ENGLISH FIRESIDES.

Right to Vote Eased on Fact Voter Possessed One Always Burning. Before the Reform Act of 1832 its electors based their title to vote at all on the fact that they possessed a fireside as a real going concern.

Without linking up the domestic are with political rights, the English in their quiet way have always given the hearth a place close to their affections. In the last two centuries it was carried to a point at which effort and result almost parted company, as far as proportion is concerned, so elaborate was the equipment of the hearth.

As a rule, the big logs lay on the hearth, which was of brick or stone, in a bed of hot white ashes. Neither by day nor by night did the fire go out, and often it was placed in the middle of the room in an octagonal fence of iron or stone.

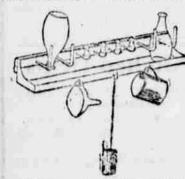
This is not our idea of a comfortable fireside. Nor can it be supposed for a moment that it was comfortable. Also it had not a "side"-its ill-regulated heat and smoke drifted in any direction in which the draught

The equipment of the hearth, which was also the cooking place, scarcely altered for hundreds of years, until King Coal came and banished it all, or changed it greatly for the worse. In many old farm-houses, in some cottages and in some manor houses the old kitchen fireside remains almost unaffered. In the last the big old kitchen has sometimes been converted into the servants' hall, where the equipment still remains, while a modern "working kitchen" has been added. From up the chimney hung an iron "ratchet." toothed, and from this hung the big black pot. The fire was of wood, but often it rested on a low platform of iron bars, through which the asnes dropped.

Lord Tollemache's lamented death will remind many that the open fire in the great hall at Helmingham must have been burning oak logs for some three centuries. In Sussex, where the vast woods took the place that coal does now in industry, the first iron fire-backs and fire-dogs were made. It is about all that the fron- workers of that country did produce in the way of manufactured iron till they took to making cannon.

Now there is a complete change and return to very early patterns in nearly all new houses. The flat brick or stone hearth, the natural log fire, the dogs, and even the bellows, all are introduced, with a cortain intentional roughness in the hall and dwelling-room and rather more finish in the reception-room.

For Holding Bottles and Cleansing. As the nursing bottle is an essential feature in the average household, the wonder is that appliances for its efficient and convenient manipulation are looked upon as curiosities and luxuries, instead of being considered necessities. The only explanation of this phenomenon is apparently found in the inherent trait in women that induces her to go through life without adequate tools and appliances, compelling her to resert to the much maligned halrpin. It is to the credit of womankind, however, that the bot-



tle holding and draining rack illustrated herewith is the recent patent of a woman of Washington. nursery accessory consists of a shallow trough having a bottom, on which bottles may be supported in an uprignt position, and a series of projections to support bottles in an inverted position for draining. Smalher projections offer a convenient means of disposing of the nipple and hooks are provided for the bottle cleaning brush, funnel, etc. While a simple arrangement in itself, it affords a definite place for the nursery bottles and their accessories, and accordingly plays an important role in the household that is very disproportionate to the expense.

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.

Simply the visible sign that baby's tiny bones

are not forming rapidly enough. Lack of nourishment is the cause. Scott's Emulsion nourishes baby's & entire system. Stimulates and makes bone. Exactly what baby needs.

ALL DRUGGISTS: SOc. AND \$1.00

PROPERTIES OF LIQUID AIR.

Ultimate Developments May Not Be Safely Predicted-In Its Infancy.

Any one who has ever attended a popular lecture in chemistry or physles knows how entertaining and full of surprises the discourse may be made by a few simple and ingenious experiments.

It is under such conditions that liquid air is introduced to admiring thousands. This much discussed scientific marvel of the age is made to perform dozens of instructive paradoxes, each one more entertaining than the other. A liquid-air demonstration is a short visit into the fairy land of science. To see a rubber ball dipped into it and thrown to the floor only to crash like glass into small fragments; to see a kettle boiling away upon a cake of ice; to see mercury frozen solid and used as a hammer; to see iron made brittle and crushed fa the hands; to see steel burning in a small glass, and at the same time grapes freezing at a temperature of 312 degrees below zero in the same glass; these sights and many others are indeed almost too marvelous for belief.



