WASHINGTON

From our Regular Correspondent.

Washington, D. C. April 8, 1907.

Most thinking people in Washington believe that the controversy between Mr. Harriman and the president over Harriman's alleged contributions to the campaign fund of 1904 is a part of a wide spread scheme for discrediting the administration with the public in order to divert attention from themselves. It is simply drawing a red herring across the trail to confuse the scent. Nobody particularly cares whether Mr. Harriman contributed $50,000 to the campaign fund as he says he did, or not. After the way he had looted the Alton railroad, he was well able to contribute a million if he wanted to. But that he came to Washington at the solicitation of the President, nobody for a moment believes. There would be very little hesitation in the minds of most people in accepting President Roosevelt's word before that of Mr. Harriman, and the mere fact of whether he ever made the contribution at all, ought to be easily established from his own check book or the records of the Republican Campaign Committee. Secretary Cortelyou, who was then chairman of the committee says that no such contribution passed through his hands, and Cornelius N. Bliss, who is notoriously a taciturn, unapproachable old person, refuses to discuss the matter at all. It would be a good thing, however, for the reputation of the party, if the members of the committee would for once come out into the open and admit whether or not they received the money. Conclusive proof that the contribution as well as the method of it was a fiction, would do more than anything else to stop the campaign of crimination that the railroads are now waging against the government simply because they fear the government is going to make them act fairly by the shipping public. This is not a party matter, and the bitterest partyman can afford to look at it fairly. If it were the Democratic party that was in power, the same campaign of investigation would be waged against the railroads, perhaps an even more severe campaign. And in that case, the railroads would be just as ready to attack the investigators. The fight that is now on is no party matter. It is one of public policy, and the people at large will be wise if they see it in that light.

The Interstate Commerce Commission is going on this week to put Mr. Harriman on the grill again. They will not have him on the witness stand, but the representatives of his railroad system will present arguments before the commission as to why he should not be compelled to answer the questions that he evaded during the recent New York investigation. When the arguments of the railroad and the government attorneys have both been presented, the commission will decide whether to take the case to the New York courts and ask for a rule compelling Harriman to answer the questions as to his private stock jobbing exploits. Whether this is done or not, the evidence accumulated in the case will be certified to the Department of Justice, where the Attorney General will decide whether to institute a civil or a criminal action against Mr. Harriman.

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One of the most interesting experiments in the world is likely to be tried in Washington in the near future. It is no less than the revival of the Langley flying machine experiments by the man who built the original machine. Of course, this will create a smile among a good many skeptical people, but there is more than a fair chance that the machine will fly after all, and the Smithsonian officials are working quietly to give it a chance. C. M. Manley is the engineer who built the original engine for the great aereodrome. He built a 52 horse power engine weighing much less than five pounds to the horsepower, after the contract had been declined by all the best builders of Europe. He was Prof. Langley's mechanical expert, and was the man who made the two abortive trials of the machine.

Engineer Manley is just as firm in his faith as ever, and it is proposed to get the machine out, give it a thorough grooming, and another trial. Most people do not know that the machine was really launched, and consequently never had a fair chance to try to fly. Two smaller models that Prof Langley built did fly perfectly, and the big machine is an exact reproduction of them except in size. When it was tried on two occasions, there were unforeseen hitches that caught the mechanism on the launching ways so that it was wrecked before it even got into the air. Mr. Manley is convinced that if once properly set free, it will do all the smaller machines did. And if another trial can be secured for it, there is a possibility that America may after all be able to give France the laugh and carry off the palm of aerial navigation for which Santos Dumont is now making such a heroic effort.

***

The germ chasers of the Department of Agriculture believe they have at least got hold of a disease that will cause an epidemic among rats. This might seem at first sight a futile enterprise for serious minded government scientists to embark upon. But when one considers, it would be a mighty achivement, and would save the country not only much discomfort, but millions of dollars annually. The amount of damage rats do annually to grain in storage, to the stocks of store keepers and households, and the way they spread disease, notably the bubonic plague, really amounts to millions each year. Trapping and poisoning do not keep them down. But when the rats or any other pests get too thick there is sure to appear a mysterious disease that sweeps them away by the thousand. The Department of Agriculture has been experimenting with diseases, and believes it has isolated the germ of this epidemic. It is thought to be both contagious and infectious, and if it can be propogated among the rats in any community, it will speedily clear them out. Experiments are now being made at the Department, and if the germs are all that is claimed for them, it will not be more than a season longer before the disease culture can rid itself of the long tailed pests and be at perfect peace in that respect at least.

