WASHINGTON.

From our Regular Correspondent.

Washington, February 7, 1902.

A sensational meeting of the Ways and Means Committee marked the first day of this week in the Capitol, during which an unexpected attack on the extreme protectionist policy of the administration, precipitated by Representative Babcock of Wisconsin, almost resulted in heart failure-metaphorically speaking-on the part of Chairman Payne, and left the old gentlemen in actual tears. The motion to favorably report the bill providing for the abolition of the war taxes was before the Committee when Mr. Babcock moved to amend the bill by the addition of his bill reducing the duties on the products of the Steel Trust. With the utmost confidence Mr. Payne called for the ayes and noes and the result was a vote of 6 to 7. Two republicans and two democrats were unavoidably absent but had the latter been present the committee would have been committed to a policy totally at variance with the wishes of the leaders of the party.

* * *

Hardly had the Chairman recovered from his surprise at the closeness of the vote when Representative Steele of Indiana moved to amend the bill by the addition of a clause granting 25 per cent reciprocal reduction on Cuban sugar. With tears in his eyes and voice, Mr. Payne begged him to withdraw his motion, which Mr. Steele finally consented to do. The Chairman then delivered a homily to Mr. Babcock on the subject of protection concluding with a threat to remove the tariff on lumber, it being supposed that Mr. Babcock had large lumber interests in Wisconsin. The threat did not seem to produce much effect on the member from Wisconsin and he declares that he will present his amendment again on the floor of the House. There is every prospect of a very interesting session when the report of the committee is called up in the House as Mr. Newlands of Nevada will also offer his amendment imposing a tax of one-tenth of one per cent on the gross receipts of the industrial corporations in excess of $1,000,000 per annum with a clause appended requiring the publicity of the figures of such corporations; *provided the Committee on rules does not shut out all amendments, as is now threatened.*

* * *

Another interesting feature of the week has been the quiet, but none the less intense, contest which is going on between the President and the extreme protectionists in regard to reciprocal relations with Cuba. Mr. Roosevelt maintains that the United States is in honor bound to grant the concessions because of the representations of President McKinley and Secretary Root, and that he is personally bound, by his promise to the people to carry into effect the policy of the late President, to do all in his power to secure the reciprocity he is advocating. Speaker Henderson, General Grosvenor and other republican leaders are unalterably opposed to any deviation from the highest protection and a serious break between the Capitol and the White House is imminent at any moment.

* * *

President Roosevelt is about to indulge his propensity for administering reprimands once more. This time the victim will be his former Colonel, General Leonard Wood. General Wood has addressed to the Senators a circular letter representing the sore need of Cuba of liberal treatment by Congress and the President considers that his appeal should have been sent through the War Department and that his having addressed the Senators and omitted to address the members of the House was a serious error from the standpoint of tact and diplomacy. Accordingly, the General is to be treated to an expression of executive wrath similar to that administered to General Miles.

* * *

On last Monday evening the republicans of the House met in Caucus and considered the proposals to limit the representations of the Southern States and, in the words of one of the members present, "labored the whole night and accomplished nothing." They talked volubly and wildly for several hours and then Representative Sereno E. Payne came in and told them they did not know what they were talking about and, as a large number of those present had come to the same conclusion, they accepted his dictum and adjourned.

* * *

A sharp tilt occurred recently in the Senate Committee on Inter-Oceanic canals when Senator Morgan, chairman of the Committee, openly accused Senator Hanna of wilfully obstructing canal legislation. Senator Morgan, so I am told, even went so far as to accuse the Senator from Ohio of greater solicitude for his friends, the trans continental railroads, than for the undubitably expressed wishes of the American people. Senator Hanna is said to have turned very red under the Alabaman's charges and then to have denied them in no uncertain terms and a more severe encounter was only prevented by the interference of the other members of the committee. When the canal question comes up for consideration on the floor of the Senate the same accusations are likely to be implied but in a more veiled form and it is hardly likely that the dignified Senate will be treated to the dramatic scene which occurred in Senator Morgan's committee room.

