A GHOSTLY BRIDAL.

The stage coach which ran between Paris and Marseilles had just reached Grenoble, when the young Baron do Saint Andre climed up to the front "ont.

Here he found a good-looking fellow if his own age, and straightway the two pecame great friends. At the end of an our they began exchanging confidences after the manner of youth.

The scion of noble stock was on his way to Paris to buy an officer's brevet, so as to serve his country, as his ancestors had done before him ; the other, who was the son of a rich tradesman, was also bound for Paris, for the purpose, however, of marrying an heiress, the daughter of an old friend of his father.

"It is an oven thing, "cried the young Baron laughingly. "A mere money matter for each of us. The little god Cupid has no more concern in your business than mine !"

"There you mistake," returned the other. "I have never seen Sylvia, but I fell in love with her, once and forever, the first time I laid eyes upon her portrait. Judge for yourself."

He opened a tortoise-shell case and Saint Andre exclaimed admiringly :

"What an angel ! Indeed, my dear fellow, you are very fortunate to have that charming, dainty creature picked out for you.'

"I do not complain," said the bride-groom-elect, " and now I am going to sleep if this miserable, jolting concern will allow me. I am expected to breakfast at my future father-in-law's as soon as I reach Paris, and as I shall then be presented to my betrothed I want to look as well as possible."

At the end of three days and two nights the heavy stage coach lumbered into the metropolis and the two travelers went to the nearest hotel and engaged two rooms, intending to take a little rest. Saint Andre had just thrown himself upon the bed when he heard deep groans in the next room, and, on rushing in, found his late companion rolling on the floor in agonies of pain. The servants were summoned, a physician was brought in and the latter declared that the patient was suffering from acute colic, which had probably been contracted before he left home and had been aggravated by the fatigue of the journey. He pronounced the malady a very serious one, and so it proved, for, in spite of every care, the youth expired at the end of an hour.

Saint Andre was overwhelmed by the catastrophe, and when he found that he could do nothing more for his friend he stood gazing sadly at the lifeless clay which lay on the narrow bed in the bare hotel room. Poor fellow ! So young, so gay, looking forward to a bright future and now snatched away without warning ! What would the fair bride-elect say when she heard of this tragedy ?

Saint Andre dreaded the bearing of the sad news to the family, but there liantly, but the sight of their bear was no one else to perform the errand, only served to increase her sorrow. and so he set off, carrying with him the dead youth's satchel.

When he reached the stately mansion the front door flew open and two footmen in livery came to meet him. One relieved him of his satchel, the other took his hat and cloak and a voice was heard exclaiming joyfully :

"Monsieur, here is your own son-in law at last !'

"Dear fellow !" cried a little fat, white haired man, rushing into the hall, " lot me embrace you," and he clasped

the new-comer rapturously to his heart. As soon as he could get his breath Saint Andre said hurriedly

think that his ancestors had always sold cinnamon and nutmegs !" Uncle Dorival, who read cyclopædias

and was thought very learned retorted quickly:

"And why should he not have as fine sentiments as a nobleman ? Away with your absurd notions. sister ! All men are equal !"

The clock struck 2, and Saint Andre suddenly felt a pang of remorse for the part he was playing, as he recollected that he had to arrange for his friend's burial and would be expected at the hotel. He therefore rose from the table, and announcing that he had important business to attend to, prepared to leave. His host protested in vain, Sylvia looked up in blank amazement, and everyone entreated him to remain.

"I do not understand," began the old man, following his visitor to the front door. The young man interrupted him, saving solemnly:

"I will explain. At 11 o'clock this morning I died, after a short and sudden attack of colic, and I gave the hotel proprietor my word of honor that my body should be removed this afternoon. You see, therefore, that if I were to absent myself any longer it would be very awkward." With these words he disappeared, leaving the old father overwhelmed with amazement,

When the rest of the family heard what had been said they decided that

the youth was joking. "He has humor," said Uncle Dorival. "I shall congratulate him the next time I see him. He will be here in time for supper.