Kettleful of Liquid Air Boiling on a Block of Ice.

To read about liquid air is to excite wonder; to actually see what may be done with it produces astonishment, which finds no adequate expression in words. Seldom has a scientific discovery been followed by such a popular demand for particulars, and no other subject affords such a wide range of experimental work with which to interest the public. It is the coldest thing on earth-made of every-day New York air reduced to 1-800th of its ordinary volume, 312 degrees below zero, looking and flowing like water, but absolutely dryone of the most marvelous substances known to science.



Heat of the Atmosphere Causing Liquid Air to Boil.

Liquid air's ultimate development may not be safely predicted. It is in in its infancy-where steam was at the beginning and electricity at the middle of the past century. What is known about it is that it is here and can be produced in large quantities at a low cost. The first that was liquefied was about half a wineglass full in amount and cost at the rate of \$3,-000 a gallon. Now the same amount costs a few cents. Automobiles have been propelled by it; physicians have used it with good results in cancer cases and as a local anaesthetic in surgical operations. It may solve the garbage problem, as it causes tin cans, hair and other refuse to burn briskly and completely, with no rmoke or odor. It is one of the most powerful of explosives, and when it shall be thoroughly understood it may become one of the greatest facthe world.-Leslie's.

Prisoner in His Own House. A French count was kept priosner in his own house in Paris for five years. His jailers were his two servants, who wanted his property. The nobleman is Count de Sampigny d'Issoncourt. He is 60 years old. His servants were an old man and his wife, who had been in the count's service for 20 years. When the police broke into the house a few days ago they found the count and the two servants. The count declared that the couple had kept him in a constant state of terror and had prevented him from leaving the place. They had further compelled him to take doses of ether and to make out a will leaving to them the whole of his property, the estimated value of which is over \$300,000.

JURY LIST FOR DECEMBER COURT.

GRAND JURORS.

P. K. Shultz, Sugarloaf township. Boyd Vance, Orange township.
Jeremiah Snyder, Locust township.
George W. Getty, Franklin twp.
Jesse Hess, Sugarloaf township.
W. H. Utt, Bloomsburg.
Seth W. Fenstermacher, Main twp. Harvey Hess, Benton township. Abraham Broadt, Hemlock twp. Abraham Broadt, Hemlock twp.
Scott McHenry, Stillwater.
Wm. Tilley, Hemlock township.
David Walsh. Centralia.
Charles Hughes, Locust township.
Howard Shultz, Bloomsburg.
W. H. Greenley, Pine township.
A. J. Gensil, Catawissa township.
Harry Hendershott, Madison twp.
Grant Martz, Briarersek. Grant Martz, Briarcreek. Richard Ivey, Hemiock township. John Fortner, Bloomsburg. A. K. Fullmer, Pine township. Henry George, Conyngham twp. Howard Greenley, Madison twp. Jacob Nuss, Mifflin township.

TRAVERSE JURORS-First Week,

Clint A. Kitchen, Bloomsburg. John Heavner, Berwick. C. M. Smith, Benton township. A. B. Comstock, Sugarloaf twp. Charles-Wagner, Locust township, Weldie Dent, Hemlock township, J. W. Brown, Main township, Philip Rabuck, Beaver township. Wm. Dollman, Greenwood twp. Wm. Dollman, Greenwood twp.
D. L. Hess, Benton township.
Emanuel Yost, Briarcreek twp.
Seeley Edwards, Benton township.
F. J. Hess, Sugarloaf township.
Wm. Brobst, Bloomsburg.
Lewis Kramer, Madison township.
W. B. Hess, Jackson township.
Stephen Hartzel, Bloomsburg.
L. Megargali, Oranga township. J. Megargeli, Orange township. John Mourey, Roaring Creek twp. Burr Albertson, Greenwood twp. John Oliver, Locust township. H. F. Kelchner, Stillwater. M. O. Bowman, Mifflin township. Jerre Kostenbauder, Franklin twp. C. P. Elwell. Bloomsburg.
W. B. Miller, Greenwood township.
John Fruit, Main township.
Jerry Vansickle, Sugarloaf twp.
Brittain Hess, Jackson township.
H. J. Demott, Millville. Eugene Tewksbury, Catawissa. Furman Kressler, Scott township. Harry Black, Greenwood township. John Larned, Bloomsburg. John Oman, Mt. Pleasant twp. John Shafler, Mt. Pleasant twp. G. W. Gordner, Pine township. J. B. Vannatta, Jackson township. Jerry Welliver, Greenwood twp. John Johnson, Greenwood township.

