QUEER AFRICAN PEOPLE.

Their Ways of Execution for Crimes Regulated by Custom.

Herr Eberhard von Schkopp, who has explored the interior of the Kameruns district in western Africa, gives an interesting account of the native tribe called the Bakoko. They are, he believes, of Semitic origin, and, having lived in the Kameruns district only about 200 years, are called strangers by other natives. They govern by means of a "council of elders," whose duty it is to judge offenders guilty or guiltless. If guiltless they are set free, if guilty they are put to death, this being the only form of punishment known there.

According to the gravity of the crime, the manner of execution varies, and may be "simple" or complicated" "Simple" execution means being thrown to the crocodiles. "Complicated" execution consists of being fastened to a tree and left to be eaten by casual visitors, such as lions and tigers, or being tortured until death comes.

Cannibalism is practiced by the Bakokos, not because they especially care for the flavor of the meat, but because they feel that by eating every particle of an enemy they are subjecting him to the greatest indignity conceivable.

Curious Customs in Scotland.

In the western highlands of Scotland an ancient custom suggestive of the pre-Christian days is still in force. When a child is born all the old women of the neighborhood meet in the house and place a straw rope around the child's neck. At the same time they chant a curious charm, which is supposed to ward off fairies and evil spirits. So great an importance do the inhabitants attach to this ceremony that they believe it would be a "tempting of providence" to neglect it. When any one dies the relatives dig the grave, taking the greatest possible care to remove every stone from the mold. Stones in the grave interfere, it is said, wth the rest of the dead. Also, they are particular to cut the turf which is to cover the mound in one piece, as otherwise they believe water would get into the grave and make the body uncomfortable.

Water of the Caspian Sea.

One of the most remarkable physical features of the globe is the deep and wide depression in the hollow of which stands the Caspian Sea, and Sea of Aral is nearly as large as plan Sea is nearly as large as France, and its surface is eighty-four feet below the level of the Black Sea. The Sea orf Aral is nearly as large as Ireland, and is very little over the sea level. Within recent geological times the vast expanse in which these lakes are found was sea. Its floor has been gradually raised, and the waters filling the depressions are all that is left of an ancient Mediterranean.

A strange feature of both bodies of water is that, although they receive large rivers, especially the Caspian, into which the Volga, the Ural River and scores of streams from the Caucasus flow, both have for many years been getting shallower. Evaporation, for they have no outlet, exceeds the inflow. But for some climatic reason probably, like Lake Ural and its neighbor, Lake Balkash, have since 1881 increased in depth.

Nature reports that M. Berg visited Lake Balkash last summer, and found that the level was rising with comparative rapidity. Whereas the Caspian, like the Dead Sea, is very salt, owing to the rate of evaporation, Aral and Balkash are brackish only. These remnants of what was once a great sea opening into the ocean, as the Mediterranean does now, still contain marine fish and seals. Some of the latter survive in the Aral and Baikal lakes, having gradually become fitted for their habitat, though it is no longer salt, but merely brackish, and, in the case of Baikal, actually fresh water.—Exchange.

"Road Hogs" Pay $1,500,000 Fines.

British motorists paid an aggregate of nearly $1,500,000 in fines for exceeding the speed limit in the year 1904. In certain districts the police traps are so ingeniously laid and magistrates so surely convict motorists that the latter are now combining to give these places a wide berth. Popular feeling, especially in country districts, against the motor-scorchers grows fiercer daily, the offense of "road hogs" are so gross.—New York World.

A baby carriage manufacturer never fails to push his business.

Deafness Cannot Be Cured

by local applications, as they cannot reach the diseased portion 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 Druggists, 75c.

Take Hall's Family Pills for constipation.

Neuralgia And Other Pain.

All pain in any disease is nerve pain, the result of a turbulent condition of the nerves. The stabbing, lacerating, darting, burning, agonizing pain that comes from the prominent nerve branches, or sensory nerves, is neuralgia, and is the "big brother" of all the other pains.

Dr. Miles' Anti-Pain Pills rarely ever fail to relieve these pains by soothing these larger nerves, and restoring their tranquility.

