Here are some remarks from Dr. Yorke Davies on fat, which may be of interest to the corpulent section of the community, says the Chicago News.

"My experience is this, that in cutting off fat-forming ingredients from the dictary, that is, sugar, starch and fat, the decrease in weight is just twice as rapid as if sugar and starch are cut out and fat not For instance. if a person on a properly apportioned diet, where fat is cut out, is to lose twenty pounds of weight in a month. should fat be allowed with the same food the reduction in weight would only be ten pounds.

"It may simplify matters to say that the use of fat in the system is to sup-ply heat. It is chemically decomposed to this end in the operations of life. If more fat-forming food is taken for this purpose than is required, it is stored as fat, hence obesity. The Esquimau can consume with impunity twelve pounds of fat a day, and not become corpulent, the system in his case burning it like a furnace to sustain the heat of the body, the radiation being so rapid. For this same reason, I find in England that on a fat reducing dietary a greater amount of weight is lost in winter than in summer-all other factors being equal. It would be useless to burden your space with theories that appertain to the domain of physiclogy, but it may be of interest to say that in excessive leanness, to put on fat it is necessary that as much fat itself be taken as can possibly be assimilated to get any satisfactory results. The inference is obvious.

"No doubt your correspondents will thank you for teaching them how to become lean, but my experience is that those who try to diet themselves fail somewhere, as they make their own rules and break them, and cannot distinguish the difference between a diet that reduces fat and a diet that does not fatten. There is a want of 'method in their madness,' if I may so express

HISTORIC DISH.

An Enthusiastic Collector Harshly Disa-bused of a Fond Illusion.

Sometimes parts of the history of interesting relies are enveloped in mystery, and the satisfaction of their proud possessors may depend on this mystery to a greater extent than they are aware of. An amusing instance of this kind is related by an ex-United States minister who is an enthusiastic collector of rare and beautiful china.

This gentleman, says the Youth's Companion, recently purchased a beautiful piece of china, decorated in gold and colors, bearing the monogram "M. W.," a motto, and figures symbolical of the original states of the union. He put it in his cabinet, and often looked at it with great satisfaction.

One day a gentleman who is an expert critic of fine china, called upon him, a man who is also a member of the firm of Brown & Co., a well-known house, one department of whose business is a crockery manufactory. The ex-official proudly displayed his latest

"What is that?" inquired the visitor. "Why, that is a piece of the famous Martha Washington dinner-set. It is one of the very few pieces now in existence. I bought it at an auction sale in Philadelphia.'

"How much did you pay for it?" asked the expert, meanwhile examining it carefully.

"I paid twenty-five dollars for it, and it was a bargain. The agent had an offer of three hundred dollars for it immediately after I bought it."

"My friend," said the expert, solemnly, "I am sorry for you. That dish was made by Brown & Co. in 1876, and we sold it for one dollar and fortyseven cents."

BANANAS AS FOOD.

Nutrillious and Bealthful If Eaten Sparingly and if Not Overripe.

The history of bananas as an article of food is a good deal like that of tomatoes, in that much discussion as to their wholesomeness or the reverse has been had. Not long ago, says the New York World, a well-known resident of a western city died after a meal at which he had partaken of wine and bananas. Whereupon, the prints were full of the warning that the two combined made a deadly poison and should be avoided in consequence. But a many authorities were heard from bringing proof quite contrary and pointing out that in the West India islands everybody eats bananas and as many as can secure it drink wine, and that no fatality from the mixture is recorded. It is possible that some wine acts poisonously with banana juice, but at least champagne and sherry are exempt from the charge.

The consumption of bananas is increasing every year, and their nourishment and wholesomeness are practical ly undoubted. The only caution neces-ary is that the fruit should be ripe, but not overripe, and perhaps, in the case of children, should not be eaten after midday. Nor should too many be fed at once to young children. Five bananas to a child whose years are not that many is unwise, though it is not uncommon. Housekeepers will find the Aspinwall banana a particularly rich and flavored variety, and though it is a yellow skin, it quite equals the usually preferred redskinned sort.

