## VALLEY FORGE

**To Be Taken in Charge by Park Commission**

In the Montgomery County Court Judge Swartz handed down an opinion refusing to grant a preliminary injunction restraining the Valley Forge Park Commission from proceeding to condemn Washington's headquarters and four acres of land at Valley Forge. The property has been owned for twenty-seven years by the Centennial and Memorial Association of Valley Forge who sought to retain the historic possessions by appealing to the Court, by which the association was granted a perpetual charter on July 5, 1878.

When the injunction was argued two weeks ago the association contended that the taking of the property was not for a public use within the meaning of the State Constitution; that such taking was destructive of the association's franchise and in violation of the Constitution of the United States, which forbids the impairment of the obligation of a contract of any State; also that the association already preserves the grounds for the enjoyment of the public, and that the legislation under which the Park Commission proposes to act was special legislation.

"Under the law and admitted facts we cannot sustain any one of the four propositions advanced," said Judge Swartz. "That the State is taking property for public use when it appropriates the hallowed ground of Valley Forge as a public place or park, to be preserved for the enjoyment of the people of the State, connot be admitted of doubt. By such use of the sacred grounds the State impresses upon the hearts of her people the value of the sacrifice made by the suffering soldiers in the establishing of our republic. By this park we show a proper recognition of the great things that were done in the momentous days of the winter of 1777-78. The action of the State teaches our children the love and veneration due to the heroic sacrifices made for our liberties. It is not only the right, but the duty of the State to kindle a spirit of patriotism in the heart of every citizen.

"Where an act of Assembly is passed and approved, we must assume that all the necessary formalities were complied with. Unless the failure to give public notice is is admitted, we cannot assume that this requisite was neglected. We also notice that one of the purposes of establishing a park at Valley Forge was to provide a camping ground for the National Guard. This may be of considerable weight in determining whether the State is taking property for public use If the National Guard is to receive military training and discipline, a place must be provided for that purpose. The State is interested in securing a proper place to train her soldiers. If the Legislature appropriates property for a permanent military camp, is it not taking property for public use? The environments of Valley Forge, with its historic associations, ought to instil the principles that make good soldiers.

"Tested by this inquiry, no trust was at any time imposed on the property of the association, which is not required to admit to its park the public. The association purchased the property, and may hold it for the sole use of its members. True, the public has always been admitted upon the payment of a small fee, but the test is, could the association be compelled to admit visitors? Is the property or any part of it held in trust for the public?

An exchange has figured out that at the current rate of fare charged on terrestial railroads, it would cost $2,760,000 for a one-way ticket to the sun or $4,968,000 for a round trip ticket. Travel that way is not very brisk.


Deafness Cannot be Cured

by local applications, as they cannot reach the diseased portion of of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHENEY & CO., Toledo, O.

Sold by all Druggists, 75c.

Take Hall's Family Pills for constipation



# You Must Sleep.

If you cannot, it is due to an irritated or congested state of the brain, which will soon develope into nervous prostration.

Nature demands sleep, and it is as important as food; it is a part of her building and sustaining process. This period of unconsciousness relaxes the mental and physical strain, and allows nature to restore exhausted vitality.

Dr. Miles' Nervine brings refreshing sleep, because it soothes the irritation and removes the congestion.

It is also a nerve builder; it nourishes and strengthens every nerve in your body, and creates energy in all the organs.

Nothing will give strength and vitality as surely and quickly as Dr. Miles' Nervine.

"During the past winter I had two attacks of LaGrippe which left me very weak, and in bad condition. I was so nervous I could not sleep. My wife, after trying different remedies, went for a doctor. The doctor was out, and a neighbor recommended Dr. Miles' Nervine, and she brought home a bottle. I had not slept for some time, and had terrible pains in my head. After taking a few doses of Nervine the pain was not so severe, and I slept. I am now taking the second bottle, and am very much improved."
HENRY M. SMITH, Underhill, Vt.

Dr. Miles' Nervine is sold by your druggist, who will guarantee that the first bottle will benefit. If it fails, he will refund your money.

