Washington 10:50 a. m., Halt-more 11:45 a. m., (daily except "unday) arriving at Sunbury 5:30 p. m. with pessenger coaches from Philadelphia and Baltimore. Train 21 leaves New York 2.00 p. m., Philadel-phia 4;25 p. m., Washington 3:30 p. m., Raitimore 4:32 p. m. (Daily) arriving at Sunbury 8:54 p. m.

Train 3 leaves New York 8:00 p. m., Fhiladelphia 11:25 p. m., Washington 0:00 p. m., Baltimore 11:30 p. m., (Dally,) arriving t Funbury 5:10 a. m., with Pullmen sleeping cars from Philadelphia, Washington and Caltimore and passenger coaches from Philadelphia and Baltimore

SUNBURY HAZLETON, & WICKES ARRE RAILROAD, AND NORTH AND WEST BRANCH RAILW Y (Daily except Sunday)

Braking effect MONDAY, NOV. 17, 1890.

A. A. McLEOD, C. C. HANCOCK, Pros. & Gn'l. Manager, GE'l Pass. Agt.