Queer Delaware Names. "Red Clay Creek" and "White Clay Creek" are the names of streams and of churches in northern Delaware, and both names have undergone changes characteristic of words much in the mouths of English-speaking country folk. One is usually called Redlycrick, the other Whitelycrick, while Head of Christiana, the name of a neighbor-ing church, has been corrupted into "Heddychristeen." Appoquinimink, the stream and a church, has remained uncorrupted, unless the Indians may have G. H. TROUTNAN, Attorneys.

Legal Advertisements.

ELECTION NOTICE.

The annual meeting of the stockholders of eThe Farmers' National Bank of Eloomaburg. Pa. for the election of a board of directors for the ensuing year, will be held in the directors room of the bank on Tuesday, January 9, 1895, between the hours of two and four P. M.

FRANK IKELER,
12-8-11. Cashier.

ELECTION NOTICE.

There will be an election of a Board of Directors of the Bloomsburg Banking Company at the Banking House in Bloomsburg, on Tucsday, January 9th. 1894, at two o'clock in the afternoon, to serve for the ensuing year.

12-22-34. Cashier.

NOTICE.

In the matter of the division of the school property of catawissa Township. No. 25, May Sess., 1893.

The undersigned Commissioner and Examiner, appointed by Court to take testimous, adjust the claims and report to said tourt the difference of indebtedness between Township and ilorough, hereby gives notice to all parties that he will meet at the office of Wm. H. Rhawn Esq., at Catawissa, Pa., on Thursday, the 15th day of February, A. D., 1891, at 10 o'clock in the forence of the purpose of his appointment, when and where all parties interested must appear and all these having claims must present the same or be forever thereafter debarred from the same according to the Act of Assembly, of June 17th, 1878.

WM. H. SNYDER,
Bloomsburg, Pa.

Bloomsburg, Pa. Nov. 8, 1893,

NOTICE.

C. H. Campbell, Register and Recorder of Columbia County, gives notice that histerm of office expires on Monday, the first day of January, 1891, that all papers in his possession at that time that have been duly recorded and not paid for will be left at an office of the Justice of the Peace for collection, and after parties have been duly notified and neglected to result, they will be sued and an effort made to collect them. Interest from date of record will be charged on all papers not paid before January 1, 1891.

C. H. CAMPBELL.

C. H. CAMPBELL. Register and Recorder of Columbia County.

DISSOLUTION NOTICE.

Notice is hereby given that by virtue of a resolution of the Stockholders of the Filver Spring Quarry Company an application will be presented to the Court of Common Pleas of Columbia County on Saturday the 16th day of December A. D., 1896 at 10 ofclock A. W., praying for the dissolution of said Corporation.

AARON BOONE. President. C. M. CREVELING, Secretary and Treasurer. y. 11-24-tf. C. W. MILLER Atty.

CHARTER NOTICE.

Notice is hereby given that an application will be made to the Governor of the State of Pennsylvania on Monday, December 18, A. D., 1893, by George R. Stevens, David S. Cann, James P. Casey, George E. Saul, Charles W. Hoffman, Pierre Roulliot, wm. J. Greenhough, Wm. Hill and others, under Act of Assembly of the Co monwealth of Pennsylvania, entitled an Act to provide for the incorporation and regulation of certain corporations, approved April 29th, A. D., 1874 and the several supplements thereto for the charter of an intended corporation to be called the Penn Elevator Engineering to mpany, the character and object of which is for the manufacture of elevators and special machinery and for these purposes to have, possess and enjoy all the rights, benefits and privileges of the said Act of Assembly and its supplements.

11-21-tf. Solicitor

AUDITOR'S NOTICE.

Estate of John Brown deceased.

The undersigned, an auditor appointed by the Orphans' Court of Columbia County to make distribution of said estate, will sit at his office in Bloomsburg, on Friday January 12th, 1894, at 10 o'olock a. m., when and where all persons having claims against said estate must appear and prove the same, or be debarred from coming in on said fund.

12-22-14. Auditor.

AUDITOR'S NOTICE. Estate of Hiram Reese, deceased.

Notice is hereby given that the undersigned Auditor appointed by the Orphans' Court of Columbia county, to distribute the funds in the hands of George D. Edmundson, Administrator of the estate of Hiram Reese, late of Hemiock township, deceased, to and among the parties entitled thereto, will sit at his office in Bloomsburg, Pa., Friday, January 19th, 1894, at 10 o'clock a. m., to discharge the duties of his appointment, when and where all parties interested must present their claims, or be debarred from coming in for a share of said fund.