Dr. Miles' Anti-Pain Pills leave no bad after-effects, and are a reliable remedy for every kind of pain, such as headache, backache, stomachache, sciatica, rheumatism and neuralgia.

They also relieve Dizziness, Sleeplessness, Nervousness, Car-Sickness, and Distress after eating.

"For many years I have been a constant sufferer from neuralgia and headache, and have never been able to obtain any relief from various headache powders and capsules, until I tried Dr. Miles' Anti-Pain Pills. They always cure my headache in five minutes time." FRED R. SWINGLEY, Cashier 1st Nat. Bank, Atkinson, Neb.

Dr. Miles' Anti-Pain Pills are sold by your druggist, who will guarantee that the first package will benefit. If it fails he will return your money. 25 doses, 25 cents. Never sold in bulk.

Miles Medical Co., Elkhart, Ind

He Collects Fakes

Little Swindles With Which a Philadelphia Man Amuses Himself

Advertising fakes are the things that a Philadelphia man collects.

"There are more valuable collections than mine in this world," he says, "but I doubt if there is one which affords its owner more amusement. My wife says I have thrown away quantities of dimes and quarters on mere foolishness; but when I think of the laughs I have had I consider that the money has been well spent.

"For instance, some one advertised in a number of small farm and country papers some years ago offering to send for only 25 cents something which would prove a quick and certain death to any number of potato bugs, if used according to directions. I sent a quarter and received this."

He displayed two little blocks of plain unvarnished pine, upon one of which was pasted a label reading: "Place this block on the ground; put the potato bug upon it; then strike it quickly and firmly with the other block. Repeat the operation once for each potato bug in your fields."

Another quarter, forwarded in answer to an advertisement guaranteeing for that price a "sure way to save your gas bills," brought a wire file, such as bills of all sorts are commonly kept upon.

A gem of the collection is an answer received to an advertisement which offered for a quarter to send a sure tip on how to get rich quick. The tip read: "Fish for suckers, as we do."

Similar to this is a card received in return for twenty-five cents sent to learn "how to make money fast." It read: "Glue it to the wall."

In fulfillment of a promise that for a dime one would be told how to make a good impression whenever desiring to do so came the instruction: "Sit down real hard in a tub of soft soap."

A little cardboard tray, over the surface of which are pasted diamonds cut from a pack of cards, came in return for 50 cents, which was sent on the strength of an advertisment offering to furnish for that sum a tray of Montana diamonds.

"That is the most expensive exhibit but one in my collection," the Philadelphia man explained. "The exception is a rifle which was the first of fake advertisements to take me in.

"I was a mere boy then, working out on a farm. I read the advertisement offering a splendid rifle for only $3, and instantly sent three of my hard earned, hardly saved store.

"I received this little cardboard rifle. With it came a letter: 'Here is your rifle, Willie. Learn your lesson and don't kick. There's lots more in the same fix; besides, experience is cheap at any price.'

"I didn't kick, but I'm afraid I didn't learn my lesson. Possibilities of hidden humor had been revealed which appealed to me. I kept the rifle, and years afterward, when I could spend occasional dimes and quarters for amusement, I started my collection."

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

DECAY OF THE LAW OF CUSTOM.

Due to the White Race Traveling All Over the Earth.

The progressive penetration of the white race into regions of the earth which are inhabited by colored races may be said to have culminated in the recent expedition to Lhassa, which probabaly marks the beginning of a sapping process destined ultimately to lead to the fall of the last citadel of immemorial custom and prejudice. Under the title of the "Decay of the Law of Custom" an interesting address was recently delivered at the meeting of the Devonshire Association by the president, Basil H. Thomson, governor of the Dartmoor Convict Prison. The laws of custom which have governed the colored races for countless generations are, it is pointed out, gradually breaking down, though it is estimated that some 800,000,000 of the 1,500,000,000 constituting the population of the globe are still comparatively uncivilized and stagnant under the influence of these laws. The ever increasing facilities of intercommunication must make steadily for a greater uniformity of view and conduct among the the different races of mankind and for the white race the question is of the first importance as to what part the colored races will come to play in the affairs of the world when they shall have assimilated the teachings of Western civilization.