**Miles Medical Co., Elkhart, Ind**


### Sure, He Has.

An exchange says: Every publisher of a newspaper has had experience with the people who take their paper for a few years or, at least, until they get a few years in arrears and then refuse to lift it any longer. Of course the law provides a remedy for such cases but the amount involved is usually so small that it doesn't warrant recourse to such a method of making these scalawags pay. Scalawags, we call them, because they are certainly nothing better. The action of any person who takes a newspaper for any length of time and declines to pay for it is plain dishonesty. It is equivalent to stealing that much money from the pocket of the publisher. 'Twere better, far, for anyone who feels that they cannot afford to pay for a paper to settle up with the publisher and have it discontinued. That is the honest, manly thing to do.


**Are You Using Allen's Foot Ease?**

Shake into your shoes Allen's Foot-Ease, a powder. It cures Corns, Bunions, Painful, Smarting, Hot, Swollen feet. At all Druggists and Shoe Stores, 25c. 8-24 4t


### Starving In Spain.

Two hundred thousand peasants are starving in Spain.

The territory most stricken forms a circle embracing Seville, Jerez, Cadiz, Malaga and Cordova, where natural forces appear to have combined against the people's welfare. The rivers for years past have been gradually filling with sand, preventing navigation and hindering commerce. The district always has been dry, but this year a two months' drought, beginning in the spring, destroyed all hopes for the reaping of crops, and rendered the landscape practically a desert, resembling portions of Morocco. The population is almost entirely composed of Malay laborers, who depend on agricultural employment, and when that fails, which is a frequent occurence, practically everybody is thrown into a condition of indigence.

It is calculated that a third of the population emigrated in recent years to South America, and these emigrants naturally included the most robust. The soil, owing to lack of irrigation, is becoming more and more unproductive, and the patience of the people is now nearly exhausted.

The absence of the landlords and unfilled electioneering promises, added to the fact that women and children are suffering the agonies of slow starvation, have led the people to listen to agitators, who incited them to violence, the result of which is seen in attacks on farms, the seizure and killing of flocks of sheep, and the threat of armed invasion of the towns.

Murmurs of revolution have awakened apprehension, and the farmers everywhere are taking refuge in the city, while the police regard acts of pillage with indifference, refusing to arrest men who frequently accuse themselves in order to obtain food.

### Cold Storage Apples.

Alonzo Wolfe, a well-to-do farmer in Lake township, has for years been trying to study out how to keep apples for a year or more, says the Wilkes-Barre *Record*. Last September he put two bushels of his selected Northern Spy apples in his ice house and kept them at a certain temperature. A few days ago he carted them to Wilkes-Barre, where they brought a big price. They had not a spot or blemish on them and were as hard as a rock. They were simply perfect and the only year old apples to be had in that valley.


# Mother's Ear

A WORD IN MOTHER'S EAR: WHEN NURSING AN INFANT, AND IN THE MONTHS THAT COME BEFORE THAT TIME,

SCOTT'S EMULSION

SUPPLIES THE EXTRA STRENGTH AND NOURISHMENT SO NECESSARY FOR THE HEALTH OF BOTH MOTHER AND CHILD.

Send for free sample.
SCOTT & BOWNE, Chemists,
409-415 Pearl Street, New York.
50c. and $1.00; all druggists.


### What's in McClure's.

McClure's has always something that compels attention, something immediate and significant that is important to all Americans The September number adds to an unbroken series of "McClure Articles" an illuminating study of commercial piracy, the first halt of Miss Tarbell's study of the Kansas Oil War, and an excursion into the marvels of modern biology, "Prolonging the Prime of Life," which is an authoritative account of the discoveries of a group of scientists who have determined that old age is a disease.

Color printing has never achieved more perfect results than in the eight full-page reproductions of Lungren's painting of the Grand Canon of the Colorado, which accompany William Allen White's description of the wonders "On Bright Angle Trail," a bit of descriptive writing which may well take place with classics of our language.

Eugene Wood, George Randolph Chester, Mrs. Wilson Woodrow, Jean Webster, Arthur Train, and Norvell Harrison supply a round of short stories stirring, humorous, light or serious to fit every mood.

### New Copper-Welding Process

Consul Shank, of Winnipeg, Canada, reports that scientific circles are interested in the discovery of a process for welding copper, which has been made by a local blacksmith. It is said the process has been thoroughly tested and found perfect, and that copper can be welded to copper or to other metals without impairing the electrical conductivity and other properties of the metal. The process is said to be very simple and no more costly than the welding of steel. The work can be done with a forge, blow-pipe or any apparatus which will heat the metal cherry red. Patents have been applied for in the United States and Canada.


