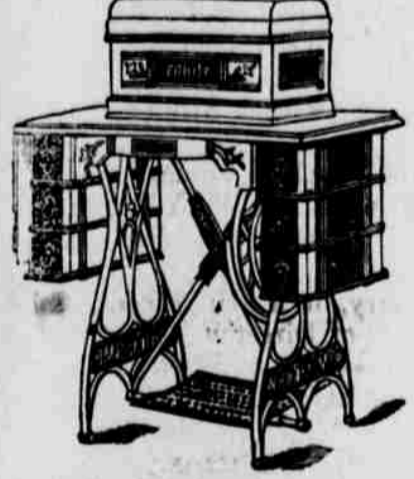


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GALLERY OVER HARTMAN'S STORE, 10-7-17.

### CARRIAGES DRAWN BY KITES.

Fahrenheit's Voyage in a Basket Made at a Mile in 2.50.

About forty years ago a mania set in among aeronauts, who believed that carriages drawn by kites would supersede railways to a considerable extent. Among those who followed this fascinating study, says *Answers*, was Dr. Pocock, an uncle of W. G. Grace, the champion cricketer of England.

Dr. Pocock made many journeys from Bristol to London in a little carriage drawn by a couple of large kites flying a quarter of a mile or so in the air, and he often attained a speed of fully twenty miles an hour. It was thought, too, that kites would supersede sails for a ship, and, in fact, for some time scientific England went kito mad.

In order to thoroughly understand the action of these gigantic kites (some of them were as large as a ship's main-sail) a certain intrepid John Fahrenheit—no relation to the famous chemist of that name—made several voyages in a basket, an ordinary wickerwork affair, such as is used by laundresses, tied to a kite.

On one occasion the kite was started at Romford, in Essex. It was attached to a pony chaise, which was so constructed as to be easily steered by means of handles, such as those on old-fashioned tricycles. In the chaise sat two men, one a brother of the kite-traveler, the other a gentleman who spent a considerable fortune in experiments of this description.

The party waited until a suitable day came and at length they arose one morning at 4 o'clock with the pleasing intelligence that a half gale was blowing from the west. Everything had been in readiness for some time, and after a hasty breakfast, the kite was unrolled, stretched on its gigantic bamboo frame and held in the roadway by a couple of laborers.

Fahrenheit seated himself in the basket. The three stout lines with which the kite was held and controlled were carefully examined, and after considerable manoeuvring the enormous spread of canvas was wafted upward, with its human cargo seated calmly and nonchalantly in the basket.

For a time it looked as though the kite would not ascend properly, and the lines frequently hung slack, but at 6.30 the wind had increased to such an extent that it was thought expedient to "pay out" more line, and the three travelers seated themselves in the chaise, which began to move along the main road at a brisk pace. Once in motion the speed increased, and the difficulty of steering the chaise and looking after the guide ropes was so great that it was thought expedient to bring the experiment to a hasty conclusion.

This, however, was easier said than done. As they passed a milestone they determined to time their speed, and found to their surprise that they had covered a mile in 2.50.

Three miles out of Chelmsford rain began to fall in torrents and violent tugs were felt at the guide ropes. It had been previously arranged that they should form the signal for an immediate descent, and, taking advantage of a somewhat steep incline, when the rate of progression would naturally be diminished, the brakes were applied.

Fahrenheit was observed making violent signals with his hands, and the kite was found to be falling with alarming rapidity. So great, indeed, had the speed become that it was evident that Fahrenheit's doom was sealed unless some immediate effort could be made to stop the fall.

Mr. McLennan and his two assistants thereupon promptly determined to take the only possible step which could save him. By pulling in the ropes violently the kite would slightly ascend, and so, throwing off their coats, they tugged with might and main.

In five minutes Fahrenheit was on terra firma. It appeared that the rain had thoroughly soaked the canvas and added pounds to the weight of the kite, causing it to fall. Had not prompt measures been taken, there can be but little doubt that the ponderous machine would have caused the violent death of the occupant of the basket.