A. N. YOST

\$40,000.

COUNTY BONDS FOR SALE.

The Commissioners of Columbia County will offer at public sale at their office in the Court House, Bloomsbu g on Tuesday, becember 26th, 1883 at 1 o'clock, P. M. coupon bonds of Columbia County, with interest payable annually at four and four-tenths per centum. These bonds are in denominations of \$200 to and \$500.00 and \$500.00 and atomature as follows: \$5000 in January 1896, \$5000 in January 1897, \$10,000 in January 1898, \$5000 in January 1897, \$10,000 in January 1898, \$10 000 in January 1899, and \$10,000 in January 1990. No bids will be received at less than par. JESSE RITTENHOUSE, B. F. EDGAE, C. L. SANDS, commissioners. Attest.—C. M. Terwilliere, Clerk.

ORPHANS' COURT SALE

Pursuant to an order of the Orphans' Court of Columbia County, fa, the undersigned will sell at public sale on the premises of Jesse Johnson, late of Beaver twp , Col. Co , dec'd on

SATURDAY, JANUARY 20, 1894, at 12 o'clock noon, the following described piece or parcel of land bounded and described as follows: On the south by a public road leading from Shumantown to Mt. Grove, on the north by lands of Miles Reilly and others, on the east by land of Allen Mann, on the west by lands of Samuel Johnson and Wm. Smith, con-

249 ACRES

of land, more or less, on which are erected a

LOG DWELLING,

Bank Barn, Shed, Cider Fress, Water Power, a good Orchard, 129 acres, more or less, are cleared, the balance about 115 or 120 being

FINE OAK AND WHITE PINE TIMBER LAND.

TERMS OF SALE:--One-third of the purchase money to be paid at the striking down of the property, one-third in six months after confirmation nist, and the balance in six months thereafter with interest on deferred payments from confirmation nist and the same to be secured in the property ; no timber to be removed from the premises until the purchaser shall first have given independent security for payment of unpaid purchase money, to be approv-

ed by the Court. **Attention of lumberman is hereby called to the fact that the timber tract mentioned above is a most desirable one, lying as it does name of a township or "hundred," a within about two miles of the S. H. & W. rail-R. R. LITTLE, Trustee.

1894. Harper's Weekly. ILLUSTRATED.

HARFER'S WEEKLY is beyond all question the leading journal in America. In its splendid illustrations, in its corps of distinguished contributors, and in its vast army of readers. In special lines, it draws on the highest order of talent, the men best fitted by position and training to treat the leading topics of the day. In outleas, the most popular story-writers contribute to its colums. Superb drawings by the foremost artists illustrate its special articles, its stories, and every notable event of public interest; it contains portraits of the distinguished men and women who are making the history of the time, while special attention is given to the Army and Navy, Amatour sport, and Music and the Drama, by distinguished experts. In a word, HARFER'S WEEKLY combines the news features of the daily paper and the artistic and literary qualities of the magazine with the solid critical character of the review.

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HARPEU'S WEEKLY \$4.00
HAREERS BAZAR \$4.01
HARPEU'S YOUNG PROPER \$2.00

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BREAKFAST-SUPPER.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrifice, and by a careful application of the fine properties of well-selected Cecos, Mr. Epps has provided for our breakfast and supper a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle mahalles are floating around us "eady to attack wherever there is a weak poin. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame.'—Civil Service Gazette. Made simply with boiling water or inits. Sold only in half-pound tins, by Grocers, labeled thus: Janks fire Pro & Co., Ltd., Homecopathic Chemists, London, England.



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E. C. ALLEN & CO., Box 420, AUGUSTA, MAINE.

PHILADELPHIA & READING RAILROAD.

APTER NOV. 19, 1893.

AFFER NOV. 12, 1893.

Trains leave Bloomsburg as follows: Sundays excepted.)

For New York, Philadelphia, Reading Potts ville, Tamaqua, etc., 11.15 a. in., For Williamsport, 1.45 a. in., 5.15 p. m. Sunday, 7.58 a. m., 4.28 p. m.