# CALIFORNIA

Do you want to live where the climate is mild the year round—where labor is never oppressed by stress of weather, and where animal vitality is never lost by mere conflict with cold?

Do you want to live in a region where the resources are more varied than in any other equal area in the world, where the division of great ranches affords a fine opportunity to get a small farm that will assure you a competence?

Do you want to live where, with a minimum of labor, you can grow profitable crops of grapes and small fruit, oranges, lemons, olives, prunes and almonds, alfalfa and grain, where crops are sure, business is good and capital easily finds profitable investment?

Then go to California, where both health and opportunity await your coming.

## The Chicago, Union Pacific and North-Western Line

is the most direct route to the Pacific Coast, and there are two fast through trains daily via this line, over the famous double-track railway between Chicago and the Missouri River.

Special low round-trip rates are in effect via this line throughout the summer to various Pacific Coast points, and colonist low rate one-way tickets will be on sale during September and October, which give an unusual chance for settlers to make the trip at a minimum of expense.

Daily and personally conducted excursions are operated through to San Francisco, Los Angeles, and Portland without change, on which a double berth in a Pullman tourist sleeping car from Chicago costs only $7.00, via the

## Chicago & North-Western, Union Pacific and Southern Pacific Railways.

FILL IN THIS COUPON AND MAIL IT TO-DAY.

W. B. KNISKERN,
P. T. M. C. & N.-W. Ry., Chicago, Ill.
Please mail free to my address, California booklets, maps and full particulars concerning rates and train service.

NW484


# PENNSYLVANIA Railroad.

SCHEDULE IN EFFECT NOVEMBER 27, 1904.

NORTHWARD.

| STATIONS. | 4 A. M. | 30 A. M. | 12 P. M. | 32 P. M. |
|---|---|---|---|---|
| Sunbury.....leave | ‡6 45 | ‡9 55 | ‡2 00 | ‡5 25 |
| Klines Grove | f6 54 | f10 04 | ..... | f5 35 |
| Wolverton | f6 58 | f10 06 | ..... | f5 37 |
| Kipps Run | f7 06 | f10 11 | ..... | f5 44 |
| South Danville / Danville | 7 11 | 10 17 | 2 21 | 5 50 |
| Boyd | f7 16 | f10 21 | ..... | f5 53 |
| Roaring Creek | f7 23 | f10 28 | f2 31 | f6 01 |
| Catawissa | 7 32 | 10 35 | 2 37 | 6 08 |
| East Bloomsburg / Bloomsburg | 7 40 | 10 43 | 2 43 | 6 15 |
| Espy Ferry | ..... | ‡10 47 | ..... | f6 19 |
| Stonytown Ferry | f7 52 | .... | ..... | f6 27 |
| Creasy | 7 54 | 10 56 | 2 56 | 6 30 |
| Nescopeck / Berwick | 8 04 | 11 05 | 3 05 | 6 40 |
| Wapwallopen | 8 19 | 11 20 | 3 15 | 6 52 |
| Pond Hill | f8 25 | f11 25 | ..... | f6 56 |
| Moncanaqua / Nicholson | 8 31 | 11 32 | 3 23 | 7 01 |
| Retreat | 8 43 | 11 42 | 3 32 | 7 10 |
| Nanticoke | 8 54 | 11 54 | 3 40 | 7 19 |
| Buttonwood | f9 00 | f12 00 | ..... | f7 25 |
| Plymouth Ferry | f9 02 | .... | ..... | f7 28 |
| South Wilkesbarre | 9 06 | 12 06 | ..... | 7 30 |
| Wilkesbarre .....Arrive | 9 10 | 12 10 | 3 55 | 7 35 |
| | A. M. | P. M. | P. M. | P. M. |

SOUTHWARD.