What is much needed for persons "in trouble," and especially for those caught in *Hygroscopic delicto*, is a good excuse, an explanation on the spur of the moment for their each having, for example, three gold watches about them. An instance of this kind occurred only the other morning in London. A gentleman was stopped by a policeman at two a. m., and requested to explain the fact of his carrying four umbrellas. "It had been a fine day, so that even one seemed unnecessary. The best account he could give of himself was that his mistress had been out at a party, and he was carrying her property home. The inefficiency of an excuse of this sort is lamentable. In no society do ladies take four umbrellas to an evening party. It would have been better for the poor wretch to have announced himself as a "Japanese nobleman of the first class, who, in deference to Western customs, was wearing four umbrellas instead of four swords." This would, at least, have staggered the policeman as being something out of his beat. In another case, three individuals are found, armed to the teeth, under the pantry-table of a gentleman's house, who have no better explanation to give of their position than "they were getting out of the rain." These excuses are pitiful and almost pathetic.

Musical Amelities. "Shall I play you accompaniment, Miss Passy?" asked Maud. "No. I always accompany myself." "I've noticed that you are generally about when you are present," returned Maud.—*Harlem Life*.

Many a man has made a goose of himself with a single quill.—*Texas Sittings*.

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PHILADELPHIA & READING RAILROAD. AFTER MAY 13, 1893.

Trains leave Bloomsburg as follows: Sundays excepted. For New York, Philadelphia, Reading, Pottsville, Tanawana, etc., 6.10, 11.15 a. m. For Williamsport, 7.15, 11.15 a. m. Sunday, 7.55 a. m. 4.30 p. m. For Danville and Milton, 7.15 a. m., 2.32, 11.10 p. m. Sunday, 7.51 a. m., 4.51 p. m. For Catwissa, 7.45, 11.15 a. m., 12.15, 5.00, 8.30, 11.10 p. m. Sunday, 10.21 a. m., 7.08 p. m. For Rupert, 6.10, 7.45, 11.15 a. m., 12.15, 1.15, 4.00, 11.10, 12.15 p. m. Sunday, 7.55, 10.51 a. m., 4.58, 7.51 p. m.

Trains for Bloomsburg leave New York via Philadelphia 6.00 a. m., 4.00 p. m. and via Easton 5.45 a. m., 4.45 p. m. Leave Philadelphia 10.00 a. m., 6.00 p. m. Leave Reading 11.50 a. m., 7.57 p. m. Leave Pottsville 11.50 p. m. Leave Tanawana 1.00 a. m., 8.35 p. m. Sunday, 1.00 a. m., 8.35 p. m. Leave Catwissa 7.00 a. m., 4.15 p. m. Leave Danville 7.00 a. m., 4.15 p. m. Leave Milton 7.00 a. m., 4.15 p. m. Leave Rupert 6.10, 7.45, 11.15 a. m., 1.15, 4.00, 11.10, 12.15 p. m. Sunday, 7.55, 10.51 a. m., 4.58, 7.51 p. m.

For Baltimore, Washington and the West via R. & O. R. R. through trains leave Grand Avenue Station, Phila. (P. & R. R. R.) 8.00, 2.01, 11.35 a. m., 2.50, 5.50, 7.15 p. m. Sundays 2.50, 5.50, 11.35 a. m., 2.50, 5.50, 7.15 p. m.

ATLANTIC CITY DIVISION. Leave Philadelphia, Chestnut Street Wha South Street Wharf.

FOR ATLANTIC CITY. Weekdays—Express, 9.00 a. m., 2.00, 3.00, 4.00, 5.00 p. m. Accommodation, 8.00 a. m., 4.45 p. m. Sunday—Express, 9.00, 10.00 a. m. Accommodation, 8.00 a. m. and 4.30 p. m.

Returning leave Atlantic City Depot, corner Atlantic and Arkansas avenues. Weekdays—Express, 7.00, 7.45, 9.00 a. m. and 3.30 p. m. Accommodation, 8.15 a. m., 4.30, 5.30 p. m. Sunday—Express, 4.30, 8.00 p. m. Accommodation, 7.15 a. m. and 4.30 p. m.

WANTED—Salesman; salary and expenses from start; steady work; good chance for advancement. BROWN BROS., CO., Nurserymen, Rochester, N. Y.

### RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD. BLOOMSBURG DIVISION.

STATIONS.	NORTH.	SOUTH.
NORTHUMBERLAND	6.30 1.00	
Cameron	6.35	5.53
Chickering	6.40	5.58
Danville	6.45	6.03
Catwissa	7.05 2.35 10.30 6.05	
Rupert	7.15 2.45 10.40 6.15	
Bloomsburg	7.20 2.50 10.45 6.20	
Rept	7.25 2.55 10.50 6.25	
Lime Ridge	7.30 3.00 10.55 6.30	
Willow Grove	7.35 3.05 11.00 6.35	
Berwick	7.40 3.10 11.05 6.40	
Beach Haven	7.45 3.15 11.10 6.45	
Hicks Ferry	7.50 3.20 11.15 6.50	
Shickling	7.55 3.25 11.20 6.55	
Hunioke	8.00 3.30 11.25 7.00	
Nanticoke	8.05 3.35 11.30 7.05	
Wrightsville	8.10 3.40 11.35 7.10	
Plymouth	8.15 3.45 11.40 7.15	
Plymouth Junction	8.20 3.50 11.45 7.20	
Kingston	8.25 3.55 11.50 7.25	
West Pittston	8.30 4.00 11.55 7.30	
Pittston	8.35 4.05 12.00 7.35	
Duryea	8.40 4.10 12.05 7.40	
Lackawanna	8.45 4.15 12.10 7.45	
Taylorville	8.50 4.20 12.15 7.50	
Bellevue	8.55 4.25 12.20 7.55	
Scranton	9.00 4.30 12.25 8.00	

STATIONS.	NORTH.	SOUTH.
Scranton	6.00 9.50 1.35 6.07	
Bellevue	6.05 9.55 1.40 6.12	
Taylorville	6.10 10.00 1.45 6.17	
Lackawanna	6.15 10.05 1.50 6.22	
Duryea	6.20 10.10 1.55 6.27	
Hicks Ferry	6.25 10.15 2.00 6.32	
West Pittston	6.30 10.20 2.05 6.37	
Wyoming	6.35 10.25 2.10 6.42	
Maltby	6.40 10.30 2.15 6.47	
Kingston	6.45 10.35 2.20 6.52	
Plymouth Junction	6.50 10.40 2.25 6.57	
Plymouth	6.55 10.45 2.30 7.02	
Avondale	7.00 10.50 2.35 7.07	
Nanticoke	7.05 10.55 2.40 7.12	
Hunioke	7.10 11.00 2.45 7.17	
Harrisburg	7.15 11.05 2.50 7.22	
Hicks Ferry	7.20 11.10 2.55 7.27	
Beach Haven	7.25 11.15 3.00 7.32	
Berwick	7.30 11.20 3.05 7.37	
Brier Creek	7.35 11.25 3.10 7.42	
Willow Grove	7.40 11.30 3.15 7.47	
Lime Ridge	7.45 11.35 3.20 7.52	
ESPY	7.50 11.40 3.25 7.57	
Bloomsburg	7.55 11.45 3.30 8.02	
Rupert	8.00 11.50 3.35 8.07	
Catwissa	8.05 11.55 3.40 8.12	
Danville	8.10 12.00 3.45 8.17	
Chickering	8.15 12.05 3.50 8.22	
Cameron	8.20 12.10 3.55 8.27	
NORTHUMBERLAND	8.25 12.15 4.00 8.32	

Connections at Rupert with Philadelphia & Reading Railroad for Tamaqua, Tanawana, W. Hampson, Sunbury, Pottsville, etc. At Northumberland for York, New York, Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