For Danville and Milton, 7.15 a. m., 3.32. Sunday, 7.59 a. m., 4.28 p. m.

For Catawissa 7.45, 11.15 a. m., 12.15, 3.15, 5.00, 6.30, p. m. Sunday, 10.30 a. m., 7.18 p. m.

For Rupert 7.45, 11.15 a. m., 12.15, 5.15 5.00, 6.33, p. m. Sunday 7.29, 10.30 a. m., 4.28 p. m.

For Rupert 7.45, 11.15 a. m., 12.10, 3.15
5.00, 6.30, p. m. Sunday 7.19, 10.30 a. m., 4.95
7.03 p m.

Trains for Bloomsburg
Leave New York via of Philadelphia 8.00 a.
m., and via Easton 8.45 a. m.
Leave Philadelphia 10.00 a. m.
Leave Philadelphia 10.00 a. m.
Leave Tamaqua 11.00 a. m.
Leave Tamaqua 1.20 a. m., 4.25 p. m.
Leave Williamsport 9.35 a. m., 4.25 p. m.
Leave Catawissa 7.00, 8.20 a. m. 1.30, 318, 6.10
Sunday, 7.45 a. m., 4.55 p m.
Leave Rupert 7.08, 8.27, 11.24 a. m., 1.37, 5.27, 6.30, Sundays, 7.53, 10.13 a. m.
4.23 p. m., 6.55.
For Baltimore, Washington and the West via

For Baltimore, Washington and the West via B. & O. R. R., through trains leave Glrard Ave-nue Station, Phila. (F. & R. R., 3.50, 8.61, 11.26 a. m., 3.56, 5.42, 7.16 p. m., Sundays 3.50, 8.62 11.65 a. m., 3.56, 5.42, 7.16 p. m.

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

FOR ATLANCIC CITY. Weekdays-Express, 9.00, a. m., 4.00, 5.00 p. Accommodation, 8.00 a. m., 5.45 p. m. Sundays-Express, 9.00 a.m., Accommodation, 8.00 a. m., and 4.30 j. m.

Retirning leave Atlantic City Depot, corner Atlantic and Arkansas avenues. Weekdays. Express, 7.30, 8.50 a.m., and 4.00 p.m. Accommodation, 8.10 a.m., and 4.30 p.m. Sundays. - Express, 4.00, 5.15 p. m. Accommedation, 7.15 a. m., and 4.15 p. m. Parior Cars on all Express trains.

J. A. SWEIGARD, C. G. HANCOCK, Pres. & Gen'l Superintendent. Gen'l Pass. Agt

D LOOMSBURG & SULLIVAN R. R Taking effect MONDAY, NOV. 17, 1880. BOUTH. STATIONS, P. M. P. M. A.M. A.M. P. M. P. M.

Bloomsburg, 6	1 28	12	05	7	15	8	85	2	35	6	40
Main Street 6	18	11	57	7	07	8	49		48		47
roudale	16	11	85	7	04	8	45	2	45		50
Paper M111 6	1 08	11	47	6	56	8	82	2	55		88
lightstreet 6						8	55	2	59	7	02
Orangeville	57	11	85	6	48		10	8	15	1	10
Forks, 5	45	11	25	6	33	9	14	8	27	7	20 24 29
Zaner's 5	42	11	17		30		18			1	24
Stillwater t	37	11	12	6	25		25	8	40	7	29
Ronton 5	28	11	CO	6	18		26				39
Edeans 5	93	10	47		11		40	4	15	7	44
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THE STATE OF THE S RAILROAD TIME TABLE

DELAWARE LACKAWANNA &

WESTERN RAILROAD. BLOOMSBURG DIVISION.

NORTH.