Representative Sibley of Pennsylvania, told me yesterday that he was unchanged in his opposition to the Hansborough—Newlands irrigation bill and that he felt it to be his duty to work and speak against it. He said: "I am a farmer myself and I know the difficulties with which the farmers have to contend, the long hours they have to work and the depreciation of the value of their lands, at least in the Eastern States, which has confronted them. Of course I realize that the time will come when it will be proper and expedient for the federal government to lend a hand towards the irrigation of the arid lands of the west if it can be done without its operating to the advantage of a few large land owners rather than to the advantage of small farmers and wouldbe settlers, but the time is not yet ripe. The farmers of the East saw hard times and have battled fearful odds and now that they begin to see daylight there come to Congress men who would add vast acres to the present area of tillable land and increase the competition which in the past has been so keen as to make farming the most laborious and least profitable of the professions. These gentlemen from the West are on the right track but they are away ahead of time. The time will come when the manufacturing interests of this country will have vastly increased, the home market will have increased proportionately and there will be ample demand to consume at good prices all of the farmers products. Then I will be glad to see, what I knew as a boy as 'the Great American desert' made one great flourishing field."

How Travelers Are Treated.

The accommodations and conveniences offered their patrons by the American railroads are known the world over, but one part not often noted is the arrangements made at the principal stations for the varied wants of travelers.

A notable example of this will be found in the Philadelphia terminus of the Philadelphia & Reading Railway, "The Reading Terminal," 12th and Market Streets, Philadelphia.

Travelers alighting in this magnificent building will find uniformed porters (paid by the Company) to assist ladies, or other passengers, encumbered with baggage. They have within reach rolling chairs for use of invalids or decrepit persons.

On the train (or second) floor of the building is a commodious waiting room, with separate ladies' room in charge of an obliging matron, a broad, easy flight of stairs leads from the waiting room to Ticket Office etc. Two elevators with obliging attendants are ready to take travelers, especially ladies, aged or infirm persons, either way between the two floors.

On the same floor is the "Bureau of Information" equipped with all the latest time tables, and prepared to furnish information in reference to any railroad, etc., in the country. A part of this department is a package room where parcels, grips, etc., can be checked at a slight expense. A fine, well-equipped Barber Shop, Shoe Blacking room and a good Restaurant, where a hurried lunch or a first-class meal can be obtained, ladies' entrance from Waiting Room.

On the ground floor, entrance direct from Market street, are located the Ticket Office, Messenger, Telegraph and Public Telephone Services, another Package Room, and a Cab Office, where cabs or hansoms can be engaged to any part of the city. In addition to these has been established a Branch United States Post Office, where letters can be registered, money orders procured and postage stamps purchased. The Union Transfer Company's agents on incoming trains, or in Terminal, will forward baggage to any Hotel or residence in Philadelphia, Chestnut Hill and Germantown. Reading Terminal is in the centre of the hotel, theatre and shopping district of the city of Philadelphia.

A SILK STRING CURE.

Novel Self-Treatment That Proved Effective in a Severe Case of Lumbago.

In Gen. F. C. Latrobe's varied and extensive mail during the past year there have been hundreds of letters begging him to send the writers some of his renowned silken strings for the cure of lumbago, reports the Baltimore Sun.

While Gen. Latrobe was attending the sessions of the last legislature, and was incidentally nursing a severe case of lumbago, S. W. Pattison met him one day and suggested that if he would simply tie a silk string about his waist next to the skin he would be cured. The general experienced an unusually severe twinge that night, and in desperation ordered his man servant, Robert, to tie on the string. From that time the lumbago began to depart until the next day, when it entirely disappeared. Gen. Latrobe was enabled to stay in Annapolis.

The story of his cure becoming noised abroad, letters began to come in by the score, until finally, in order to find time to attend to any other business, Gen. Latrobe referred all letters to his man Robert, whom he thereupon gave the name of Dr. Wilson.

Since that time "Dr." Wilson, specialist in lumbago, has been making a tidy little income selling silk strings of the proper curative kind.

FEW ROYAL DIVORCES.

Separations Have Not Been Numerous Among the Titled During the Last Century.