Beware of Ointments for Catarrh that Contain Mercury,

as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

Sold by Druggists. Price 75c. per bottle.

Take Hall's Family Pills for constipation.

Consumption is less deadly than it used to be.

Certain relief and usually complete recovery will result from the following treatment:

Hope, rest, fresh air, and—*Scott's Emulsion.*

ALL DRUGGISTS: 50c. AND $1.00.

A New Point in the Game Law.

A Test Case Will Settle Question.

The right of members of hunting clubs who own game preserves, to kill deer contrary to the game laws, will be tested in a case which was begun in Clearfield county last week. William Moseer, a prominent capitalist of Clearfield county, who is a member of the Otzinachson Club, who preserve is located in Clinton county, is charged by Joseph Kalbfus, secretary of the State Game Commission, and Joseph Barrier, game warden, with having killed two deer in one season, thus violating the state game laws. Mr. Mosser practically admitted having shot more than one deer during the season, as other members of private clubs have done, but he contends that as the deer were raised within an enclosure by the club and were the property of members, the provisions of law do not apply to the case. The representatives of the game commission dissent from this view and the case will be stubbornly fought out in the courts.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

TRIAL LIST.

For Week Beginning Monday, May 6th, 1907

James E. Roys vs. J. H. Coleman and J. H. Carlyon, trading as Coleman & Carlyon.

S. R. Carl vs. The Grimes Feed Store.

John Racakis vs. American Assurance Company.

Gideon Michael vs. Mary Petty.

The Michigan Tobacco Co. vs. Alexander Bros. & Co.

Geo S. Yount vs. The Dillon Greenhouse Co.

Ontario Drill Co. vs. McHenry & Edson.

S. W. Cole vs. B. F. Gardner.

James Reichard vs. Lauretta Mummy.

J. M. Vought vs, D. E. Fegley, agt. for C. C. Mensch and J. R. Ritter.

C. C. Dawson vs. J. J. Robinson.

SECOND WEEK.

Fred Hummell vs. Tide Water Pipe Line Co.

H. M. Yocum vs. Columbia County.

Lillie Atherholt and John Atherholt vs. Charles Hughes.

E. D. Tewksbury admr. vs. Phila. & Reading Railway Co.

J. W. Adams vs. Wm. Adams.

Wm. Ney vs. The Phila. & Reading Railway Co.

Sarah J. Martz vs. Boro of Berwick.

George Coutair vs. American Car and Foundry Co.

Baxter and Young vs. Avery Clinton Sickles.

B. M. White vs. Centre Township.

Henry Miller vs. The Phila. and Reading Railway Co.

Rachael Echenrote, Samuel Cole, Susan Getz, Clara Reimard, Joseph Cole. Ada P. Cole, John Cole by his guardian Samuel Cole vs. Wm. Pursel.

Wilbur C. Hower vs. The Town of Bloomsburg.

J. L. Reece vs. J. F. Lamon.

The Com of Penn. at the suggestion and to the use of Hoover, Owen Rentschler Co., a corporation incorporated under the laws of Ohio and for the use of all persons who it may concern vs. Daniel Knorr, P. Zimmerman, John L. Kline, Ezariah Yocum and Simon R, Carl.

Com. of Penna. to the use of A. L. Fritz vs. Daniel Knorr, P. Zimmerman, John L. Kline, et al.

Lavina Rabuck vs. Pa. Railroad Co.

Daniel Ball vs. Montour Township.

Charles Tritt vs. Phila. & Reading Railway Co.

Thomas M. Mensch vs. S. H. & W. Railway Co.

Ellen Geary et al. vs. S. H. & W. Railway Co.

Adam Truckenmiller vs. Fannie Keiler et al.

John Mowrey vs. P. & R. Railway Co.

Lloyd Fox vs Reading Railway Co.

Harrison Levan vs. Penna. Railroad Co.

H. D. Miller vs. Penna. Railroad Co.

Robert C. Howell vs. S. B. & B. Railroad Co.

Peter Kneght vs. Penna, R. R. Co.

Julia Bibby vs. Penna. R. R. Co.

Joseph H. Slusser vs. The Penna. R. R. Co.

J. O. Frey vs. The Penna. R. R. Co.

Emma L. Smith, exr. of estate of Ella E. Harvey dec'd. vs. Lumbermen and Merchants' Mutual Insurance Co. of Williamsport.