W. H. Fisher, Bloomsburg. J. N. Harry, Berwick. TRAVERSE JURORS-Second Week Calvin Crawford, Greenwood twp. W. Trump, Orange township. J. M. Comstock, Sugarloaf twp. C. B. Conner, Jackson township Bradley Sult, Briarcreek township. Wm. Raup, Berwick. Albert Frank, Conyngham twp. F. D. Dentler, Bloomsburg. B. G. Keller, Benton. Solomon Deaner, Main township. Alfred Culp, Berwick. W. H. Roberts, Catawissa twp. W. H. Stackhouse, Berwick.

Elias Utt, Bloomsburg.

W. H. Cherrington, Roaring Creek.

J. C. Wenner, Benton township. W. A. Snyder, Scott township.
A. W. Snyder, Mifflin township.
Warren Allabach, Orangeville.
Elias Weaver, Catawissa,
C. T. Bender, Fishingereek twp. C. T. Bender, Fishingereek twp.
H. L. Waters, Catawissa,
Simon Hons, Beaver township.
E. P. Shultz, Sugarloaf township.
F. R. Jackson, Berwick.
Robert Pugh, Bloomsburg. Thos. Benjamin, Jackson township. G. B. Martin, Bloomsburg. Bruce Seybert, Mt. Pleasant.
Daniel Billeg, Locust township.
James Oberdorf, Catawissa.
Josiah Levan, Main township.
James Quick, Montour township.

G. W. Appleman, Orangeville, J. W. Shuman, Main township, G. W. Roberts, Jackson township.

Elmer Hagenouch, Certer twp. H. W. Watts, Bloomsburg. C. T. Brittain, Berwick.

Abraham McHenry, Benton. Judge Krickbaum possesses the abilities and the business qualifications to make a good Associate Judge for Columbia county for the next term. Go to the polls and give him your support; he will help guard the taxpayers' interest.

Cherrington Kester, Locust. James E. Smith, Berwick.

HUMPHKEYS' WITCH HAZEL OIL : : : : : 1

FOR PILES, ONE APPLICATION BRINGS RELIEF. SAMPLE MAILED FREE.

NERVOUS DEBILITY, Vital Weakness and Prostration from overwork and other causes. Humphreys' Hemeopathic Specific No. 28, in use over 40 years, the only successful remedy. \$1 per vial, or special package for serious cases, \$5. Sold by Druggists, or sent prepaid on receipt of price,

Humphreys' Med. Co., William & John Sts., N. Y.

TO KEEP AWAY WITCHES.

Women's Belief in the Power of Fantastic Costume.

A remarkable case of supposed witcheraft was brought to light at Taunton, England, recently, says the London Daily Matt, when Frances Jane Smith, a married woman, residing at Sweet Hay, was brought up on a charge of threatening to stab another woman with a pocket knife, The defendant is well known in Taunton, where she has been noticeable for some time past by reason of her fantastic attire.

The police state that the woman and her husband formerly had a large farm near Honiton. Having lost a good deal of stock through disease, some gypsies told the woman that her cattle had been bewitched, and that the only thing which would act as a spell and keep the witches away was for her to dress in peculiar garb and to-wear charms in the form of rings and other ornaments. She was also told to put money under a stone to appease the wrath of the

Mrs. Smith presented a remarkaable appearance before the magistrate in her grotesque atthre. She wore a "Tam-o'-Shanter" with numerous colored feathers, a large check jacket, and an orange colored dress. From her neck were suspended an iron padlock, a pair of seissors, and other articles. Her fingers were covered with rings.