A royal divorce is a very rare event; indeed, those which have taken place during the last century—even including the most famous of all, that of Emperor Napoleon I. and his unfortunate consort, Josephine — may be counted on the fingers of one hand, says the Detroit Free Press. To these must now be added the divorce, on grounds of hopeless incompatibility of temper, of two of Queen Victoria's grandchildren, namely, the grand duke and grand duchess of Hesse. The grand duke is the only surviving son of the late Princess Alice; he has several sisters, of whom the best-known are the empress of Russia and Princess Henry of Prussia, while yet a third, Princess Louise of Battenberg, has now lived for many years in England. The grand duchess is the second daughter of the late duke of Saxe-Coburg and Gotha and she spent much of her girlhood in London. There is but one child, a daughter, and it has been arranged that she will divide her time between the two parents, who are, of course, first cousins as well as man and wife.

Kissing Bracelets.

A piece of jewelry which the jewelers says is becoming popular with women off the stage as well as those on it is known as the kissing bracelet. On the stage the kissing of the lady's hand has increased recently, and although the practice won't replace the good old-fashioned way seen in real life, the bracelet, according to the men who sell jewelry, will be worn extensively. The bracelet consists of a narrow, thin gold bangle or medallion.

Boy Bridegrooms in England.

Boy bridegrooms are growing in number in London. There are four under 21 in every 100 bridegrooms. About 16 girls under 21 per 100 get married.

That Cough Hangs On

You have used all sorts of cough remedies but it does not yield; it is too deep seated. It may wear itself out in time, but it is more liable to produce la grippe, pneumonia or a serious throat affection. You need something that will give you strength and build up the body.

SCOTT'S EMULSION

will do this when everything else fails. There is no doubt about it. It nourishes, strengthens, builds up and makes the body strong and healthy, not only to throw off this hard cough, but to fortify the system against further attacks. If you are run down or emaciated you should certainly take this nourishing food medicine.

50c. and $1.00, all druggists.
SCOTT & BOWNE, Chemists, New York.

DISCONTENT

Unhappiness Caused by Disordered Nerves and Completely Cured by Dr. Greene's Nervura.

"You can't stop worrying by just trying to. Worry is wrecking your life and you know it, but you say, "I just can't help it," and keep right on worrying.

Dr. Greene's Nervura blood and nerve remedy will aid you quickly. If your nerves are all right you won't spend your life, and burn up your attractiveness in worry. Stop and think about this and think of the multitudes of women who have been helped by this medicine.

Mrs. L. F. Murphy, 18 High St., New Bedford, Mass., says:

"I have been a terrible sufferer for more than a year with my head. I never knew rest or peace night or day. Every nerve in my head was jumping continually. I doctored with the best doctors in the city, but I got no relief. I was utterly discouraged until a lady friend advised me to try Dr. Greene's Nervura blood and nerve remedy.

"I have now taken six bottles of the Nervura and three boxes of Dr. Greene's Laxura Pills, and I am more than happy and grateful to Dr. Greene for his wonderful medicines. I am glad to say that I know once more what peace and good health are. I can eat and sleep well, and work with comfort. I advise all sufferers to make no delay in using Dr. Greene's Nervura blood and nerve remedy, and I guarantee that they can be cured by Dr. Greene's great nerve cure."

Be strong and healthy. Keep nature's gifts intact. Worry will drop out of your life as soon as your nerves are in perfect control.

These same nerves give you the headaches and pains that drag you down. Dr. Greene's Nervura blood and nerve remedy is the perfect assistance you need. Don't waste an hour before beginning its use. Consult Dr. Greene if you are puzzled. Call or write. His address is 101 Fifth Avenue, New York City. Dr. Greene's Laxura Pills are a grand cure for Constipation. They are gentle but efficient. They never gripe. If your druggist doesn't have them, send 25 cents to Dr. Greene.

Dr. Humphreys.

After fifty years Dr. Humphreys' Specifics enjoy the greatest popularity and largest sale in their history, due to intrinsic merit. **They cure the sick.**

NO.	CURES.	PRICES.
1	Fevers, Congestions, Inflammations.	.25
2	Worms, Worm Fever, Worm Colic...	.25
3	Teething, Colic, Crying, Wakefulness	.25
4	Diarrhea, of Children or Adults.....	.25
7	Coughs, Colds, Bronchitis.....	.25
8	Neuralgia, Toothache, Faceache.....	.25
9	Headache, Sick Headache, Vertigo..	.25
10	Dyspepsia, Indigestion, Weak Stomach.	.25
11	Suppressed or Painful Periods....	.25
12	Whites, Too Profuse Periods.....	.25
13	Croup, Laryngitis, Hoarseness.....	.25
14	Salt Rheum, Erysipelas, Eruptions..	.25
15	Rheumatism, Rheumatic Pains.....	.25
16	Malaria, Chills, Fever and Ague.....	.25
19	Catarrh, Influenza, Cold in the Head	.25
20	Whooping-Cough.....	.25
27	Kidney Diseases.....	.25
28	Nervous Debility.....	1.00
30	Urinary Weakness, Wetting Bed..	.25
77	Grip, Hay Fever.....	.25

Sold by druggists, or sent on receipt of price.

