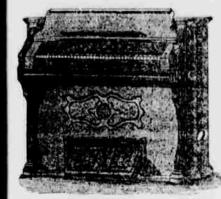


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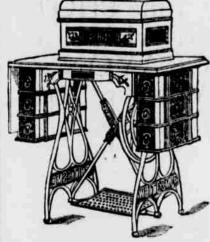
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CHRISTIAN ENDEAVOR.

Topic For the Week Beginning Feb. 26, Comment by Rev. 8. H. Doyle, Topic,—Sending portions to others, What have we sent? Neh, vili, 10; Acts iii, 5-9.

In the eighth chapter of Nehemiah we have the record of the first observance of the feast of tabernacles after the return of the Israelites from captivity. On the first day Ezra, the scribe, assembles the people into the street and reads and explains the law to them. The people are much affected and expressed their feelings in tears and sorrow. But the leaders of Israel said unto them; "This day is holy unto the Lord your God. Mourn not nor weep, for all the people wept when they heard the words of the law. Then he said unto them, Go your way. Eat the fat, drink the sweet and send portions unto them for whom nothing has been prepared." This is the keynote of our topic. In Acts iii, 5-9, we see Peter and John, in the name of Christ, bestowing the blessing of strength upon the lame man.

 Temporal portions (Neh. viii, 10).
 Man has a twofold nature—physical and spiritual. He has both a body and a soul. Each has its needs. The body has its needs. God has recognized these needs. In all parts of the world he has placed in nature's realm that which is able to satisfy the temporal wants of man. He bids us all to pray for temporal blessings. God has provided sufficient food and raiment to supply all his creatures, and yet in all ages of the world the same condition is found as was seen in Jerusalem on the first feast day. Some had prepared much. Others had nothing. So Nehemiah instructs those who have plenty to send portions to those who had nothing. This should be an example to ns. If we have been blessed with tem-poral blessings, we should share them so far as possible with our less fortunate brothers. This is pleasing to God, brings a blessing to the needy and to those who relieve their want.

2. Spiritual portions (Acts iii, 5-0). A lame beggar asks alms of Peter and John. They have no gold and silver, but they make him a richer gift. They cure his lameness and thereby lead him to God through Christ. This incident may well represent the bestowing of spiritual portions. The soul also has its needs as well as the body. God has made provision for our spiritual wants. But, as is the case with the body, while some have many spiritual blessings others have none. To many the plan of salvation, the story of Jesus' love, is a many times told tale. Others have never heard of either. The very name of Jesus is un-known to them. What a need, then, for those who have these spiritual portions in abundance to send them to those who have them not. God commands us to do so. He blesses us if we do. Christian Endeavorers, have we sent these portions to others in the past? If not, et us not fail to do so in the future.

Bible References-Gen. xlviii, 21, 22; Deut. xv. 7, 8; Neh. viii, 12; Est. ix, 18–22; Ps. lxxxii, 3, 4; Prov. xxix, 7; Isa. v, 8; vi, 8, 9; Math. ix, 87, 38; Luke iii, 10, 11; vi, 84, 85; Rom. xii. 10-13; II Cor. i, 1-7; Gal. ii. 9, 10; Col. iii, 17; I Tim. v, 17-10; Heb. xiii, 16; I John

Christian Endeavorers in the Navy.

Through the carnest labors of Mr. J. M. Wood, the missionary in the Brook lyn navy yard of the American Scamen's Friend society, the first floating society in the United States navy has been organized. Meetings are held every Thursday evening, and the society has united with the third district of the Brookly

"At the Montreal convention, when the United States navy is called, the response will come from Christian sailors clad in the natty naval uniform of Uncle Sam," writes Mr. Wood, who has been saved himself from a life of drunkenness and misery by means of the Jerry Mc-Cauley mission on Water street, in New York. Mr. Wood has himself been a seaman, serving in the navy for years and finally discharged for chronic alcoholism, and his work is being especially blessed among his former shipmates and

Great Bevival Meetings.