| STATIONS. | 31 A. M. | 15 A. M. | 1 P. M. | 67 P. M. |
|---|---|---|---|---|
| Wilkesbarre.....Leave | ‡7 15 | ‡10 35 | ‡2 45 | ‡6 00 |
| South Wilkesbarre | 7 20 | ..... | 2 50 | 6 05 |
| Plymouth Ferry | 7 22 | ..... | ..... | f6 07 |
| Buttonwood | f7 24 | ..... | f2 54 | f6 09 |
| Nanticoke | 7 31 | 10 50 | 3 02 | 6 17 |
| Retreat | 7 39 | 10 58 | 3 11 | 6 26 |
| Shickshinny / Mocanaqua | 7 48 | 11 07 | 3 21 | 6 37 |
| Pond Hill | f7 53 | ..... | f3 27 | f6 42 |
| Wapwallopen | 7 58 | 11 16 | 3 33 | 6 47 |
| Berwick / Nescopeck | 8 09 | 11 26 | 3 49 | 7 00 |
| Creasy | 8 18 | f11 35 | 3 58 | 7 09 |
| Stonytown Ferry | f8 2. | ..... | ..... | f7 12 |
| Espy Ferry | f8 29 | ..... | ..... | ..... |
| Bloomsburg / East Bloomsburg | 8 34 | 11 47 | 4 07 | 7 25 |
| Catawissa | 8 40 | 11 53 | 4 13 | 7 32 |
| Roaring Creek | f8 48 | f12 00 | f4 19 | f7 39 |
| Boyd | f8 55 | ..... | f4 26 | f7 46 |
| Danville / South Danville | 9 00 | 12 10 | 4 31 | 7 51 |
| Kipps Run | f9 05 | ..... | f4 35 | f7 56 |
| Wolverton | f9 12 | ..... | f4 42 | f8 03 |
| Klines Grove | f9 15 | ..... | f4 45 | f8 06 |
| Sunbury.....Arrive | 9 25 | 12 30 | 4 55 | 8 15 |
| | A. M. | P. M. | P. M. | P. M. |

‡ Daily. ‡ Daily, except Sunday. "f" stops only on signal notice to Agent, or Conductor to receive or discharge passengers.

"x" Stops only on Sunday on notice to Conductor to discharge passengers, or on notice to Agent to receive passengers.

Trains leave BLOOMSBURG as follows:

For Pittston and Scranton as follows: 7.40 and 10:43 a. m., 2.43 and 6.15 p. m. week days; 10.43 a. m. Sundays.

For Pottsville, Reading and Philadelphia, 7.40 a. m. and 4.18 p. m. week days.

For Hazleton, 7.40 a. m., 4.18 and 6.15 p. m. week days.

For Lewisburg, Milton, Williamsport, Lock Haven, Renova, Kane and Erie 11.47 a. m. week days; Lock Haven only, 8.34 a. m and 4.07 p. m. Renova, Kane and Erie 11.47 a. m. week days; for Williamsport and intermediate stations, 8.34, 11.47 a. m. and 4.07, 7.25 p. m. week days.

For Bellefonte, Tyrone, Philipsburg, and Clearfield, 8.34 and 11.47 a. m, week days.

For Harrisburg and intermediate stations 8.34 and 11.47 a. m., 4.07 and 7.25 p. m. week days; 4.07 p. m. Sundays.

For Philadelphia (via Harrisburg), Baltimore and Washington 8.34 and 11.47 a. m., 4.07 and 7.25 p. m. week days; 4.07 p. m Sundays.

For Pittsburg (via Harrisburg), 8.34 a. m. 7.25 p. m. week days; 4.07 p. m. daily; via Lewistown Junction, 8.34 and 11.47 a. m. week days; via Lock Haven, 8.31 and 11.47 a. m. week days.

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.

W. W. ATTERBURY, General Manager. J. R. WOOD, Pass'r Traffic Mgr.
GEO. W. BOYD, General Passenger Agent.

# PHILADELPHIA & READING RAILWAY.

In effect Nov. 27, 1904.

TRAINS LEAVE BLOOMSBURG

For New York, Philadelphia, Reading, Pottsville, Tamaqua, weekdays 7.27 via West Milton; 11:30 a m, via East Mahanoy; 3.29 p m via West Milton.

For Williamsport, weekdays, 7.27 a m 3.29 p m.

For Danville and Milton, weekdays, 7:27 a m 3.29 p. m.

For Catawissa Weekdays 7.27, 11-28 a m 12.20, 7.00, p. m.

For Rupert weekdays 7.27, 11.28 a, m. 12 20 3.29, 7.00, p. m.

TRAINS FOR BLOOMSBURG.

Leave New York via Philadelphia 9.05 a m., and via Easton 9.10 a. m.

Leave Philadelphia 10.21 a. m.

Leave Reading 12.15 p. m.

Leave Pottsville 12.55 p. m.