Dr. Humphreys' New Pocket Manual of all Diseases mailed free.

Humphreys' Medicine Co. Cor. William and John Sts., New York.

RAILROAD TIME TABLE

LACKAWANNA RAILROAD.

BLOOMSBURG DIVISION.

In effect Jan. 26, 1902

STATIONS.	A.M	P.M.	A.M.	P.M
	EAST.			
NORTHUMBERLAND	10 35	1.50	10 00	15 30
Cameron	6 47	f2 41		f5 41
Danville	6 57	2 51	10 19	5 51
Catawissa	7 11	2 24	10 34	6 15
Rupert	7 16	2 29	10 37	6 10
Bloomsburg	7 22	2 34	10 43	6 14
Espy	7 28	2 40	10 48	6 21
Lime Ridge	7 35	f2 46	f10 54	f6 27
Willow Grove	f7 40	f2 5		
Briarcreek	7 44	f2 53		f6 34
Berwick	7 50	2 58	11 05	6 41
Beach Haven	7 58	3 06	f11 10	6 47
Hick's Ferry	8 07	3 09	f11 15	f6 54
Shickshinny	8 17	3 20	11 29	7 06
Hunlock's	8 27	3 31		f7 17
Nanticoke	8 34	3 38	11 43	7 21
Avondale	8 37	3 42		
Plymouth	8 4[illegible]	3 47	11 51	7 31
Plymouth Junction	8 47	3 52		
Kingston	8 55	4 00	11 59	7 40
Bennett	8 58	4 03	12 02	7 45
Forty Fort		4 07		5 10
Wyoming	9 05	4 12	12 08	7 52
West Pittston	9 10	4 17		7 56
Susquehanna Ave	9 13	4 20	12 14	7 59
Pittston	9 19	4 24	12 17	8 03
Duryea	9 23	4 29		8 07
Lackawanna	9 26	4 32		8 10
Taylor	9 32	4 40		8 18
Bellevue	9 35	4 45		
SCRANTON	9 42	4 50	12 35	8 25
	A.M	P.M	P.M	P.M
STATIONS.	WEST.			
SCRANTON	6 35	f10 08	1 55	f6 10
Bellevue	6 39			
Taylor	6 43	10 15	2 03	6 19
Lackawanna	7 48	10 23	2 10	6 26
Duryea	6 53	10 26	2 13	6 29
Pittston	6 57	10 31	2 17	6 33
Susquehanna Ave	7 00	10 33	2 19	6 36
West Pittston	7 03	10 35	2 23	6 39
Wyoming	7 08	10 40	2 27	6 44
Forty Fort			2 31	
Bennett	7 15	10 49	2 34	6 50
Kingston	7 21	10 54	2 40	6 55
Plymouth	7 30	11 03	2 49	7 03
Avondale	7 35		2 54	
Nanticoke	7 39	11 11	2 58	7 12
Hunlock's	7 45	11 17	3 06	7 17
Shickshinny	7 5[illegible]	11 29	3 20	7 31
Hick's Ferry	8 07	f11 43	3 30	f7 41
Beach Haven	8 13	11 48	3 37	7 48
Berwick	8 19	11 54	3 44	7 53
Briarcreek	f8 23		f3 50	
Willow Grove	f8 27		f3 54	f8 03
Lime Ridge	8 31	f12 09	3 58	8 07
Espy	8 37	12 15	4 06	8 12
Bloomsburg	8 44	12 22	4 12	8 17
Rupert	8 49	12 27	4 17	8 21
Catawissa	8 54	12 32	4 22	8 25
Danville	9 09	12 47	4 35	8 40
Cauliasky			f4 42	
Cameron	9 21	12 57	4 48	
NORTHUMBERLAND	9 35	1 10	5 00	9 05
	A.M.	P.M.	P.M.	P.M.