Emma F. Goodhart vs. The Columbia and Montour Electric Railroad Co.

Wm. H. Hauck vs. Cabin Run Coal Co.

Timely and Valuable Suggestions.

Many people, especially women who lead closely confined domestic lives, suffer from what in general terms is called "nervousness." Among all forms of treatment none has ever approached in success the intelligent use of Dr. David Kennedy's Favorite Remedy, of Rondout, N. Y., which promotes an easy and natural action of the digestive organs and imparts tone to the nervous system.

Few of us get what we want, but most of us get what we deservve.

DECOYS OF FASHION.

METHODS OF THE FASHIONABLE PARIS DRESSMAKERS.

Duties and Earnings of Mannequins and Saleswomen—The Master Stroke—Millions in the Trade With a Big Profit.

Fashionable dressmaking means a business of $30,000,000 a year in Paris. The receipts of one house mount up to about $1,200,000. The profits are about 20 per cent.

These figures are given by a French publication which has recently described the elaborate organization of the great maisons de modes and the lavish expenditures with which they are conducted. Rentals are paid ranging from $20,000 a year, and the show and salesrooms are luxuriously furnished.

The manager of such an establishment must be at once an artist in his line and an organizer of consummate tact and vigor. He has not only a large staff to manage, but a capricious one; and then there are the customers.

Sometimes, when a sale is in doubt, it is up to him to give what they call the master stroke. He will burst into the room where a model is on exhibition.

"But," he exclaims, "you will lengthen this waist for madame."

"Oh, I don't know about this dress," falters the customer.

"Have no fear, madame," says the artist. "I am too proud of my art to let you take it except as a perfect adaptation to your genre, your style."

The customer is thrilled and the sale is made.

The sample costumes are all known by fancy names. The artist who makes the first sketch in water colors generally gives expression to his ideas, in a word: he will call it Carmen, the Victoria, the Alexandra, the Huntress, the Vintage Dress—anything that occurs to him to convey and idea of the style.

The name is often an attraction to the buyer and besides it has its business use. When a collection of silks and linings and braids and buttons is turned over to a cutter with instructions to prepare a Carmen according to certain measurements, he knows exactly what is wanted.

There is nothing easy about the post of a mannequin or model. Each one has twelve dresses made to fit her.. In the busy season, or when called upon, she is expected to show each three times a day. She often has to do so, and these thirty-six changes of costume, coupled with the standing and posing for an inspection, involve such expenditure of muscular effort that only strong healthy girls can hold the places.

Sometimes, when customers linger over their choice and the girls are kept in statuesque positions for an hour at a time, they faint under the ordeal. When they do so, it is very much against them. Nothing unpleasant should ever happen at a fashionable dressmaker's.

For this trying work the models receive from $30 to $60 a month, depending on their attractiveness and the standing of the house. The saleswomen are much better paid. Their salaries run from $60 to $240 a month and they generally get a commission of from 3 to 5 per cent.

One case is quoted where a saleswoman in a great house made $15,000 a year. The saleswoman, however, takes the same risk as the house itself. Her commission is not paid when the sale is made, but when the bill is paid, and it is only allowed when the price secured for the dress exceeds a certain minimum set upon each model.

Besides these a number of women are employed in the salesrooms as dressers. They get about $33 a month.

Over and above the regular employees many houses have on their staff certain women of some social position but limited means. These are called the lanceuses. They draw no salaries, but get their dresses free or at reduced rate as an advertisement for the establishment, whose praises they are expected to sing when they get the chance.

The winter models are shown in July and the summer ones in January. These are the months of greatest sales and it takes all the rest of the year to deliver the goods ordered at these periods.

HUMPHREYS'

Specifics cure by acting directly on the *sick parts* without disturbing the rest of the system.

No. 1 for Fevers.
No. 2 " Worms.
No. 3 " Teething.
No. 4 " Diarrhea.
No. 7 " Coughs.
No. 8 " Neuralgia.
No. 9 " Headaches.
No. 10 " Dyspepsia.
No. 11 " Suppressed Periods.
No. 12 " Whites.
No. 13 " Croup.
No. 14 " The Skin.
No. 15 " Rheumatism.
No. 16 " Malaria.
No. 19 " Catarrh.
No. 20 " Whooping Cough.
No. 27 " The Kidneys.
No. 30 " The Bladder.
No. 77 " La Grippe.

In small bottles of pellets that fit the vest pocket. At Druggists or mailed, 25c. each.
Medical Guide mailed free.
Humphreys' Med. Co., Cor. William & John Streets, New York.