Leave Tamaqua 1.49 p. m.,

Leave Williamsport weekdays 10.05 a m, 4.30 p. m.

Leave Catawissa weekdays, 6.36, 8.20 a. m. 1.30, 3.32 p.m.

Leave Rupert, weekdays, 6.44, 8.28, 11.40 a. m. 1.38, 3.40 6.21 p. m.

ATLANTIC CITY R R.

From Chestnut Street Ferry.
For South St. see timetables at stations.

WEEKDAYS.

| ATLANTIC CITY. | ATLANTIC CITY | OCEAN CITY |
|---|---|---|
| 5:00 a. m. Exp | 3:40 p. m. Exp. | 7:00 a m $1 Ex |
| 6:00 a. m. Lcl. | 5:00 p. m. Exp. | 8:40 a. m. Ex |
| 7:00 a m. $1 Exc | (60 Minutes) | 8:50 a. m. Lcl |
| 8:00 a. m. Exp | 5:00 p. m. Lcl. | 1:50 p. m. Ex. |
| 9:00 a. m. Ex. | 5:40 p. m. Exp. | 4:20 p. m. Ex. |
| 11:30 a. m. Exp. | 7:15 p. m. Exp. | 5:30 p. m. Lcl |
| 1:00 p. m. Exp. | CAPE MAY | SEA ISLE CITY |
| 1:39 p. m. Exp. (Sat. only) | 7:00 a. m. $1 Exc. | 7:00 a m $1 Ex |
| 2:00 p. m. Exp. | 8:50 a. m. Exp. | 8:50 a. m. Ex. |
| 3:00 p. m Exp. | 1:40 p. m. Exp. | 1:50 p.m. Ex |
| 3:40 p. m. Exp. (60 minutes) | 4:15 a. m. Exp. (90 minutes) | 4:20 p. m. Ex. |
| 4:01 p m. Exp. (60 Minutes) | 5:30 p. m. Lcl. | |
| | SUNDAYS. | |
| ATLANTIC CITY | ATLANTIC CITY. | OCEAN CITY AND SEA ISLE CITY. |
| 6:00 a. m. Lcl. | 5:30 p. m. Lcl. | 7:00 a m $1 Ex |
| 7:00 a. m. $1 Exc | 7:15 p. m. Exp. | 9:15 a. m. Ex. |
| 7:30 a. m. $1 Exc | CAPE MAY | 5:00 p. m. Lcl |
| 8:00 a. m. Exp. | 7:00 a. m. $1 Exc. | |
| 8:30 a. m. Exp. | 8:00 a. m. Lcl. | |
| 9:00 a. m. Exp. | 8:45 a. m. Exp. | |
| 10:00 a m. Exp. | 5:00 p. m. Lcl. | |
| 11:30 p. m. Exp. | | |
| 4:45 p. m. Exp. | | |

Detailed time tables at ticket offices, 13th and Chestnut Sts., 834 Chestnut St, 1005 Chestnut St., 609 South 3rd St., 3962 Market St., and at Stations.

Union Transfer Company will call for and check baggage from hotels and residences.

A. T. DICE, Gen'l Supt. EDSON J. WEEKS, Gen'l Pass. Agt.

# Columbia & Montour El. Ry.

**TIME TABLE IN EFFECT JUNE 1, 1902, and until urther notice**

Cars leave Bloom for Espy, Almedia, Lime Ridge, Berwick and intermediate points as follows:

A. M. 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, 10:20, 11:00, 11:40.

P. M. 12:20, 1:00, 1:40, 2.20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 10:20 and (11:00 Saturday nights only.)

Leaving depart from Berwick one hour from time as given above, commencing at 6:00 a. m.

Leave Bloom for Catawissa A. M. 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, 10:00, 11:40.

P. M. 12:20, 1:00 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7.40, 8:20 9:00 9:40, 10:20 and (11:00 Saturday nights only.

Cars returning depart from Catawissa 20 minutes from time as given above

WM. TERWILLIGER, Superintendent.

# LACKAWANNA Railroad.

BLOOMSBURG DIVISION.

In Effect March 1st., 1904.