‡ Runs daily. f Flag station.

A. C. SALISBURY, Supt. T. W. LEE, Gen. Pass. Agt

SOUTH.— B. & S. R. R. —NORTH

ARRIVE. am	a.m.	pm	p.m.	STATIONS.	am	pm	pm	LEAVE p.m.
7.10	12.10	6.00	2.15	Bloomsb'g	8.50	2.27	6.25	6.10
7.08	12.0[illegible]	5.58	2.0[illegible]	" P. & P	8.52	2.29	6.27	
7.03	12.02	5.53	2.05	" Main st.	8.55	2.42	6.30	
7.53	11.55	5.42	1.50	Paper Mill	9.0[illegible]	2.52	6.0[illegible]	6.37
6.50	11.50	5.39	1.45	..Light st.	9.0[illegible]	2.55	.44	6.50
6.40	11.42	5.31	1.30	Orangevil'e	9.16	3.03	6.53	7.10
6.29	11.3[illegible]	5.2[illegible]	1.00	.Forks ..	9.26	3.13	7.03	7.35
6.25	1.29	5.17	12.53	...Zaner's..	9.30	3.17	7.07	7.45
6.18	11.21	5.08	12.45	Stillwater	9.38	3.25	7.18	8.00
6.08	11.13	5.00	12.3[illegible]	...Benton. .	9.46	3.33	7.28	8.30
6.04	11.09	4.56	12.10	...Edson's..	9.50	3.37	7.27	8.40
6.02	11.06	4.53	12.08	.Cole's Cr'k	9.53	3.40	7.31	8.46
5.53	11.00	4.48	11.53	..Laubach..	9.58	3.45	7.41	9.00
5.48	10.51	4.38	11.45	...Central.	10.05	3.52	7.51	9.25
5.40	10.48	4.35	11.30	.Jam. City.	10.08	3.55	7.55	9.35
am	am	p m	p m		a m	pm	p m	a m
LEAVE				Corrected to Jan. 30, 1902.				ARRIVE

Pennsylvania Railroad.

Time Table in effect Nov. 24, 1901

Scranton(‡ & ‖) lv	A.M. ‡6 45	A.M. ‡9 38	P.M. ‡2 15	P.M. ‡4 27
Pittston " "	7 08	†10 00	1 2[illegible]	4 52
Wilkesbarre.. lv	A.M. ‡7 25	A.M. ‡10 35	P.M. ‡2 40	P.M. ‡5 00
Plym'th Ferry "	‡7 32	‡10 42	1 2[illegible]	‡5 07
Nanticoke.....“	7 42	10 50	3 01	6 17
Mocanaqua....“	8 01	11 07	3 20	6 37
Wapwallopen..“	8 12	11 16	3 3[illegible]	6 47
Nescopeck ar	8 18	11 26	3 42	7 00
Pottsville. lv	A.M. ‡5 50		A.M. 11 55	2 45
Hazleton.....“	7 05		12 55	3 05
Tomhicken.....“	7 22		1 11	3 15
Fern Glen.....“	7 29		1 18	3 22
Rock Glen.....“	7 35			
Nescopeck.....ar	8 02		1 45	4 00
Nescopeck.....lv	A.M. ‡8 18	A.M. ‡11 26	P.M. ‡3 42	P.M. ‡7 04
Creasy.....“	8 30	11 36	3 52	7 01
Espy Ferry.....“	‡8 42	11 46	‡4 02	7 20
E. Bloomsburg“	8 47	11 50	4 06	7 25
Catawissa.....ar	8 55	P.M. 11 57	4 13	7 32
Catawissa.....lv	8 55	11 57	4 15	7 32
S. Danville.....“	9 14	12 15	4 31	7 51
Sunbury.....“	9 35	12 40	4 55	8 15
Sunbury.....lv	A.M. ‡9 42	P.M. ‡1 24	P.M. ‡5 10	P.M. ‡9 45
Lewisburg.....ar	10 13	1 45	5 40	.....
Milton.....“	10 08	1 39	5 35	10 07
Williamsport..“	11 00	1 41	6 30	10 55
Lock Haven....“	11 59	2 20	7 28	.....
Renovo.....“	A.M.	3 00	8 30	.....
Keane.....“	.....	8 25	.....	.....
Lock Haven...lv	P.M. ‡12 10	P.M. ‡3 45	.....	.....
Bellefonte.....ar	1 35	‡4 44	.....	.....
Tyrone.....“	2 20	5 00	.....	.....
Philipsburg.....“	4 35	‡8 02	.....	.....
Clearfield.....“	5 25	38 40	.....	.....
Pittsburg.....“	6 55	‡10 45	.....	.....
Sunbury.....lv	A.M. ‡9 50	P.M. ‡1 55	P.M. ‡5 20	P.M. ‡8 31
Harrisburg.....ar	‡11 30	‡3 15	6 50	‡10 10
Philadelphia..ar	P.M. ‡3 17	P.M. 6 23	P.M. ‡10 2[illegible]	A.M. ‡4 25
Baltimore.....“	3 11	6 00	‡9 45	2 30
Washington..“	4 10	7 15	‡10 55	4 05
Sunbury.....lv	A.M. ‡10 00	P.M. ‡2 15	.....	.....
Lewistown Jc ar	P.M. 11 45	‡4 05	.....	.....
Pittsburg.....“	‡6 55	‡10 45	.....	.....
Harrisburg....lv	A.M. ‡11 45	P.M. 15 00	P.M. ‡7 15	P.M. ‡10 25
Pittsburg.....ar	‡6 55	A.M. ‡1 50	A.M. ‡1 50	A.M. ‡5 30