Mr. Ira D. Sankey was recently interriewed on matters of interest connected with the great Moody revival campaign. "What do you think were your most remarkable meetings?" he was asked. "I think," was the reply, "that the largest and greatest meeting we ever held was when we had 21,000 men present in Agricultural hall, London. The next greatest was the series at which we filled at Wanamaker's, at Thirteenth and Market streets, Philadelphia, in 1876, 11,000 chairs. Then came Chicago and Boston with 8,000 and 10,000. We have refused large buildings of late, however, because we preferred to work through the churches."

Christian Endeavor Notes. A certain junior society has this delightful custom: After the last prayer they all strike up a stirring song, like "Onward, Christian Soldiers," and march out, keeping time to it with happy feet. Thus the juniors are speedily and harmoniously dismissed.

Dr. Francis E. Clark was born in Aylmer, Que., Sept. 12, 1851. His parents, however, were both New Englanders, and at the time of his birth were temporarily living in Canada.

There are 2,945 Baptist Christian Endeavor societies; Free Baptists, 155; Seventh Day Baptists, 49.

The Christian Endeavor society has grown rapidly. At the close of the first year it numbered 127, having more than doubled its membership. Thirty of this number united with the church on profession of faith. The second year 25 more were converted; the third, an additional 13. All united with the church. At this time the society had an enroll-

ment of over 200. The Methodist Episcopal church has now 1,859 Christian Endeavor societies; the Methodist Protestant has 485; Methodist of Canada, 150; Methodist Episcopal, south, 120; African Methodist Epis- Jamison City ... 5 00 10 40 5 50 10 10 4 06 8 10 Lv. Lv. Lv. Ar Ar. copal, 74; Primitive Methodist, 41.

You Saw Your Own Wood

and saw enough of it, your digestive organs may perhaps be equal, ostrich like, to any task you impose-even to the digestion of lard-cooked food.

If however, like thousands of other people, you have learned that you must "draw the line at this is to remind you that there is a clean, delicate and healthful vegetable substitute,



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PHILADELPHIA & READING RAILROAD. AFTER NOV 13, 1892.

Trains leave Bloomsburg as follows: undays excepted.)
For New York, Philadelphia, Reading Potts-ville, Tamaqua, etc., 6.16, 11.36 a. m.
For Willismsport, 7.45 a. m., 3.15 p. m. sun-day, 7.55 a. m., 4.28 p. m.
For Danville and Milton, 7.45 a. m., 3.15, 11.10 day, 7.55 a. m., 4.25 p. m.

For Danville and Milton, 7.45 a. m., 3.15, 11.10 p. m. Sunday, 7.55 a. m., 4.28 p. m.

Yor Catawissa 6.10, 7.45, 11.36 a. m., 12.15, 5.00, 6.30, 11.35 p. m. Sunday, 10.21 a. m., 7.03 p. m.

For Rupert 6.10, 7.45, 11.36 a. m., 12.15, 5.15, 5.00, 6.30, 11.10, 11.35 p. m. Sunday 7.53, 10.21 a. m., 4.27, 7.33 p. m.

Trains for Bioomsburg

Leave New York via of Philadelphia 7.45 a. m., 4.30 p. m.

Leave Philadelphia 10.20 a. m., 5.00 p. m.

Leave Philadelphia 10.20 a. m., 5.00 p. m.

Leave Reading 11.50 a. m., 7.57 p. m.

Leave Tamaqua 1.21 a. m., 9.28 p. m.

Leave Williamscort 9.50 a. m., 4.35 p. m. Sunday, 8.00 a. m., 4.25 p. m.

Leave Catawissa 7.00, 8.70 a. m., 1.30, 3.19, 6.10

11.16 p. m. Sunday, 7.45 a. m., 4.15 p. m.