But supper time came and passed and there was no sign of the son-in-law. The family became anxious and alarmed, and toward 8 o'clock they sent a messenger to the hotel to inquire for the passenger who had arrived there by coach that morning. The proprietor sont back word that the gentleman named had died at 11 o'clock of colic, and that the body had been taken away for burial in the afternoon. This news was received with unbounded astonishment, and little Sylvia burst into tears as she declared that she would wear mourning as if she were a widow.

" It was his ghost that came here, said the girl's mother in a tops of awe, but Uncle Dorival shrugged his shoulders.

"Do ghosts eat and drink as he did ?" he asked. "That fellow was merely some young scapegrace who wanted to play a trick on us and get a good meal at the same time." Nevertheless the ghost story went the round of the servants' hall, and the footman boasted of having seen a spirit in broad daylight. The tale spread until it became a subject of wonder in boudoirs and drawing-rooms, and the fair young widow who had never been married wore a black gown and vail and shed passionate tears for the affianced husband whom she had seen but once.

Two weeks later she was wandering about the garden one evening, listening sadly to the songs of the nightin-The stars were shining brilliantly, but the sight of their beauty

"Alas," she sighed, "if he were but here to stroll with me along these pathways 1

As she spoke a cracking of boughs near her made her start with terror, and a unother instant a man broke through the flowering shrubs and knelt at her feet. The stars were shining to some purpose then, for by their light she recognized the face for which she had been kened mingled joy and dread she cried ; "Then you are not dead !"

and love you for many a long day yet. When the two young people entered the drawing-room the family were playing backgammon. A look of amazement greeted the appearance of Saint Andre, and every one being dumb-founded, the young baron had no diffculty in telling his story, which he coacluded by asking for Sylvia's hand. The marriage took place as soon as the proper period of mourning had elapsed, and Aunt Dolarice was triumphant.

TRACKWALKING.

A RAILROAD OCCUPATION THAT MUST GROW TO BE TEDIOUS.

How the Big Transportation Companies Spikes Along the Line.

The terrible accident that happened to Peter Daugherty, the "trackwalker," gave to many readers a new word in the vocabulary of "trades and occupations." That there was such an occupation as trackwalking under the big cover of the starry dome not one man in a thousand ever imagined.

"A trackwalker, a trackwalker?" exclaimed one citizen when asked the definition of the term, "Why, yes; of course. A trackwalker is a fellow who walks the tracks. See? Just as easy! Now ask me something real hard."

If pressed for a closer explanation of the long word's meaning, the citizen proceeds to get facetious: "Oh, watcher trying to ring in on me now? A trackwalker is-a trackwalker. When the carnivorous tramp is hunted from his lair in one city he emigrates to another. On the way thither, my friend, he is a valuable specimen of the genus trackwalker. When the manager of an "Uncle Tom's Cabin" troop folds up his pocketbook and, like an Arab, silently steals away, leaving sweet little Eva, good old Uncle Tom and religious Miss Ophelia to swear at his memory for their salaries, why, then they are very likely to become trackwalkers. Then, again, you might call hucksters who drive their wagons up and down the street car tracks track hawkers. He, he, he! See?"

Which all goes to show that the real bona fide trackwalker is comparatively an unknown cog in the great machine of the world. If that cog was suddenly taken out of place and thrown away the world would very soon discover its loss. From the crashing of wrecked trains would come the death rattle of the dying; from the ruddy glare of burning cars would come the shricks of tortured wretches pinned beneath heavy timbers, and the one cry sounded from end to end of the land would be, "The trackwalker deserted his trust." Ride along any road for five or ten miles and you will overtake him, plodding along beside the track. He is not dressed in the latest cutaway diagonal, and his trousers, if noticed, bag at the knees. He only gets \$1.50 a day here in the west, and in some eastern districts still less. He carries a wrench and a hammer, and now and then stops to tighten a bolt in a rail or drive a spike into a tie. He tramps along peculiar to that disease, and nose thus for twelve hours out of the twentyfour, and at the end of the day "can sleep without rocking." A reporter found Daugherty vesterday

in one of the pleasant wards of St. Mary's infirmary. Bending over him, with her sweet face full of sympathy, was one of the sisters of the order. "He's doing very nicely," she softly said, "but must not be excited."