‡ Weekdays. Daily. f Flag station

Pittsburg.....lv	P.M. ‡7 10	p.m ‡9 00	a.m. ‡3 00	a.m ‡8 00
Harrisburg.....ar	A.M. ‡2 00	A.M. ‡4 25	‡9 30	P.M. ‡3 10
Pittsburg.....lv	.....	a.m.	p.m.	a.m. † 8 00
Lewistown Jc.“	.....	† 7 30		P.M. † 3 00
Sunbury.. ar	.....	† 9 20		† 4 50
Washington....lv	p.m. ‖10 40	A.M.	A.M. † 7 50	a.m ‖10 50
Baltimore.....“	‖11 41	‖ 4 40	† 8 37	‖11 45
Philadelphia...“	‖11 20	‖ 4 25	‖ 8 30	‖11 40
Harrisburg.....lv	A.M. ‖ 3 35	A.M. ‖ 7 55	A.M. †11 40	P.M. † 3 20
Sunbury.....ar	‖ 5 05	‖ 9 36	1 10	† 5 05
Pittsburg.....lv	P.M. ‖12 45	.....	A.M. ‖ 3 00	A.M ‖ 8 00
Clearfield.....“	3 50	.....	.....	9 28
Philipsburg.....“	4 40	.....	.....	10 12
Tyrone.....“	7 00	.....	‖ 8 10	12 25
Bellefonte.....“	8 16	.....	9 32	1 05
Lock Haven.. ar	9 15	.....	10 30	2 10
Erie.....lv	P.M. ‖ 1 35	A.M.	A.M.	P.M. .....
Kane.....“	8 45	.....	† 5 00	.....
Renovo.....“	11 50	† 6 45	10 30	.....
Lock Haven....“	12 38	† 7 35	11 25	‖ 3 00
Williamsport..“	A.M. 2 29	‖ 8 30	P.M. †12 40	4 00
Milton.....“	2 22	9 19	1 27	4 47
Lewisburg.....“	.....	9 05	1 15	4 42
Sunbury.....ar	3 28	9 46	1 55	5 10
Sunbury.....lv	A.M. ‖6 45	A.M. ‖ 9 55	P.M. † 2 00	P.M. † 5 25
S. Danville.....“	7 11	10 17	2 21	5 50
Catawissa.....“	7 32	10 35	2 36	6 08
E. Bloomsburg“	7 37	10 43	2 43	6 15
Espy Ferry.....“	7 42	‖10 47		‖ 6 19
Creasy.....“	7 53	10 56	2 55	6 30
Nescopeck....ar	8 03	11 05	3 05	6 40
Nescopeck.....lv	A.M. 7 32	A.M. †10 38	P.M. ‖2 36	P.M. † 608
Catawissa.....	8 23		5 05	7 28
Rock Glen.....ar		11 22	5 32	7 34
Fern Glen.....“	8 31	11 28	5 38	7 42
Tomhicken.....“	8 58	11 38	5 59	8 05
Hazleton.....“	9 19	11 58	6 55	
Pottsville.....“	10 15			
Nescopeck.....lv	A.M. † 8 02	A.M. ‖11 05	P.M. † 3 05	P.M. † 6 40
Wapwallopen.ar	8 19	11 20	3 20	7 52
Mocanaqua.....“	8 31	11 32	3 30	7 01
Nanticoke.....“	8 58	11 54	3 49	7 19
Plym'th Ferry“	9 03	P.M. 12 02	3 57	7 28
Wilkesbarre....“	9 10	12 10	4 05	8 35
Pittston(‡ & ‖) ar	A.M. † 9 39	P.M. ‖12 55	P.M. † 4 56	P.M. † 8 36
Scranton " "	10 08	1 24	5 24	9 05