Leave Rupert 6.21, 7.08, 8.27, 11.43 s. m., 1.37, 3.77, 6.19, 11.24 p. m. Sundas, 7.59, 10.12 a. m.,

For Baltimore, Washington and the West via

For Baltimore, Washington and the West via B. α O. R. R., through trains leave Girard Ave-nue Station, Phila. (P. α R. R. R.) 3.50, 8.01, 11,26 a. m., 3.56, 5.42, 7.16 p. m. Sundays 3.50, 5.02 11,26 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, 3,00 4,00 5,00 p m, Accommodelich, 8,00 a.m., 5,4 p, m, Supday—Express, 9,00, 10,00 a. m. Accopioda-tion, 8,00 a. m. and 4,30 p. m. Returning leave Atlantic City Depot, corner Atlantic and Arkansas avenues.

Week days—Express, 7.00, 7.55 9.00 a, m. and 3.00 p. m. accommodation 8.15 a. in., 4.20 p. io. sunday—Express, 4.00, 8.00 p. m. Accommodation, 7.15 a. m. and 4.20 p. m.

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BLOOMSBURG & SULLIVA - R. H Taking effect MCNDAY, NOV. 10

		Al.	Ar.	AI.	140	·V.	LV
ŧ.	STATIONS. P	. M.	P. M.	A.M.	A.	M.	r. M.
9	Hloomsburg,	6 28	12 10	0.7 15		85	6 40
	M in Street	6 15	12 0	1 7 07	8 6	1 49	6 47
П	Irandale	6 16	12 0	7 04	E	1 45	# 50
s	Paper Mill	6 08	11 6	3 6 58	8-30	58	6 08
١	Lightstreet				8	1.6	1 2
0	Orangeville	5 57	11 3	8 6 43	9.6	11/7	7 93
.	Forks				9.1	17	7 20
	Zaner's	5 40	11 3	4 30	9.0	10	7 94
-	silliwater				9.97	2 3	7.26
П	Berton	5 28	11 0	9 6 16	9 32	Un F	7 29
S	Edsons					8 40	7 44
а	Coles Creek					3 4	7 48
8	Sugarlouf					8 4	1.52
	Laubachs,	5 19	10 5	4 6 00	9 58	8 56	7 57
ы	Central						8 07
-		2.22	2700		22 52	7-80 (822)	11 25

RAILROAD TIME TABLE

DELAWARE LACKAWANNA &

WESTERN RAILROAD.

١	BLOOMSBURG	i Di	VISI	ON.					
١	STATIONS.	NORTH.							
١		A. M.	P. M.	A. M.	P.				
ı	NORTHUMBERLAND	6 20	1.50		-				
ı	Cameron	6.33		Same	5				
1	Chulassy	6.40		*****	6				
1	Danvide	6.48	2 12	10.26	- 5				
ı	Catawissa	7 05	2.26	10 39	6				
1	Rupert	7 19	9.81	10:44	- 6				
1	Bloomsburg	7 90	2 36	10 49	1				
١	Rapy	7.27	2 43	****	6				
1	Lime Ridge	7 34	2.50						
ı	Willow Grove	7 98	2 54	*****	6				
١	Briarcreek	7 41	200		n.				
ı	Berwick	7 48	3 04	11 12	6				
ł	Beach Haven	7.54	3 10	11 18	÷				
ı	Hick's Ferry	8.00	3.17	111	+				
١	Shicksbinuy	8 10	3 29	11 33	*				
ı	Пиплоск'в	8 91	3.79	-	*				
١	Nanticoke	8 20	3 46	11 49	4				
ı	Avondi le	8 30	3 51	4.0	*				
1	Plymouth	8.31	3 56	11 56	7				
1	Plymouth Junction	8 40	4.00	*****	7				
١	Kingston	8.47	4 65	12 03	7				
1	Bennett	8.49	4 08	12 06	8				
١	Maltby	8.52	4 12		5				
1	Wyoming	8.56	4 17	12 13	8				
١	West Pittston	9.01	4 22	Francis	8				
1	Pittston	9.08	4 30	12 22	8				
1	Daryes	9 12	4.34		83				
1	Lackawanna	9.16	4.97	P. W.	8				
ı	Taylorville	9 25	4 45	19 35	8				
J	Bellevue	9 111	4.50	1200	8				
J	SCRANTON	9.35	4 55	12 45	8				
1		A. M.	P. M	P. M.					
ı	STATIONS.		SOUTH.						
ı		A. M.	A. M.						
١	SCRANTON	6.00	9 50	1.85	6.1				
J	Bellevue,	0.05	9.55	****	***				
j	Taylorville	6 16	10 00		6				
i	Lackawanna	6 18	10 07		6				
i	Duryea	6 22	10 10		6				
ı	Pittston	6 98	10 14		6.				
	West Pittston	€ 35	10 20		6				
1	Wyoming	6 40	10 25	2 11	6				