ı		A. M.	P. M.	A. M.	P.	7
ı	NORTHUMBERLAND	6 20	1 50		4	-
ı	Cameron	6 35	***		- 5	
ı	Chulasky	6 40	****		. 5	ii.
ı	Danville	6 48	2 12	10.26	- 5	8
ı	Catawissa	7 05	2 26	10 39	6	¢
۱	Rupert	7 12	9 31	10 44	- 6	
ı	Bloomsburg	7 20	2 36	10 49	6	n
ı	Бару	7 97	2 43		6	8
ı	Lime Ridge	7 34	2 50	*****	6	x
ı	Willow Grove	7.38	2 54		- 6	g
ı	Briarcreek	7.41	****	****	6	đ
	Berwick	7 48	3 04	11 12	- 6	1
ı	Beach Haven	7.54	3 10	11 18	7	N
	Hick's Ferry	8 00	8 17	***	7	a
ı	Shickshinuy	B 10	3 29	11 83	7	3
1	Huniock's		3 39	*****	- 7	13
ı	Nanticoke	E 26	3 46	11 49	7	8
ı	Avondale	8 30	8 51	* 4	- 7	В
1	Plymouth	8 35	3 56	11 56	- 7	3
1	Plymouth Junction	8 40	4 00		- 7	5
ı	Kingston	845	4 05	12 03	1	ð
ı	Bennett	8 49	4 08	12 06	8	0
ı	Maltoy	8 59	4 12	*****	- 8	0
1	Wyoming	8 56	4 17	12 13	8	1
ı	West Pitteton	9.01	4 22	*****	- 8	1
١	Pittston.	9 05	4 30	12 22	- 8	38
ı	Duryes	9 12	4 34	*****	- 8	3
ı	Lackawapna	9 16	4 37	******	- 8	ið.
ı	Taylorville	9.25	4 45	12 35	- 15	8
١	Bellevue	9 31	4 50	20002	- 5	8
ı	SCHANTON	9 35	4 55	12 45	8	10
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ı	STATIONS.		24(DUTH	ki.	

	A. M.	P. M	P. M.	-
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ACCESSO (2.1)	A. M.	A. M.	P. M.	
SCHANTON	6 00	9 50	1 35	4 0
Bellevue	6 05	9.55		****
Taylorville	6 10	10 00		6
Lackswanns	6 18	10 07	1 52	6 :
Duryea	6 22	10 10	1 56	6
Pittstop	6 18	10 14	2 00	6
West Pittston	6 85	10 20	2.06	6
Wyoming	6 40	10 25	2 11	6
Malthy	6 44	10 28	****	
Rennett	6.48	10 32	2 19	6
Kingston	6 54	10.85	2 25	6:
Plymouth Junction	6.59	10.39	2 29	100
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Avondale	7.09	10 48	2 83	71
Nanticoke	7.14	10.52		11
Runtock's	7.90	10.59		1
Shickshinny	7.81	11 09		7.1
Hick's Ferry	7 44	11 22		24
Beach Haven	7.54	11 32		7
Berwick		11 40	8.35	71
Briar Creek	5 09		8 40	
Willow Grove	8.13	11 50		81
Lime Ridge	8 17	11 56		8
Rapy	8 24	12.04		8.3
Bloomsburg	8 31	12 12		8
Rupert	8.37	12 18		
Catawines	6 49	12.93		8
Danville,	8 57	12 37		8
Chulasky	9 03			100
Cameron	9 07	12 46		8
NORTHUMBERLAND	9 23	1 00	5 06	9

Connections at Rupert with Philadelphia & Reading Ballroad for Tamanerd, Tamaqua, W Hamsport, Sunbury, Potsaville, etc. At Northumberland with P. & E. Div. P. R. R. for 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. R'Y

In effect Nov; 19, 1893 Trains leave Sunbury

EASTWARD.

EASTWARD.

9:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and Intermediate stations arriving at Philadelphia 3:00 p. m.; New York 5:51 p. m.; eaitimore, 3:10 p. m.; Washington 4:30 p. m. connecting at Philadelphia for all Sea Shorpoints. Passenger coaches to Philadelphia Baltimore. Parior car to Philadelphia.