EAST.

| STATIONS. | A. M. | A. M. | P. M. | P. M. |
|---|---|---|---|---|
| NORTHUMBERLAND | ‡6 45 | 10 00 | 1 50 | ‡6 25 |
| Cameron | 6 57 | 10 10 | f2 01 | f6 36 |
| Danville | 7 07 | 10 19 | 2 11 | 6 [illegible] |
| Catawissa | 7 21 | 10 32 | 2 23 | 6 5[illegible] |
| Rupert | 7 26 | 10 37 | 2 29 | 6 [illegible] |
| Bloomsburg | 7 35 | 10 41 | 2 35 | 6 [illegible] |
| Espy | 7 3[illegible] | 10 48 | 2 40 | 6 1[illegible] |
| Lime Ridge | 7 44 | f10 54 | f2 46 | 6 2[illegible] |
| Willow Grove | f7 46 | 10 57 | 12 5[illegible] | 6 2[illegible] |
| Briarcreek | 7 52 | 10 59 | f2 53 | f6 37 |
| Berwick | 7 57 | 11 05 | 2 58 | 6 [illegible] |
| Beach Haven | 8 05 | f11 12 | 3 08 | 6 41 |
| Hick's Ferry | 8 11 | 11 17 | 3 09 | f6 [illegible] |
| Shickshinny | 8 22 | 11 31 | 3 20 | 6 59 |
| Hunlock's | 8 33 | 11 39 | 3 31 | f7 09 |
| Nanticoke | 8 38 | 11 44 | 3 38 | 7 14 |
| Avondale | 8 41 | 11 47 | 3 42 | 7 2[illegible] |
| Plymouth | 8 45 | 11 52 | 3 47 | 7 28 |
| Plymouth Junction | 8 47 | 11 55 | 3 52 | 7 30 |
| Kingston | 8 55 | 11 59 | 4 00 | 7 38 |
| Luzerne | 8 58 | 12 02 | 4 03 | 7 42 |
| Forty Fort | 9 00 | 12 04 | 4 07 | 7 44 |
| Wyoming | 9 05 | 12 08 | 4 12 | 7 48 |
| West Pittston | 9 10 | 12 12 | 4 17 | 7 53 |
| Susquehanna Ave | 9 13 | 12 14 | 4 20 | 7 56 |
| Pittston | 9 19 | 12 17 | 4 24 | 8 01 |
| Duryea | 9 23 | 12 20 | 4 29 | 8 06 |
| Lackawanna | 9 26 | 12 22 | 4 32 | 8 10 |
| Taylor | 9 32 | 12 28 | 4 40 | 8 17 |
| Bellevue | 9 37 | 12 32 | 4 45 | 8 21 |
| SCRANTON | 9 42 | 12 35 | 4 50 | 8 26 |
| | A. M. | A. M. | P. M. | P. M. |

WEST.

| STATIONS. | ‡A. M. | A. M. | P. M. | P. M. |
|---|---|---|---|---|
| SCRANTON | 6 35 | 10 10 | 1 55 | 16 40 |
| Bellevue | 6 39 | 10 13 | 1 59 | 6 44 |
| Taylor | 6 44 | 10 17 | 2 03 | 6 49 |
| Lackawanna | 6 50 | 10 24 | 2 10 | 6 55 |
| Duryea | 6 53 | 10 28 | 2 13 | 6 58 |
| Pittston | 6 58 | 10 33 | 2 17 | 7 02 |
| Susquehanna Ave | 7 01 | 10 37 | 2 19 | 7 04 |
| West Pittston | 7 05 | 10 41 | 2 23 | 7 07 |
| Wyoming | 7 10 | 10 46 | 2 27 | 7 12 |
| Forty Fort | 7 14 | 10 49 | 2 31 | 7 17 |
| Luzerne | 7 17 | 10 52 | 2 34 | 7 19 |
| Kingston | 7 24 | 10 56 | 2 40 | 7 25 |
| Plymouth Junction | 7 29 | 11 00 | 2 45 | 7 30 |
| Plymouth | 7 35 | 11 05 | 2 49 | 7 34 |
| Avondale | 7 39 | 11 09 | 2 54 | 7 38 |
| Nanticoke | 7 43 | 11 13 | 2 58 | 7 42 |
| Hunlock's | 7 49 | 11 19 | 3 06 | 7 48 |
| Shickshinny | 8 01 | f11 31 | 3 20 | 7 58 |
| Hick's Ferry | 8 11 | 11 43 | 3 30 | 8 08 |
| Beach Haven | 8 19 | 11 48 | 3 37 | 8 14 |
| Berwick | 8 27 | 11 54 | 3 44 | 8 20 |
| Briarcreek | f8 32 | 12 01 | 3 50 | 8 25 |
| Willow Grove | f8 36 | 12 05 | f3 54 | 8 29 |
| Lime Ridge | 8 40 | 12 09 | 3 58 | 8 33 |
| Espy | 8 46 | 12 15 | 4 06 | 8 39 |
| Bloomsburg | 8 53 | 12 22 | 4 12 | 8 45 |
| Rupert | 8 57 | 12 25 | 4 15 | 8 50 |
| Catawissa | 9 02 | 12 32 | 4 20 | 8 55 |
| Danville | 9 15 | 12 44 | 4 33 | 9 10 |
| Cameron | 9 24 | 12 57 | 4 42 | 9 21 |
| NORTHUMBERLAND | 9 35 | 1 10 | 4 50 | 9 35 |
| | A. M. | A. M. | A. M. | A. M. |