With this is bound up the question of the relative mental capacity of the white and colored peoples. It would be rash to assert that any race is inferior in mental endowment to, and inherently incapable of reaching the mental level of another, though plenty of white men are to be found who, after years of residence in Africa or the East, speak confidently of the general mental inferiority of the colored races. Even in instances in which it is manifest that no such inferiority exists there is, they say, and always will be, a profound difference between colored and white races in the manner of viewing things. This is to maintain that a man's attitude of mind is as innate and as liable to alteration as is the color of the skin.

We prefer to take the view that the differences between white and colored races are in the main matters of custom and tradition and as such are subject to the influences of the agents of civilization, such as steam and electricity, which have already done so much toward obliterating lines of demarcation between nationalities and toward establishing uniformity in manners and customs—London Lancet.

MAMMOTH GERMAN DOCK

Holds Longest Vessel Afloat and Lifts 35,000 Tons.

With the view of keeping level with the increasing length and weight of modern steamships, a Hamburg firm constructed an enormous floating dock. Hitherto the largest dock constructed by the firm was capable of lifting 17,000 tons dead weight, but the new giant lifts 35,000 tons.

It is 750 feet long, in five sections of 150 feet each, so that it is able to hold the largest vessel now afloat. Provision is made to enable the dock to move from one place to another, and though Hamburg will be its home, the mouth of the Elbe will in all probability be its frequent resting place, especially when repairs to a deep draughted warship are in contemplation, as the Elbe channel cannot accommodate battleships as far as Hamburg.

Human and Animal Blood.

The Prussian military surgeon, Dr. Uhlenhuth, who has been transferred to the Hygienic Institute of the University of Greifswald, is the discoverer of a new method for distinguishing human from animal blood. In 1897 Dr. Uhlenhuth was assistant at the institute for infectious diseases at Berlin, and is a member of the commission for investigating the foot and mouth disease. In the fall of 1900 Dr. Uhlenhuth published very important investigations with reference to distinguishing between the albumin of eggs of various birds upon the basis of modern science, which is mainly the result of the researches of Bordet of France and Ehrlich of Frankfort. Uhlenhuth found that these albumins can be differentiated biologically. His researches resulted in the very important discovery of a new forensic method to distinguish human from animal blood, so that it is now possible to tell with absolute certainty the origin of even the smallest traces of blood either in dry or also in putrefied form. This method, which he published in February, 1901, was soon confirmed on all sides and has become of fundamental importance for forensic medicine. By his method he can tell the presence of horse meat in sausages and other smoked meat articles, which is a great step in advance for the examination of foodstuffs.

Tide of Affairs in Germany.

Gen. von Lieber of Germany has a queer theory regarding the fatherland which he explained at the recent conference of the pan-German League at Worms. The general's theory is to this effect: "Every fifty years or so there comes a tide in the affairs of Germany which taken at the flood has led on to fortune. Thus after the year 1701 came the seven years' war in 1756; after the battle of Jena in 1806 followed the successful wars of 1864 and 1866. High water mark was reached in 1870, and the ebb will be due by about the year 1920."

SEED TIME

The experienced farmer has learned that some grains require far different soil than others; some crops need different handling than others. He knows that a great deal depends upon right planting at the right time, and that the soil must be kept enriched. No use of complaining in summer about a mistake made in the spring. Decide before the seed is planted.

The best time to remedy wasting conditions in the human body is before the evil is too deep rooted. At the first evidence of loss of flesh

Scott's Emulsion

should be taken immediately. There is nothing that will repair wasted tissue more quickly or replace lost flesh more abundantly than Scott's Emulsion. It nourishes and builds up the body when ordinary foods absolutely fail.

We will send you a sample free.

Be sure that this picture in the form of a label is on the wrapper of every bottle of Emulsion you buy.

SCOTT & BOWNE CHEMISTS 409 Pearl Street NEW YORK

50c. and $1; all druggists

Will Store Coal.