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

### Pennsylvania Railroad.

P. & E. R. R. DIV. AND N. C. RY. In effect May 21 1893. Trains leave Sunbury

EASTWARD. 8:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 3:30 p. m.; New York 5:50 p. m.; Baltimore, 8:10 p. m.; Washington 4:30 p. m., connecting at Philadelphia for all sea shore points. Passenger coaches to Philadelphia. Parlor car to Philadelphia. 1:55 p. m. Train 8 (Daily except Sunday) for Harrisburg and intermediate stations, arriving at Philadelphia at 6:30 p. m.; New York, 8:35 p. m.; Baltimore 6:45 p. m.; Washington 5:15 p. m. Parlor cars to Philadelphia and passenger coaches to Philadelphia and Baltimore. 5:25 p. m. Train 12 (Daily except Sunday) for Harrisburg and intermediate points, arriving at Philadelphia 10:55 a. m.; New York 3:30 a. m.; Baltimore 10:40 a. m.; Washington 4:10 a. m., Passenger coach to Philadelphia. 8:22 p. m.—Train 6 (Daily) for Harrisburg and all intermediate stations arriving at Philadelphia 4:30 a. m.; New York 7:10 a. m.; Philadelphia sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passenger coach remains in Philadelphia until 7:10 a. m. 1:30 a. m.—(Daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:30 a. m.; New York 9:30 a. m.; Baltimore 6:30 a. m. and Washington 7:30 a. m. Pullman sleeping car to Philadelphia and passenger coaches to Philadelphia and Baltimore. 7:35 a. m. (Daily) for Harrisburg and intermediate stations arriving at Baltimore 5:55 a. m. and Washington 10:15 a. m. and Pullman sleeping cars to Baltimore, Washington, and passenger coaches to Baltimore.

WESTWARD. 2:04 a. m.—Train 9 (Daily except Sunday) for Canandaigua, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Buffalo and passenger coaches to Rochester. 5:13 a. m.—Train 1 (Daily) for Erie, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman palace car to Erie and Buffalo and passenger coaches to Erie and Rochester. 9:56—Train 15 (Daily) for Look Haven and intermediate stations. 1:35 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 parlor car to Rochester. 5:34 p. m.—Train 1 (Daily except Sunday) Renovo, Elmira and intermediate stations. 8:25 p. m.—Train 13, for Williamsport and intermediate stations. THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH. Train 15—Leaves New York 12:15 night, Philadelphia 4:30 a. m., Baltimore 4:40 a. m., Harrisburg, 8:15 a. m., daily arriving at Sunbury 9:55 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 Pullman sleeping car to Philadelphia and passenger coaches from Philadelphia and Baltimore. Train 1—Leaves New York 9:00 a. m., Philadelphia 11:50 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m. (Daily except Sunday) arriving at Sunbury 6:30 p. m. with passenger coaches from Philadelphia and Baltimore. Train 12 leaves New York 8:30 p. m., Philadelphia 4:35 p. m., Washington 8:15 p. m., Baltimore 4:15 p. m. arriving at Sunbury 9:25 p. m. through Coach and Parlor car from Philadelphia. Train 9 leaves New York 4:30 p. m., Philadelphia 8:30 p. m., Washington 7:40 p. m., Baltimore 8:45 p. m. (Daily except Sunday), arriving at Sunbury, 2:04 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore. Train 3 leaves New York 8:00 p. m., Philadelphia 11:30 p. m., Washington 10:40 p. m., Baltimore 11:40 p. m. (Daily) arriving at Sunbury 7:10 p. m. with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.

SUNBURY HAZLETON, & WILKESBARRE RAILROAD, AND NORTH AND WEST BRANCH RAILWAY. (Daily except Sunday) Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m. Hazleton 12:15 p. m., Pottsville 1:25 p. m. Through Coach Williamsport to Wilkes-Barre. Bloom Ferry Sunbury 5:30 p. m. arriving at Bloom Ferry 6:30 p. m., Wilkes-Barre 7:50 p. m., Hazleton 7:55 p. m., Pottsville 9:05 p. m. Through Coach Williamsport to Wilkes-Barre. Pottsville 6:00 a. m., Hazleton 7:10 a. m., Pottsville 8:20 a. m., Bloom Ferry 9:30 a. m. Through Coach Williamsport to Wilkes-Barre. Bloom Ferry 8:47 a. m., Sunbury 9:55 a. m. Train 10 leaves Wilkes-Barre to Williamsport. Train 10 leaves Pottsville 1:50 p. m., Hazleton 3:04 p. m., Wilkes-Barre 3:12 p. m. arriving at Bloom Ferry 4:31 p. m., Sunbury 5:3 p. m. Through Coach Williamsport to Harrisburg.

SUNDAY TRAINS. Train 7 leaves Sunbury 10:00 a. m., arriving at Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m. Train 3 leaves Wilkes-Barre 4:40 p. m., arriving at Bloom Ferry 6:05 p. m., Sunbury 7:00 p. m.

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