‡ Runs daily. f Flag station.

E. M. RINE, Supt. T. W. LEE, Gen. Pass. Agt.

# Bloomsburg & Sullivan Railroad.

Taking Effect May 1st 1904. 12:05 a. m.

NORTHWARD.

| | 1 ‡ | 3 † | 5 ‡ | |
|---|---|---|---|---|
| Bloomsburg D L & W | 9 00 | 2 37 | 6 15 | 6 |
| Bloomsburg P & R | 9 02 | 2 39 | 6 17 | .... |
| Bloomsburg Main St | 9 05 | 2 42 | 6 20 | .... |
| Paper Mill | 9 15 | 2 52 | 6 30 | 6 20 |
| Light Street | 9 18 | 2 55 | 6 34 | 6 25 |
| Orangeville | 9 26 | 3 03 | 6 43 | 6 50 |
| Forks | 9 36 | 3 13 | 6 52 | 7 08 |
| Zaners | f9 40 | f3 17 | 6 57 | 7 15 |
| Stillwater | 9 48 | 3 25 | 7 03 | 7 40 |
| Benton | 9 56 | 3 33 | 7 13 | 8 11 |
| Edsons | 10 00 | f3 37 | 7 17 | 8 21 |
| Coles Creek | 10 03 | 3 40 | 7 21 | 8 25 |
| Laubachs | 10 08 | 3 45 | 7 3. | 8 40 |
| Central | 10 15 | 3 52 | 7 41 | 9 05 |
| Jamison City | 10 18 | 3 55 | 7 45 | 9 15 |

SOUTHWARD.

| | 2 † | 4 † | 6 ‡ | 8 ‡ | 22 † |
|---|---|---|---|---|---|
| Jamison City | 5 50 | 10 48 | 4 35 | 7 00 | 11 30 |
| Central | 5 54 | 10 51 | 4 38 | 7 03 | 11 45 |
| Laubachs | 6 03 | 11 02 | 4 48 | 7 13 | 11 53 |
| Coles Creek | 6 12 | 11 06 | 4 53 | 7 22 | 12 05 |
| Edsons | f6 14 | f11 09 | f4 56 | f7 24 | 12 10 |
| Benton | 6 18 | 11 13 | 5 00 | 7 28 | 12 35 |
| Stillwater | 6 28 | 11 21 | 5 08 | 7 38 | 12 45 |
| Zaners | f6 35 | f11 29 | 5 17 | f7 45 | 12 53 |
| Forks | 6 39 | 11 33 | 5 21 | 7 49 | 1 00 |
| Orangeville | 6 50 | 11 4. | 5 31 | 8 00 | 1 30 |
| Light Street | 7 00 | 11 50 | 5 39 | 8 10 | 1 45 |
| Paper Mill | 6 03 | 11 53 | 5 42 | 8 13 | 1 50 |
| Bloom. Main St. | 7 13 | 12 02 | 5 53 | 8 23 | 2 05 |
| Bloom. P & R | 7 18 | 12 05 | 5 55 | 8 28 | 2 10 |
| Bloom. D L & W. | 7 20 | 12 10 | 6 00 | 8 30 | 2 15 |

Trains No. 21 and 22, mixed, second class.

Trains No. 1, 2, 3, 4, 5, 6 and 8, Passenger, 1st class.

W. C. SNYDER, Supt.


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