"You see, it's my shoulder there now." exclaimed Daughterty, raising his left arm and dropping it to the sheet again with a shudder of pain. "It seems as though it was under a trip hammer and the hammer was pounding for all it was worth. Still it isn't as bad now as it was. Good gracious, but that old engine did hit me a clip!"

"How did it happen?"

"All fired sudden, I was walking along between the tracks, peaceable as longing, and in a voice which beto, you please, when down rolls a train on the loft mand. Being afraid that the steam or something would hit me I "No indeed, sweetheart," he answered stepped into the right hand track. softly; "I am alive, and I hope to live Whack! Liff! Yours truly got it in the neck sare as v n live. 1071DO W28 flying down the right hand tracks, you see, and I merely tried to stop it by putting my 'shoulder to the wheel.' I don't remember what happened then. The lights went out. When I arrived in sight of myself again I was here. "My walk is from Carr street to the other end of the bridge in Madison. I'm not complaining of the walk at all, understand. They always treated me white as long as I've been working for 'em, which is only a couple of months. I'm just a little sorry that the company is such a new one. They haven't got any hospital of their own yet, you know. That's why I'm here. Of course I'm being treated splendidly here-just as if I was at home-but, you see, I don't know exactly who's going to pay these good sisters for taking care of me. I'd hate to see em do all their work for nothing.' Daugherty gazed reverently at the crucifix hanging on the opposite wall before answering. "Speaking of the work, it's all right. I get \$1.50 a day, just the same as the other laborers on the road, and it isn't as hard as digging. All you've got to do is to be sure and go over your section as many times as you're ordered, and see that the rails are in proper shape. If you find a loose bolt you take your pinchers and tighten it. If you find a spike poking its head into the air, give it a clip with your hammer. That's all there is to the business. If you should happen to find something out of whack and can't fix it yourself, why, you go for help; that's all. You see, I know just enough about trackwalking to do my work well. I have never had any of the adventeres that some of the men have. If you want to hear some funny stories you ought to go down to Twelfth and Gratiot streets. "Some of those fellows have been walking the tracks all over the country for years. Some of 'em know every square inch of rail between here and New York, I'll bet, and can tell you with their eyes shut where they are if set down on any one of the roads between this town and Chicago. A fellow gets to know the weight of the ties on every mile he walks over, and from day to day learns to pick out which bolts are going to be loose and which spikes will poke their flat heads above the flanges of the rails. It's like anything else: if you stay with it you'll learn it as you do your friends' faces, and it becomes a sort of instinct."-St. Louis Globe-Democrat.

Tours to California, Florida, &c., via Pennsylvania Railroad.

For people contemplating either extended or limited pleasure jaunts during the winter and spring of the new year, an inspection of the Pennsylvania Keep Their Roadbeds in Repair-Look- Railroad Company's announcement ing for Loose Nuts and Protruding of its personally conducted tours will prove of great assistance. As far as territory covered is concerned, the first in importance is the series to the Golden Gate and Pacific Coast points, starting from New York and Philadel-

phia February 8th, March 2d and roth. The same liberal provisions accorded last year, as to conditions and use of tickets, will be in effect for these tours.

A series of five will be run to Florida-January 31st, February 14th and 28th, March 14th and 28th. The rates of \$50 from New York, \$48 from Philadelphia, Harrisburg and Washington, and proportionate rates from other points, cover all necessary expenses en route in both directions. Tickets for the first four tours will admit of a stay of two weeks in the flowery State, and for the fifth until May 30th.

There will be a series of six to Washington, D. C., each tour covering a period of three days-January 10th, February oth, March 23d, April 13th, May 4th and 25th. The rates of \$13 from New York, and \$11 from Philadelphia and Wilmington, and proportionate rates from other places, include railroad fare and hotel accommodations during the stay in the capital. For information and itineraries applications should be made to Tourist Agent, 849 Broadway, New York, and 233 South Fourth Street, Philadeldhia, or Ticket Agents of the Pennsylvania Railroad Company.

Five cent extracts are too cheap to be of any value They are "knocked out" every time they come in competition with Bull's Head Flavoring Extracts. Price to cts.

The Bradford county tobacco growers have sold their crop at from 7 to 12 cents a pound.