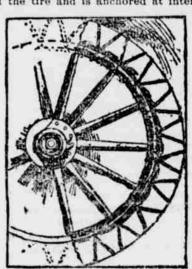
Questioned by the mayor, the woman could give no coherent explanation of her conduct, and the police said they had received complaints of persons being interfered with by the woman.

She caused a scene by going down on her knees and asking to be forgiven.

The charge against her was not gone into, but she was seen by Dr. Wilcocks, of Taunton, who certified that she was of unsound mind, and later in the day she was removed to the asylum.

Anti-Slipping Attachment,

The pneumatic or enshion tire is such an improvement over the iron tire used on vehicles that its use is becoming universal; but the rubber, being susceptible to changes of temperature-contracting and expanding with the heat and cold-difficulty has been experienced in preventing the tire from slipping off the wheel of the vehicle. As yet no satisfactory device has been devised which thoroughly overcomes this fault. A unique contrivances is the one shown in the illustration. It comprises a chain which takes a zigzag course upon the circumference of the tire and is anchored at inter-



Holds the tire on.

vals by means of double-ended snap hooks to a chain passing adjacent to the rim of the wheel. This chain is made up of links, turn-buckles being positioned at intervals to connect the sections of the chain and to draw and hold it taut. Another chain is placed zigzag over the surface of the tire and is connected at intervals with the lower chain by means of double-ended snap hooks. These hooks are each made of a piece of motal bent to form hooks, while the shank of each hook is concaved to conform to the contour of the tire. In applying the anti-slipping attachment to wheels the inner ends of the hooks are caught into links of the lower chain, there being two of these chains, one on each side of the wheel. The upper chain is run zigzag over the surface of the tire, being made to engage alternate snap hooks upon opposite sides of the wheel, and when the chain has been run about the entire circumference of the wheel the turnbuckles are operated to draw the lower chain taut. This device can be applied to a tire while it is an inflated or deflated condition, and can be quickly attached or detached from n vehicle wheel.

Recruiting the Glant,

One of the most industrious of the man-thieves who recruited the famous regiment of glants for King Frederick William of Prussia was Baron Hompesch, whose many successes led him once to cast covetous eyes upon a very lengthy joiner. He ordered of the joiner a chest or cupboard which should be as long and broad as the worker himself. In due course the baron called round. The cupboard had been finished, but he protested that it was too small. This the carpenter denied and laid himself within it as proof of its dimensions. No sooner had he done so than servants of the baron clapped down the lid and had the giant prisoner. They carted him off to the court, but when the lid was opened, instead of a glant there rolled out a corpse. The man had been stifled. In his anger the king sentenced the baron to death, but reprieved him when he wanted more glants.

PENNSYLVANIA Railroad.

SCHED LA der.

Trains leave EAST Swoman JRG as follows:

For Nescopeck and wikes Larre, 7:50, 10:46 a. m., 2:43 (4:28 Nescopeck only), 0:20 pr.m. weekdays.

For cat wiesa and Sunbury, 8:25, 11:47 a. m., 4:27, 7. p. m. weekdays; sundays 4:07 p. m.

For Pittston and Scranton as follows: 7:30 10:46 a. m., 2:43, 8:20 p. m. weekdays.

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

57 Hazleton, 7:50 10:46 a. m., 4:28, 6:20 p. m. weekdays. week days. tr Lewisburg, Milton, Williamsport, Lock

Haven, Renovo, and Ridgway II 47 a.m. week cays; Lock Havenoniy, 8:25 a.m. 4:07 p. m.; for Williamsport and intermediate stations, 1:25, II:47 a.m. 4:07, 7:25 p. m. week days; 4:07

125, 11:47 a, m. 4:07, 7:25 p. m. week days; 4:07 f. m. Sundays.
For Bellefonte, Tyrone, thillpsburg, and Clearfield, 8:25, 11:47 a, m., week days.
For Harrisburg and intermediate stations8:25, 11:17 a, m., to7, 7:25 p. m. week days; 4:07 p. m. Sundays.
For Philadeiphia (via Harrisburg), Baltimore and Washington 8:25, 11:47 a. m., 4:07, 7:25 p. m. week days; Sundays, 4:0 p. m.
For Pittsburg (via Harrisburg), 8:25 a. m., 4:07, 7:25 p. m. week days; 1:07 daily; via Lewistown Junction, 8:25, 11:47 a. m. week-days; via Lock Haven, 8:25, 11:47 a. m. week-days; to Ticket Agents.