8,000,000 Tons Ordered Set Aside by April 1st—Anticipating A Strike.

The anthracite operators will store 8,000,000 tons of coal in anticipation of a possible strike of the miners. Orders to this effect have been issued by the President of the seven companies composing the combination. President Baer has ordered that the Reading corporation shall have 2,500,000 tons in storage by March 31, and this will require the laying aside of 150,000 tons out of each month's production from now until April 1.

Though neither Mr. Baer nor any other officers of anthracite companies has received word from President Mitchell, of the United Mine Workers, it is their intention to have sufficient coal on hand to supply the market for not less than four months from April 1 next. It is expected that Mitchell will forward a letter to each of the anthracite presidents within the next few days asking them to meet the miners' committee.

The Reading company has already filled its shortage plant at Abrams, near Bridgeport. It contains 800,000 tons of the smaller sizes. The company has more than 1,500,000 tons already stored at various points in New England and throughout the Northwest. The Lehigh Valley company is said to have nearly as much scattered among its storage plants in New England, around New York and in the anthracite field.

The managements of the Delaware and Hudson, the Lackawanna, the New York, Ontario and Western, the Pennsylvania and the Erie companies have issued orders to increase the amount of anthracite already stored, and have agreed that wholesale dealers will be supplied with only sufficient coal to meet their regular demands. None will be permitted to store coal for the purpose of speculation. If a strike is declared by the miners, Mr. Baer, who will represent the hard coal operators, will see that retail prices are not advanced excessively and thousands thus compelled to suffer.

A Positive CURE CATARRH

Ely's Cream Balm is quickly absorbed. Gives Relief at Once.

It cleanses, soothes heals and protects the diseased membrane. It cures Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Full size 50 cts., at Druggists or by mail; Trial Size 10 cts. by mail.

HAY FEVER

Ely Brothers, 56 Warren Street, New York.

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
Kline Grove	‡ 6 54	‡ 10 04	.....	‡ 5 33
Wolverton	‡ 6 58	‡ 10 08	.....	‡ 5 37
Klipps Run	‡ 7 06	‡ 10 11	.....	‡ 5 44
South Danville / Danville	7 11	10 17	2 21	5 50
Boyd	‡ 7 16	‡ 10 21	.....	‡ 5 53
Roaring Creek	‡ 7 23	‡ 10 28	‡ 2 31	‡ 6 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	.....	‡ 6 19
Stonytown Ferry	‡ 7 52	.....	.....	‡ 6 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	‡ 8 25	‡11 25	.....	‡ 6 56
Moncanaqua / Sicksbinny	8 31	11 32	3 22	7 01
Retreat	8 35	11 36	3 32	7 10
Nanticoke	8 54	11 54	3 41	7 19
Buttonwood	‡ 9 00	‡12 00	.....	‡ 7 25
Plymouth Ferry	‡ 9 02	.....	.....	‡ 7 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	.....	.....	‡ 6 07
Buttonwood	‡ 7 24	.....	‡ 2 54	‡ 6 09
Nanticoke	7 31	10 50	3 02	6 17
Retreat	7 39	10 58	3 11	6 26
Sidekshinny / Mocanaqua	7 48	11 07	3 21	6 37
Pond Hill	‡ 7 53	.....	‡ 3 27	‡ 6 42
Wapwallopen	7 58	11 16	3 32	6 47
Berwick / Nescopeck	8 09	11 26	3 42	7 00
Creasy	8 18	‡11 35	3 53	7 09
Stonytown Ferry	‡ 8 2	.....	.....	‡ 7 12
Espy Ferry	‡ 8 29	.....	.....	.....
Bloomsburg / East Bloomsburg	8 34	11 47	4 07	7 25
Catawissa	8 40	11 53	4 13	7 32
Roaring Creek	‡ 8 48	‡12 00	‡ 4 19	‡ 7 39
Boyd	‡ 8 55	.....	‡ 4 26	‡ 7 46
Danville / South Danville	9 00	12 10	4 34	7 51
Kipps Run	‡ 9 03	.....	‡ 4 35	‡ 7 56
Wolverton	‡ 9 12	.....	‡ 4 42	‡ 8 03
Kline Grove	‡ 9 15	.....	‡ 4 45	‡ 8 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.