I have not used all of one bottle T have not used all of one bottle yet. I suffered from catarrh for twelve years, experiencing the nauseating dropping in the throat peculiar to that disease, and nose bleed almost daily. I tried various remedies without benefit until las: April, when I saw Ely's Cream Balm advertised in the Boston Budget, I procured a bottle, and since the first days' use have had no more bleeding the soreness is entirely gone-D. G. Davidson, with the Boston Budget formerly with Boston Journal. Scarlet fever is still raging at Nanticoke. The Milton Record has a pretty new head. MENDIA Control of the and pasenger coaches of thisdelphia and Nanticoke. The Milton Record has a pretty new head. MENDIA Control of the and pasenger coaches to Bulladelphia Nanticoke. MENDIA Control of the and pasenger coaches to Bulladelphia and Nanticoke. MENDIA Control of the and pasenger coaches and pasenger coaches and not more bleeding the soreness is entirely gone-D. G. Davidson, with the Boston Budget formerly with Boston Journal. Scarlet fever is still raging at Manticoke. The Milton Record has a pretty new head. MENDIA Control of the and pasenger coaches to Philadelphia the soreness to a miltimore coaches to thiladelphia the soreness to a miltime the solution, arriving at Philadelphia the solution, arriving at Philadelphia the solution, arriving at Philadelphia the solution and pasenger coaches to Philadelphia the solution and pasenger coaches to Philadelphia the solution and pasenger coaches to Philadelphia the solution of the solution of the solution of the solution of the solution and the solution and pasenger coaches to Philadelphia the thread the solution of t yet. I suffered from catarrh for



RAILROAD TIME TABLE | FINEST DELAWARE LACKAWANNA &

NORTH.

WESTERN RAILROAD.

BLOOMSBURG DIVISION.

STATIONS.

CHOCOLATES.

Tenney's

Confectionery,

CLEAR Candy Toys.

Specially For The

HOLIDAY TRADE.

M. M. PHILLIPS & SON.

BLOOMSBURG, PA.

THE ARTIST.

Makes now the finest POETRAITS and CRAYONS. Is having his Gallery remodled and fitted up in fine style, and the only first class north light in the county.

12 CABINETS \$1.00.

Also having a wagon on the road fitted with the latest improvements for taking in views. Portraits and Tintypes, will call at your door without extra charge. Reserve your photos as we carry a full line copying samples till we call at your place.

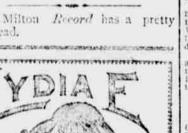
Drop us a postal card and we will set a doy te call on you.

Gallery Main St., next to St. Elmo Hotel

BLOOMSBURG, PA.

TO CONSUMPTIVES.

The undersigned having been restored to health by simple means, after suffering for several years with a severe long aftertion, and that dread discuss *Compution*, is anxious to make known to his fellow sufferers the means 2:04 n. m -- Truth 9 (Daily except Sunday) for Canandalgua, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Buffalo and pass fager concluse to Rochester. of cure. To those who desire it, he will cheer-fully send free of charge a conv of the pres-cription used, which they will find a sure cure Compton used, which they will find a sure cure for Constraint and lung Maladies. He house all sufficients will try his remedy, as it is invaluable. Those desiring the prescription, which will cest them nothing, and may prove a blessing, will please address.



 BLOOMSBURG DIVISION.

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 Brinderereck.</t Pennsylvania Railroad. P. & E. R. R. DIV. AND N. C RY In effect Dec. 18, 1892, Trains leave Sunbury EASTWARD,

WESTWARD,

"Pardon me, sir, but"

"I pardon you for being late," interrupted the other. "Look, it is 12 o'clock, and breakfast is growing cold. Come in and see my daughter. The little puss has been watching the clock for hours, and is all impatient to meet you.

He pulled the young man into the breakfast room as he spoke, and without pausing an instant, added : "My wife, Uncle Dorival, Aunt Dolarice, here is the son-in-law at last; Sylvia, my child, bid him welcome "-

I beg pardon, sir," cried Saint Andre, but again his host interrupted him.

"Don't tell me that you wish to draw back at the last moment, my dear fellow ? Everything has been arranged by my esteemed friend, your father, but if you have any objection to urge I will hear it later; bad news can always keep. Now let us sit down to breakfast at once and be merry. Sit by me, son-in-law, and give me your opinion of this pigeon bisque."