Agents.
W. W. ATTERRURY, J. R. WOGD.
General Manager. Pass'r Trame Mgr.
GRO. W. BOYD.
General l'assenger Agent

PHILADELPHIA & READING

RAILWAY. In effect Nov. 15, 1904.

For New York, Philadelphia, Reading, Potts-line, Fadaqua, weekdays 7.27 via West Milton: 1:30 a m, via East Mahanoy; 3.29 p m via West For Williamsport, weekdays, 7.27 a m 3.29

For Danville and Milton, weekdays, 7:27 a m 3.27 p. m. gor Catawissa weekdays 7.27, 11:28 a m 12.20, 7.00, p. m. For Kupert weekdays 7.27, 11:28 a, m. 12:20 3.29, 7.00, p. m.

TRAINS FOR BLUOMSBURG.

Leave New York via Philadelphia 9.05 a
m., andvia Saston 9.10a. m.

Leave Philadelphia 10.21a. m.

Leave Philadelphia 10.21a. m.

Leave Pottsviile 12.55 p. m.

Leave Tamaqual 49 p. m.,

Leave Williamsport weekdnys 10.06 a m, 4.50
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 Perry. For South St. see timetables at stations.

ATLANTIC CITY.	ATLANTIC CITY,	CAPE MAY
7:80 a, m. Lcl. 9:00 a, m. Exp 11:30 a. m. Exp. 2:00 p. m. Exp.	4:00 p. m. Exp. (60 Minutes) 5:00 p. m. Exp. 5:00 p. m. Lcl. 7:15 p. m. Exp. SUNDAYS.	OCEAN CITY 8:50 a. th. 4:15 p. m. 5:00 p. in. 8:50 a. m.
ATLANTIC CITY	ATLANTIC CITY.	CAPE MAY
8:00 a. m. Lel.1 9:00 a. m. Exp. 10:00 a. m. Evp.	5:00 p. m. Lel. 7:15 p. m. Exp.	CITY. 8:45 a.2m.
Detailed time t Chestnut St.s., 83	ables at ticket of	nces, 13th

St., 609 South 3rd St., 3962 Market St., and a union Transfer Company will call for and check baggage from hotels and residences. EDSON J. WEEKS, Gen'l Pass. Agt.

Columbia & Montour El. Ry. TIME TABLE IN EFFECT

June 1 1904, and until & arther etice. 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 a Leave Bloom for Catawissa A. M. 5:30,

6:15, 17:00, 18:00, 9:00, 110:00, 111:00, P. M. 1:00, †2:00, 3:00, 4:00, 5:00, 6:00,

17:00, 8:00, 9:00, 10:20, *(11:00) Cars returning depart from Catawissa 20 miurtes from time as given above. First car leaves Market Squareffor Berwick

on Sundays at 7:00 a. m. First car for Catawissa Sundays 7:00 a. m. First car from Berwick for Bloom Sundays eaves at S:00 a. m First car leaves Carawis Sunda

From Power House.
Saturday night only.
TP. R. R. Connection.

WM. TERWILLIGER,

THEPOSTAL \$ 25.00



First-class in material and work manship. 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 101/2 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

Norwalk' Conn

ACKAWANNA Railroad.

BLOOMSBURG DIVISION. In Effect March 1st., 1904.