† Weekdays. ‖ Daily. f Flag station.

Pullman Parlor and Sleeping Cars run on through trains between Sunbury, Williamsport and Erie, between Sunbury and Philadelphia and Washington and between Harrisburg, Pittsburg and the west.

For further information apply to Ticket Agents.

J. B. HUTCHINSON, Gen'l. Manager. J. R WOOD, Gen. Pass. Agt.

PHILADELPHIA & READING RAILROAD.

In effect Dec. 8, 1901.

TRAINS LEAVE BLOOMSBURG:

For New York, Philadelphia, Reading Pottsville, Tamaqua, weekdays 7.10 11.30 a. m.

For Williamsport, weekdays, 7.10 a. m., 3.36 p m.

For Danville and Milton, weekdays, 7.10 a. m. 3.36.

For Catawissa weekdays 7.10, 8.38, 11.30 a. m., 12.20, 5.00, 6.30, p. m.

For Rupert weekdays 7.10, 8.38 11.30 a. m., 12.20, 3.36, 5.00, 6.30, p. m.

For Baltimore, Washington and the West via B. & O. R. R., through trains leave Reading Terminal, Philadelphia, 3.20, 7.55, 11.26 a. m., 3.46, 7.27, p. m. Sundays 3.20, 7.55 11.26 a. m., 3.46, 7.27, p. m. Additional trains from 24 and Chestnut street station, weekdays, 1.35, 5.41 8.23 p. m. Sundays, 1.35, 8.23 p. m.

TRAINS FOR BLOOMSBURG

Leave New York via Philadelphia 7.30 a. m., and via Easton 9.10 a. m.

Leave Philadelphia 10.21 a. m.

Leave Reading 12.15 p. m.

Leave Pottsville 12.3[illegible] p. m.

Leave Tamaqua 1.49 p. m.,

Leave Williamsport weekdays 10.13 a m, 5.42 p m.

Leave Catawissa weekdays, 7.00, 8.26 9.10 a. m 1.30 3.36, 6.08 p. m.

Leave Rupert, weekdays, 7.08, 8.28, 9.18 11.40 a. m., 1.38 3.46, 6.21.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street wharf and South Street wharf.

For ATLANTIC CITY — Weekdays. — Express, 9.00, a. m., 2.00, 4.00, 5.00, 7.15 p. m. Accommodation, 8.00 a. m., 5.15 p. m. Sundays—Express, 9.00, 10.00 a. m., 7.15 p m. Accommodation, 8.00 a. m. 5.00 p. m.

Leave ATLANTIC CITY, Weekdays—Express, 7.35, 9.00, 10.15 a. m., 2.50, 5.30, P. M. Accommodation, 6.25 a. m., 3.50 p. m.

Sundays—Express, 10.15 a. m., 4.30, 7.30, p. m. Accommodation, 7.15 a. m., 4.05 p. m.

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LEAVE PHILADELPHIA.

For CAPE MAY—Weekdays—8.45, a. m., 4.15 p. m. Sundays, Chestnut St., 8.45 a. m. South St., 8.30 a. m.

For OCEAN CITY—Weekdays—8.45 a. m., 4.15 p.m. Sundays, Chest't St., 8.45, South St., 8.30 a. m.

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