The visitor was young and very hungry, having fasted since midnight. The shock of his companion's sudden death had unnerved him somewhat, and so for the time being he yielded to the force of circumstances.

"Come what will," he said to himself, " I can not bear to put a dampener upon the joy of these good people ; at least not until they have had their breakfast."

He joined, therefore in the general merriment, smiled sweetly on the blushing Sylvia, the bride-elect, and roplied unhesitatingly to his supposed father-inlaw's inquiries.

"How is your Aunt Armande, my son ?" asked the old man suddenly. "I remember her as a charming young woman; when I was twenty I came near falling in love with her ! We musi keep in her good graces, for she will leave a snug little fortune to her nephew."

"Dear aunt !" exclaimed the youth in a tone of deep affection; "I hope she will enjoy life for many, many years longer," and his pious wish was re-warded with a tender glance from Sylvia's dark eyes. Aunt Dolarice also listened to him with delight.

"He has the instincts as well as the bearing of a born gentleman," she whis-pered to her brother. "Who would

"Did I not tell you he had the bearing of a nobleman ?" she cried.

"All's well that ends well, and a baron is as good as a grocer," said Uncle Dorival.-Translated from the French by Isabel Smithson for Romance.

Origin of Butterflies.

An old story tells that when Jupiter and Juno were married the weiding was celebrated with great splendor. A feast was given, to which all the gods were invited. Many princes and fine nobles from the earth were also invited. Among the rest came a Persian prince, named Chrysalus. He was "rich in golden attire, in gay robes and with a majestical presence." He was attended by a train of gorgeously dressed followers, lords and knights and fine geutlemen. But with all his state and riches, Chrysalus was but a foolish fellow, with an empty head and a silly speech. And it is very likely that the ostentatious parade of his rank and possessions only served to make the fact of his lack of wit more apparent and more absurd.

Seeing a prince come in such pomp and state, all the gods rose to do him honor. They hastened to give him a lofty seat, and to welcome him in their midst; but Jupiter, who was no doubt a man of fine perceptions, no sooner looked at him than he "perceived that he was a light, fantastic, idle fellow. In his wrath that such a man should be found in such a high place, Jupiter sud-denly turned him and all his proud followers into butterflies, and condemned them to rove about forever amusing themselves, but fulfilling no good purpose.

A Better Way.

The Boston Girl-Did you ever fall in love ?

The Chicago Girl-Not much-I just jumped into it.-Life.

Ailments of Women.

It will entirely cure the worst forms of Feinale Complaints, all Ovarian troubles, Inflammation and Ulceration, Falling and Displacements, of the Womb, and consequent Spinal Weak-ness, and is peculiarly adapted to the *Change of Life*. Every time it will cure

Backache.

It has cured more cases of Leucor-rhoat than any remedy the world has ever known. It is almost infallible in such cases. It dissolves and expels Tumors from the Uterus in an early stage of development, and checks any tendency to cancerous humors. That

Bearing-down Feeling

causing pain, weight, and backache, is instantly relieved and permanently cured by its use. Under all circum-stances it acts in harmony with the laws that govern the female system, and is as harmless as water. It removes

Irregularity,

Suppressed or Painful Menstruations, Weakness of the Stomach, indigestion, Bloating, Flooding, Nervous Prostra-tion, Headache, General Debility, Also

Dizziness, Faintness, Extreme Lassitude, "don't care" and "want to be left alone" feeling, exciability, irritability, nervousness, sleeplessness, flatutency, melancholy, or the "blues," and backache. These are sure indications of Female Weakness, ome derangement of the Uterus, or

Womb Troubles.

The whole story, however, is told in an illustrated hook entitled "Guide to Health," by Mrs. Pinkham. It con-tains over 90 pages of most important information, which every woman, mar-ried or single, should know about her-self. Send 2 two-cent stamps for it. For

Kidney Complaints

able Compound is unequaled. Liver Pills, 25c., by mail, or of drengists. You can address in strictest contidence, You can address in strictest contidence, LYDIA E. PINKHAM MED. CO., Lynn, Mass.

pass figer coaches to Rochester, 5:10 a. m. -- Train 3 (Daily.) for Erie, Canandat gua and intermediate stations, Rochester, But.