Pennsylvania Railroad.

P. & R. R. R. DIV. AND N. C R'Y

P. & R. R. DIV. AND N. C RY

In effect Dec. 18, 1892. Trains leave Sunbury EASTWARD.

9:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediare stations arriving at Philadelphia 3:00 p. m.; New York 5:50 p. m.; Baltimore, 3:10 p. m.; Washington 4:30 p. m. connecting at Philadelphia for all Sea Shore points. Passenger coaches to Philadelphia Baltimore. Parlor car to Philadelphia.

1:53 p. m. Train 8, (Daily except Sunday,) for Harrisburg and intermediate stations, arriving at Philadelphia as 6:50 p. m.; New York, 9:35 p. m.; Baltimore 6:45 p. m.; Washington 8:15 p. m. Parlor cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

5:28 p. m. Train 12 (Daily except Sunday) for Harrisburg and intermediate points, arriving at Philadelphia 19:35 p. m. New York 3:30 a, m.; Baltimore 19:30 c. m., Washington 8:10 a. m. Pulthanelphia 19:35 p. m. New York 3:30 a, m.; Baltimore 19:30 c. m., Washington 8:10 a. m. Pulthanelphia coaches to Philadelphia philadelphia and Sleeping car from Harrisburg to Philadelphia and New York. Philadelphia philadelphia and New York. Philadelphia care mediate stations, arriving at Philadelphia and New York. Philadelphia philadelphia and New York. Philadelphia and New York. Philadelphia and New York. Philadelphia and Sleeping car from Harrisburg to Philadelphia and Sleeping and an seeping care to Philadelphia and baltimore.

1:90 a. m. - Volaty, for Harrisburg and Intermediate Stations, arriving at Philadelphia and Baltimore.

1:90 a. m. - Volaty, for Harrisburg and Intermediate Stations, arriving at Philadelphia care to Philadelphia and Baltimore.

to randomine and bassenger coaches to raila-definits and Baltimore.

4.36 a. m.—Train 14 (Dally,) for Barrisburg and intermediate stations arriving at Baiti-more 4.55 a. m. and Wassington 10.16 a. m. and Pullman sleeping cars to Baltimore, Washing-ton, and Passenger coaches to Baltimore.

2:04 a. m. -Train 9 (Dally except Sunday) for 2:04 a. m.—Train a (pally evecut Sunday) for Canandahrua, Kochester, Buffalo and Nisgara Falls, with Pullman sleeping cars to Buffalo and pass uger coaches to Rochester. 5:10 a. m.—Train a (Dally.) for Erie, Canandal-gua and intermediate stations, Rochester, Buf-taio and Nisgara Falls, with Pullman palace carsto Erie and Elmira and passenger coaches to Krie and Rochester. to Eric and Rochester, 9:56-Tr= n 15 (Dally,) for Lock Haven and

9:50—Train 15 (Daily.) for Lock Haven and intermediate stations.

1:35 p. m.—Train 11 (Daily except Sunday) for Kane, Canandateua and intermediate stationa, Rochester, Buffalo, and Niagara Falls with through passenger coaches to Kane and Rochester and Farlor car to Rochester.