"ss" 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, 8.34 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. 13, 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	CAPE MAY AND OCEAN CITY
7:30 a. m. Lcl.	4:00 p. m. Exp. (60 Minutes)	8:50 a. m.
9:00 a. m. Exp	5:00 p. m. Exp.	4:15 p. m.
11:30 a. m. Exp.	5:00 p. m. Lcl.	5:00 p. m.
2:00 p. m. Exp.	7:15 p. m. Exp.	SEA ISLE CITY 8:50 a. m.
	SUNDAYS.	
ATLANTIC CITY	ATLANTIC CITY.	CAPE MAY OCEAN CITY AND SEA ISLE CITY.
8:00 a. m. Lcl.	5:00 p. m. Lcl.	8:45 a. m.
9:00 a. m. Exp.	7:15 p. m. Exp.	
10:00 a 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	5 25
Cameron	6 57	10 10	‡2 01	‡5 37
Danville	7 07	10 19	2 11	5 47
Catawissa	7 21	10 32	2 23	6 01
Rupert	7 26	10 37	2 29	6 [illegible]
Bloomsburg	7 30	10 41	2 33	6 [illegible]
Espy	7 [illegible]	10 48	2 40	6 1[illegible]
Lime Ridge	7 41	‡10 51	‡2 46	6 2[illegible]
Willow Grove	7 45	10 57	‡2 5[illegible]	6 2[illegible]
Briarcreek	7 57	11 09	3 09	6 37
Berwick	7 [illegible]	11 [illegible]	[illegible]	[illegible]
Beach Haven	8 05	‡11 12	3 03	6 4[illegible]
Hick's Ferry	8 11	11 17	3 09	6 [illegible]
Shickshinny	8 22	11 31	3 20	6 59
Hunlock's	8 [illegible]	11 39	3 31	7 07
Nanticoke	8 38	11 44	3 38	7 14
Avondale	8 41	11 47	3 42	7 [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 03	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 1
Duryea	9 23	12 20	4 29	8 6
Lackawanna	9 26	12 22	4 32	8 10
Taylor	9 32	12 28	4 40	8 17
Hellevue	9 37	12 32	4 45	8 21
SCRANTON	9 42	12 35	4 50	8 25
	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	5 40
Bellevue	6 39	10 13	1 59	5 44
Taylor	6 44	10 17	2 03	5 49
Lackawanna	6 50	10 24	2 10	5 55
Duryea	6 53	10 28	2 13	5 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	‡11 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	‡8 32	12 01	3 50	8 25
Willow Grove	‡8 36	12 05	‡3 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 32	9 10
Cameron	9 24	12 57	4 43	9 21
NORTHUMBERLAND	9 35	1 10	4 55	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	
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 53	7 08
Zaners	‡9 40	‡3 17	6 57	7 15
Stillwater	9 48	3 25	7 03	7 46
Benton	9 56	3 33	7 13	8 1
Edsons	10 00	‡3 37	7 17	8 8
Coles Creek	10 03	3 40	7 21	8 1[illegible]
Laubachs	10 08	3 45	7 3[illegible]	8 4
Central	10 15	3 52	7 41	9 0
Jamison City	10 18	3 55	7 45	9 1

SOUTHWARD.

	2 †	4 †	6 ‡	8 ‡	22 †
Jamison City	‡ 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 58
Coles Creek	6 12	11 06	4 53	7 22	12 08
Edsons	‡6 14	‡11 09	‡4 56	‡7 24	12 10
Benton	6 18	11 13	5 00	7 28	12 15
Stillwater	6 28	11 21	5 08	7 38	12 45
Zaners	‡6 35	‡11 29	5 17	‡7 45	12 53
Forks	6 39	11 33	5 21	7 49	1 00
Orangeville	6 50	11 4[illegible]	5 31	8 00	1 30
Light Street	7 00	11 50	5 39	8 10	1 45
Paper Mill	7 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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