Silva, M. - Train 3 (Daily,) for Erie. Canandai gua and intermediate stations, Mochester, But-faio and Niagara Falls, with Purlman palace carsto Erie and Elmira and passenger coaches to Erie and Roometer.
 9:56-Tr-ih 15 (Daily,) for Lock Haven and intermediate stations.
 1:55 p. m. - Train 11 (Daily except Sunday) for Kane, Canandalgua and intermediate stations, iconsider, Euffalo, and Niagara Falls with through passenger coaches to Kane and Roches-ter and Parior car to Rochester.
 5:31 p. m. - Train 1, (Daily except Sunday) Renovo, Eimira and intermediate stations.
 9:25 p.im - Train 1, (Daily except Sunday) Renovo, Eimira and intermediate stations.
 9:25 p.im - Train 1, Sunday only for Wil-hamspirt and Intermediate stations.
 THFCUG1 TRAINS POR SUNBURY FROM THE EAST AND SOUTH.
 Train 15-Leaves New York, 12:15 night, Phila-delphia 4:20 a. m., Baltimore 4:40 a. m., Harris-burg, 8:10 a. m., daily arriving at Sunbury 9:56 a. m. . Trin 11-Leaves Ph ladeiphia s:50 a. m.

delphia 4:20 a.m., Baltimore 4:40 a. m., Harrisburg, S:10 a.m., daily arriving at Sunbury 9:56 a.m., Train 11-Leaves Ph ladelphia 8:50 a.m., (daily except sunday) arriving st Sunbury, 1:33 with Parlor car from Philadelphia and Passenger coaches from Philadelphia and Baltimore. Train 1-Leaves New York 9:00 a.m., Philadelphia and passenger coaches from Philadelphia and Baltimore. Train 1-Leaves New York 9:00 a.m., Philadelphia and passenger coaches from Philadelphia and Baltimore. Train 1-Leaves New York 9:00 a.m., Philadelphia and Parlor car from Philadelphia and Baltimore. Train 18 leaves New York 2:00 p.m., Philadelphia 4:35 p.m., Washington 3:15 p.m., Philadelphia 4:35 p.m., Washington 3:15 p.m., Philadelphia 4:35 p.m., Washington 7:40 p.m., Philadelphia 4:35 p.m., Washington 7:40 p.m., Philadelphia 9:20 p.m., Ually except Sauday) arriving at Sunbury 9:25 p.m., with I passenger coaches from ear from Philadelphia.
Train 9 leaves New York 2:30 p.m., Philadelphia 9:30 p.m., Ually except Sauday) arriving at Sunbury 9:25 p.m., with prima belay phila 9:30 p.m., Washington 7:40 p.m., Philadelphia 9:30 p.m., Ually except Saturday, arriving at Sunbury 9:26 a.m. with Philama sleeping cars and passenger coaches from Washington mather and paitimore 1:40 p.m., (Daily arriving at Sunbury 5:00 a.m., (Daily except Saturday, arriving at Sunbury 5:00 a.m., (Daily arriving at Sunbury 5:01 a.m., With Philadelphia 11:30 p.m., (Daily arriving at Sunbury 5:00 a.m., (Daily arriving at Sunbury

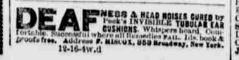
Train 21-Leaves New York 12:0 neon, Philadephia 2:25 p. m., Washington 1:10 p. m., more 2:15 p. m., Sunday only, arriving at bury 7:10 p. m.

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

(Daily except Sunday.)