1:55 p. m. Train s, (Daily except Sunday,) for Harrisburg and Intermediate stations, arriving at Philadelphia a: 6:50 p. m.; New York, 10:08 p. m.; Baltimore 7:20 p. m.; Washington 9:37 p. m. Parior cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

5:25 p. m. Train 14 (Daily except Sunday) for Harrisburg and Intermediate points, arriving at Philadelphia 11:15 p. m. New York 3:53 a, m., Baltimore 10:40 p. m., Passenger coach to Philadelphia 11:15 p. m. New York 3:53 a, m. Pullman all intermediate stations, arriving at Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7 a. m. 1:50 a m. Train 4 (daily) for Harrisburg and Intermediate stations, arriving at Philadelphia es:0 a. m., New York 9:33 a. m., Westington 7:40 a. m., Pullman Sleeping cars to Philadelphia and Baltimore.

4:86 a. m.—Train 16 (Daily.) for Harrisburg and Intermediate stations arriving at Baltimore 5:55 a. m. and Washington 10:16 a. m. and Pullman sleeping cars to Baltimore, washing ton, and Passenger coaches to Baltimore, Washington, and Passenger coach

WESTWARD.

WESTWARD.

1:35 a. m.—Train 9 (Daily except Sunday) for Canandalgua, Rochester, Buffalo and Niagara Falls, with Fullman sleeping cars to Buffalo and passenger coaches to Rochester.

5:13 a. m.—Train 3 (Daily.) for Erie, Canandal gua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Fullman palace to Erie and Romester.

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

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

5:44 p m.—Train 1 (Daily except Sunday) for Renovo, Elmira and intermediate stations.

9:25 p. m.—Train 3 daily except Sunday) for Renovo, Elmira and intermediate stations.

THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Train 15—Leaves New York, 19:15 night, Philadelphia 4:30 a. m., Baltimore 4:40 a. m., Harrisburg, 8:15 a. m., daily arriving at Sunbury 9:56 a. m.

burg, 3:15 a. m., daily arriving at Sunbury 2:58 a. m.

Train 11—Leaves Ph'ladelphia 5:50 a. m., Washington 4:59 a. m., Baltimore 8:45 a. m., (daily except Sunday) arriving at Sunbury, 1:36 with Parlor car from Philadelphia and Baltimore.

Train 11—Leaves New York 9:00 a. m., Philadelphia 12:15 p. m., Washington 11:05 a. m., Baltimore 19:09 noon, (daily except Sunday) arriving at Sunbury 5:39 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 13 leaves New York 2:10 p. m., weekdays 1: 5 a. m. Sunday. Philadelphia 4:40 p. m. weekdays 1: 5 a. m. Sunday. Filiadelphia 4:40 p. m., weekdays 1: 5 a. m. Sunday. Philadelphia 3:5 p. m., Baltimore 3:32 p. m. daily, arriving at Sunbury 9:25 p. m. Through Coach and Parlor car from Philadelphia 5:50 p. m., Washington 7:10 p. m., Baltimore 8:13 p. m., (bally except Saturday,) arriving at Sunbury, 1:35 a. m. with Pullman sleeping cars and passenger coaches from Washington 2:30 p. m., Washington 10:40 p. m., Haltimore 1:49 p. m., (Daily) arriving at Sunbury 5:68 a. m., with Pullman aleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.

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

Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 12:10 p. m. Hazleton 12:15 p. m., Pottsville 1.25 p. m. Train 11 leaves Sunbury 5:47 p. m. arriving at Bloom Ferry 6:33 p. m., Wilkes Barre 8:00 p. m. Hazleton 7:55 p. m. Pottsville 9:05 p. m. Through Coach Williamsport to Wilkes-Barre. Train 8 leaves Wilkes-tarre 7:25 a. m. Pottsville 9:00 a. m., Hazleton 7:10 a. m., arriving at Bloom Ferry 8:47 a. m., Sunbury 9:35 a. m. Pottsville 9:00 a. m., Hazleton 7:10 a. m., arriving at Bloom Ferry 8:47 a. m., Sunbury 9:35 a. m. 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 5:15 p. m. SUNDAY TRAINS.

Train 7 leaves Sunbury 10,00 a. m., arriving at Bloom Ferry 10,48 a. m., Wilkes-Barre 12:10 p. m., Train 26 leaves Wilkes-Barre 4:40 p. m., arriv-ing at Bloom Ferry 6:03 p. m., Sunbury 7:00 p, m. J. R. WOOD, Gen. Pass, Agt.

GET YOUR

JOB PRINTING DONE AT THE COLUMBIAN OFFICE.

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