5:34 p. m.—Train 1, (Daily except Sunday) Renovo, Elmira and intermediate stations.

9:25 p.*m.—Train 13 (Daily except Sunday) for Williamsport and intermediate stations.

7:10 p. m.—Train 21. Sunday only for Williamsport and intermediate stations.

THFOUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Train 15—Leaves Yew York, 12:15 night, Philadelphia 4:30 a. m., Baitimore 4:40 a. m., Harrisburg, 8:10 a. m., daily arriving at Sunbury 9:56 a. m.

burg, 8:10 a. m., daily arriving at Sunbury 9:56 a. m.

Train 11—Leaves Philadelphia 8:50 a. m., Washington 7:50 a. m., Baltimore 8:45 a. m., (daily except Sunday) arriving at Sunbury, 1:35 with Parior car from Philadelphia and Baltimore, 3:45 with Parior car from Philadelphia and Baltimore, Train 1—Leaves New York 9:00 a. m., Philadelphia 11:47 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Sunday) arriving at Sunbury 5:29 p. m. with passencer coaches from Philadelphia and Baltimore.

Train 13 leaves New York 2:00 p. m., Philadelphia 4:35 p. m., Washington 3:15 p. m., Raltimore 4:20 p. m. (Daily except Sunday) arriving at Sunbury 9:25 p. m. "Phrough Coach and Parior car from Philadelphia.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:20 p. m., Washington 7:40 p. m., Baltimore 3:45 p. m., (Daily except Saturday,) arriving at Sunbury, 2:01 a. m. with Puliman sleeping cars and passenger coaches from Washington and Baltimore.

Train 3 leaves New York 8:00 p. m., Philadelphia 11:30 p. m., (Daily,) arriving at Sunbury 5:10 a. m., with Puliman sleeping cars from Philadelphia, Washington 10:40 p. m., Baltimore 11:40 p. m., (Daily,) arriving at Sunbury 5:10 a. m., with Puliman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.

Train 21—Leaves New York 12:00 ncon, Philadelphia 2:25 p. m., Washington 1:10 p. m., Baltimore burg, Philadelphia 2:25 p. m., Washington 1:10 p. m., Baltimore burg, Philadelphia 2:25 p. m., Washington 1:10 p. m., Baltimore burg, Philadelphia, Philadelphia and Baltimore p. m., Baltimore p. m.

Train 21—Leaves New York 12:00 noon, Phila-delphia 2:25 p. m., Washinston 1:10 p. m., Baiti-more 2:15 p. m., Sunday only, arriving at Sun-bury 7:10 p. m.

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

(Daily except Sunday)
Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 12:10 p. m. inazieton 12:15 p. m. Pottsville 1:25 p. m. Through Coach Williamsport to Wilkes-Barre.
Train 11 leaves Sunbury 5:35 p. m. arriving 44 Bloom Ferry 6:26 p. m. Wilkes-Barre 7:30 p. m. Hazleton 7:56 p. m. Pottsville 9:05 p. m.
Through Coach Williamsport to Wilkes-Barre.
Train 5 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:00 a. m., arriving at Bloom Ferry 8:27 a. m., Sunbury 9:25 a. m.
Through Coach Wilkes-Barre to Williamsport
Train 10 leaves Pottsville 1:50 p. m. Hazleton 3:04 p. m. Wilkes-Barre to Williamsport
Train 10 leaves Pottsville 1:50 p. m., arriving at Bloom Ferry 4:31 b. m., sunbury 9:515 p. m.
Through Coach Wilkes-Barre to Harrisburg.
SUNDAY TRAINS.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10.00 a. m., arriving at Bloom Ferry 10:45 a. m., Wilkes-Barre 12:16 p. m., Train 20 leaves Wilkes-barre 4:10 p. m., arriving at Bloom Ferry 6:05 p. m., Sunbury 7:00 p. m. CHAS, E. PUGH, J. R. WOOD, Gen. Manager. Gen. Pass, Agt

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