(Dally except Sunday.) Train 7 leaves Sunbury 10:60 a. m. arriving at Bioom Perry 10:48 a. m., Wilkes Barre 12 10 p. m. Bazieton 12:15 p. m. Poitsville 126 p. m. Through Coach Williamsport to , Wilkes Barre. Train 11 leaves Sunbury 5:55 p. m. arriving st Bioom Ferry 6:26 p. m., Wilkes-Barre 7:50 p. m. Inzieton 7:55 p. m. Poitsville 9:05 p. m. Inzieton 7:55 p. m. Poitsville 9:05 p. m. Through Coach Williamsport to Wilkes-Barre. Than 5 leaves Wilkes-Barre 7:50 a. m. Poits-Wilkes-Barre 7:50 a. m. Poits-Through Coach Wilkes-Barre 7:50 a. m. Poits-Moom Ferry 6:47 a. m., Sunbury 9:55 a. m. Through Coach Wilkes-Barre to Williamsport. Tain 10 leaves Poitsville 1:50 p. m. Tail 10 leaves Poitsville 1:50 p. m. Tain 10 leaves Poitsville 1:50 p. m. Hoom Ferry 4:31 p. m., Sunbury 5:55 p. m. Through Coach Wilkes-Barre to Harrisburg. SUNDAY TRAINS. SUNDAY TRAINS.

Train 7 leaves Sunbury 10.00 a. m., arriving at doom Ferry 10:15 a. m. Wilkes-Barre 12:10 p. m. Train 26 leaves Wilkes-carre 4:30 p. m. arriv-ng at Bloom Ferry 5:05 p. m. Sunbury 7:00 p. m. CHAS E. PUGH, J. R. WOOD, Gen. Manager, Gen. Pass, Agt



REV. EDWARD A. WILSON, Brooklyn, New York

PHILADELPHIA & READING

RAILROAD.

AFTER NOV 18, 1892.

Trains 1 ave Bloomsburg as follows ! unday : excepted.)

Trains have Bloomsburg as follows: unday: excepted.) For New York, Philadelphia, Reading Potts-ville, Tamsqua, etc., 6.10, 11.36 a.m., For Williamsport, 7.45 a.m., 3.15 p. m. Sun-day, 7.58 a.m., 4.28 p.m. For Unliamsport, 7.45 a.m., 3.15 p. m. Sun-day, 7.58 a.m., 4.28 p.m. For Catawissa 6.10, 7.45, 11.36 a.m., 12.15, 5.00, 6.30, 11.35 p. m. Sunday, 7.45 a.m., 12.15, 5.00, 6.30, 11.35 p. m. Sunday, 7.58 a.m., 12.15, 5.00, 6.30, 11.35 p. m. Sunday, 7.58 j.0.21 a. m., 4.97 7.03 p.m. Trains for Bloomsburg Leave New York via of Philadelphis 7.45 a. m., 4.00 p.m. and via Easton 8.46 a.m., 4.30 p.m. Leave New York via of Philadelphis 7.45 a. m. 4.00 p.m. and via Easton 8.46 a.m., 4.30 p.m. Leave Reading 11.60 a.m., 5.57 p.m. Leave Williamscort 9.50 a.m., 4.55 p.m. Sun-day, 8.00 a.m., 4.55 p.m. Leave Williamscort 9.50 a.m., 4.55 p.m. Leave Rupert 6.21, 7.08, 8.27 j.n.418 a.m., 1.37, 3.57, 6.19, 11.24 p.m. Sundas, 7.57, 10.13 a.m. A. 22 p.m.

22 p. m. For Baltimore, Washington and the West via B. & O. R. R., through trains 1 ave Girard Ave-nue Station, Phila, (P. & R. R. R.) 3.50, 8.01, 11.96 a. m., 3.56, 5.42, 7.16 p. m. Sundays 3.50, 8.02 11.16 a. m., 3.56, 5.42, 7.16 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha South Street Warf.

FOR ATLANTIC CITY.

Weekdays-Express, 9.00 a. m., 2.00, 4.00 5.00 p. m., Accummodation, 8.00 a.m., 5.45 p. m. Sunday-Express, 9.00, a. m. Accumodation, 8.00 a. m. and 4.30 p. m. Returning leave Atlantic City Depot, corner Atlantic and Arkansas averues. Weekdays-Express, 7.00, 7.35 9.00 a. m. and 4.00 p. m. Accummodation, 8.10 a. m., 4.20 p. m. Sunday-Express, 4.00, p. m. Accommodation, 7.30 a. m. and 4.50 p. m.

I. A. SWEIGARD, C. G. HANCOCK, Pres. & Gen'l Manager, Gen'l Pass. Agt

BLOOMSBURG & SULLIVAN R. K Taking effect MONDAY, NOV. 17, 1890. SOUTH. NORTH.