PENNSYLVANIA Railroad.

SCHEDULE IN EFFECT NOVEMBER 25, 1906

Trains leave EAST BLOOMSBURG as follows:

For Nescopeck and Wilkes-Barre, 7:50, 10:46 a. m., 2:43 (4:28 Nescopeck only), 6:20 p. m. week-days.

For Catawissa and Sunbury, 8:25, 11:47 a. m., 4:07, 7:25 p. m. week days; Sundays 4:07 p. m.

For Pittston and Scranton as follows: 7:50 10:46 a. m., 2.43, 6.20 p. m. week-days.

For Pottsville, Reading and Philadelphia, 7 50 a. m., 4:28 p. m. week days.

For Hazleton, 7:50 10:46 a. m., 4.28, 6.20 p. m. week days.

For Lewisburg, Milton, Williamsport, Lock Haven, Renovo, and Ridgway 11 47 a. m. week days; Lock Haven only, 8:25 a. m, 4:07 p. m.; for Williamsport and intermediate stations, 7:25, 11:47 a. m. 4:07, 7.25 p. m. week days; 4.07 p. m. Sundays.

For Bellefonte, Tyrone, Phillipsburg, and Clearfield, 8:25, 11:47 a. m, week days.

For Harrisburg and intermediate stations 8.25, 11:47 a. m., 4:07, 7:25 p. m. week days; 4:07 p. m. Sundays.

For Philadelphia (via Harrisburg), Baltimore and Washington 8.25, 11:47 a. m., 4:07, 7:25 p. m. week days; Sundays, 4:07 p. m.

For Pittsburg (via Harrisburg), 8:25 a. m., 4.07 7.25 p. m. week days; 4:07 daily; via Lewistown Junction, 8:25, 11:47 a. m. week-days; via Lock Haven, 8:25, 11:47 a m. week-days.

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. 17, 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
7:20 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., 3062 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 1904, and until Further 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, *(9:40) 10:20 *(11:00)

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

Leave Bloom for Catawissa A. M. 5:30, 6:15, †7:00, †8:00, 9:00, †10:00, †11:00, 12:00.

P. M. 1:00, †2:00, 3:00, 4:00, 5:00, 6:00, †7:00, 8:00, 9:00, 10:20, *(11:00)

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

First car leaves Market Square for Berwick on Sundays at 7:00 a. m.

First car for Catawissa Sundays 7:00 a. m.

First car from Berwick for Bloom, Sundays leaves at 8:00 a. m

First car leaves Catawissa Sundays at 7:30 a. m.

¶From Power House.
*Saturday night only.
†P. R. R. Connection.

WM. TERWILLIGER, Superintendent.

THE POSTAL TYPEWRITER $25.00

A Few Excelling Features

First-class in material and workmanship.
Uses universal key board—writes 84 characters.
Simple construction—Fewest parts.
Alignment positive and permanent.
Extra great manifolding power.
Unexcelled for mimeograph stencil cutting.
Inked by ribbon, as in $100 machine
Visible writing—no carriage to lift.
Style of type changed if desired in few seconds.
Light, easily carried—weighs only 10½ pounds.
The lowest priced practical typewriter.
Every machine fully guaranteed.
Why pay $100 for a typewriter when the Postal, which will do just the same work as well, as easily and as quickly will cost you only $25.
Why tie up that $75 where you derive no benefit from it?
This machine can be seen at the COLUMBIAN OFFICE.

Postal Typewriter Company
8-2 4mo. Norwalk Conn

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 27
Cameron	6 56	.....	12 11	†5 38
Danville	7 10	10 19	2 11	5 54
Catawissa	7 19	10 32	2 23	6 04
Rupert	7 24	10 37	2 27	6 07
Bloomsburg	7 31	10 41	2 30	6 10
Espy	7 36	10 46	2 40	6 15
Lime Ridge	7 41	10 51	2 40	6 20
Willow Grove	7 45	.....	2 50	.....
Briarcreek	7 48	.....	2 53	6 27
Berwick	7 54	11 02	2 58	6 34
Beach Haven	8 00	11 07	3 03	6 41
Hick't Ferry	8 03	11 10	3 09	6 47
Shickshinny	8 10	11 15	3 20	6 59
Hunlock's	8 21	.....	3 31	7 09
Nanticoke	8 27	11 29	3 38	7 14
Avondale	8 40	.....	3 42	7 24
Plymouth	8 45	11 37	3 47	7 29
Plymouth Junction	8 47	.....	3 53	.....
Kingston	8 55	11 55	4 00	7 38
Luzerne	8 58	a11 58	4 03	7 42
Forty Fort	9 00	.....	4 07	.....
Wyoming	9 05	12 05	4 12	7 48
West Pittston	9 10	.....	4 17	7 53
Susquehanna Ave	9 13	12 11	4 20	7 56
Pittston	9 19	12 14	4 24	8 01
Duryea	9 23	.....	4 29	8 06
Old Forge	9 28	.....	4 32	8 10
Taylor	9 33	.....	†4 40	8 17
SCRANTON	*9 45	†12 35	4 50	*8 25
	A. M.	A. M.	P. M.	P. M.