EAST.							
STATIONS.	A. M. 'A. M.	7. M.	P. 3				
NORTHUMBRELAND Cameron Danville Catawissa Rupert Eloomsturg Sepy Lime Ridge Willow Grove Brinterees Beach Havel Hick's Ferry Splickshinny Hunlock's Natificoke Avondale Plymouth Junction	*6 45 1:0 60 6 56 7 05 16 10 7 19 70 32 7 24 10 87 7 24 10 87 7 24 10 51 7 46 11 02 8 60 11 07 8 68 11 10 2 8 60 11 25 8 30 8 37 11 39 8 44 11 47 8 47	11.60 f2 G1 2 23 2 23 2 34 f2 46 f2 53 3 05 3 05 3 05 3 3 47 3 47 3 47 3 47 3 47 3 47 3 47 3	15 15 15 15 15 15 15 15 15 15 15 15 15 1				
Kingston Luzerne Forty Fort Wyoming West Pittston Susquehanna Ave Pittston Unyven Gid Forge Taylor SCRAFTON	8 55 11 55 8 58a11 58 19 00 9 05 12 05 9 10 9 15 12 11 9 19 12 14 9 28 9 28 9 42 1 2 35	4 00 4 03 4 07 4 12 4 20 4 24 4 29 4 82 14 40 4 50	* *******				

9 23 4 29 8 06 9 26 4 82 8 10 9 32 14 40 8 17 *9 42 1 2 85 4 90 *8 25 A. M. A. M. P. M. P. M.

W	EST						
STATIONS.	Α.	٧.	A.	м.	Α.	M.	P. M
SCRANTON	6	85	10		1	55	*6 4
Taylor		44			8	68	6 4
Old Forge		50			2	10	6.5
Duryellan		58	10		- 2	12	6.5
Pittston	:6	57			- 2	17	7.0
Susquehanna Ave	- 3	00		47	- 2	19	7.0
West Pittston	-3		10		. 8	28	7 0
Wyoming	- 7	09	10	5.6	2	27	7 1
Forty Fort.	1885		20.00	17072	12	81	****
Luzerne	- 3		11		5	34	7 2
Kingsten	- 7	24	1.1	05	- 2	40	100
Plymouth Junction	*****		***		***		****
Plymouth	- 7	118	11	17	- 9	49	7.8
Avendale	7	37	***	44.	. 2	54	11275
Nanticoke		41	11	25	2	68	7 4
Hunlock's		47	1.1		- 8	0.6	1.5
Shickshinny		57	11		- 8	30	19 0
Hick's Ferry	12	PS	111		- 8	80	8 1
Beach Haveb		14	2.5	00	- 8	37	9 0
Berwick		22	13	07	1.3	44	0.0
Briarcreek	****	7	111	32	18	54	197.09
Willow Grove	*22		6450	18	10	58	9.8
Lime Ridge	4-000	23	4.5	23	. 0	0.0	2.8
Rapy	****	46	19			100	8.4
Bloomsburg	- 8	454				15	8.5
Rujert		5/8			3	26	5 5
Catawissa		07			- 7	99	9.1
Danville	- 2	14	ri	617	7	43	
Cameron	- 6	25	100	12	44	58	0.3
NORTHUMBERLAND	-	***	114		11.5	Take.	-

A. M. P. M. P. M P. A *Daily. + Daily exceet Sunday. f Stops on signal or notice to conductor.

E. M. RINE. T. W. LEE.

Supt. Gen. Pass. Agt.

Bloomsburg & Sullivan Railroad.

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

NORTHWARD.

A.M. F.M. P.M. A.M.
Bloomsburg D L & W. 900 2 87 6 15 5 08
Bloomsburg P & R. 902 2 89 6 17
Bloomsburg Main St. 905 2 42 6 20 ...
Paper Mill. 915 2 52 6 30 6 20
Light Street 918 2 55 6 34 5 25
Orangeville. 926 3 06 6 43 6 20
Expers. 936 8 13 6 63 7 08
Zaners. 1940 13 17 6 57 7 15
Stillwater 948 3 25 7 03 7 40
Benton 956 3 33 7 13 8 10
Edsons 700 9 73 37 77 17 8 20
Coles Creek 710 03 73 40 77 21 8 16
Laubschs. 710 08 73 45 77 25
Central 1015 3 52 7 41 9 05
Jamison City. 1018 80 A.M. P.M. P.M. A.M

SOUTHWARD. Benton.....

Trains No. 21 and 22, mixed, second class, † Daily except Sunday. † Daily † Sunday only. I Flag step. W. C. SNYDER, Supt.



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