WEST.

STATIONS.	A. M.	A. M.	A. M.	P. M.
SCRANTON	6 35	10 20	1 55	*6 40
Taylor	6 44	10 30	2 03	6 49
Old Forge	6 50	10 36	2 10	6 55
Duryea	6 53	10 39	2 13	6 58
Pittston	6 57	10 44	2 17	7 02
Susquehanna Ave	7 00	10 47	2 19	7 04
West Pittston	7 04	10 51	2 23	7 08
Wyoming	7 09	10 56	2 27	7 12
Forty Fort	.....	.....	†2 31	.....
Luzerne	7 16	11 02	2 34	7 19
Kingston	7 24	11 08	2 40	7 25
Plymouth Junction	.....	.....	.....	.....
Plymouth	7 33	11 17	2 49	7 34
Avondale	7 37	.....	2 54	.....
Nanticoke	7 41	11 25	2 58	7 42
Hunlock's	7 47	11 34	3 06	7 48
Shickshinny	7 57	11 44	3 20	7 58
Hick's Ferry	8 08	†11 54	3 30	†8 09
Beach Haven	8 14	12 00	3 37	8 14
Berwick	8 22	12 07	3 44	8 20
Briarcreek	.....	†12 12	†3 50	.....
Willow Grove	.....	.....	†3 54	†8 29
Lime Ridge	†8 33	12 18	3 58	8 33
Espy	.....	12 23	4 06	8 39
Bloomsburg	8 45	12 29	4 12	8 45
Rupert	8 49	12 34	4 15	8 50
Catawissa	8 53	12 38	4 20	8 55
Danville	9 07	12 51	4 32	9 10
Cameron	9 14	†1 01	4 43	.....
NORTHUMBERLAND	9 25	*1 12	†4 50	9 35
	A. M.	P. M.	P. M.	P. M.

*Daily. † Daily except Sunday. ‡ Stops on signal or notice to conductor.

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

Bloomsburg & Sullivan Railroad.

Taking Effect May 1st 1906, 12:05 a m.

NORTHWARD.

	21 A.M.	P.M.	P.M.	A.M
	‡	†	‡	
Bloomsburg D L & W	9 00	2 37	6 15	6 08
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 45	6 50
Forks	9 36	3 13	6 52	7 08
Zaners	‖9 40	‖3 17	6 57	7 15
Stillwater	9 48	3 25	7 03	7 48
Benton	9 56	3 33	7 13	8 10
Edsons	10 00	3 37	7 17	8 20
Coles Creek	10 03	3 40	7 21	8 26
Laubachs	10 08	3 45	7 3.	8 40
Grass Mere Park	‖10 10	3 47	7 23	....
Central	10 15	3 52	7 41	9 05
Jamison City	10 18	3 55	7 45	9 15

SOUTHWARD

	22 A.M.	A.M.	P.M.	A.M.	A.M.
	†	†	‡	‡	†
Jamison City	5 50	10 48	4 35	7 00	11 50
Central	5 53	10 51	4 38	7 03	11 45
Grass Mere Park	‖6 01	‖7 12	‖4 47	‖11 00	.....
Laubachs	6 03	11 02	4 48	7 13	11 58
Coles Creek	‖6 12	11 06	4 53	7 22	12 06
Edsons	6 14	‖11 09	‖4 56	‖7 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	‖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.	5 31	8 00	1 30
Light Street	7 00	11 50	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 26	2 10
Bloom. D L & W	7 20	12 10	6 00	8 30	2 15

Trains No. 21 and 22, mixed, second class.
† Daily except Sunday. ‡ Daily. ‖ Sunday only. ‖ Flag stop.

W. C. SNYDER, Supt

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