## WASHINGTON

From our Regular Correspondent.

Washington, D. C., Nov. 12, 1907. Now that the worst of the financial panic is past, the banks appear to be doing just what they have been blaming their depositors for doing, namely, accumulating gold and keeping it out of circulation by locking it up. This matter has been brought to the attention of the Treasury Department and it mayresult in measures being taken to force the banks to make cash payments under penalty of having their deposits of Government money withdrawn. The whole trouble in the financial world has been a lack of confidence coupled with a lack of ready coin. Business has grown far beyond the possibility of the cash in hand going round. The result has been that checks, drafts, and securities of one sort and another have been substituted for actual cash. This was all right when they were backed by actual values in crops, manufactures, or manufacturing plants. The trouble came when some bank depositors got frightened and demanded immediate and actual money payments. Then it was found that many banks, while perfectly solvent, did not have coin enough for their immediate use. As soon as confidence was restored and the runs checked, everyone got along quite as well with paper credit as they would have with actual gold. The Government came to the rescue with about \$25,000,000 of extra deposits in National Banks and urged the banks to increase their note circulation to the legal limit. Gold has been imported and the supply of money thus augmented. But the Treasury is informed that the banks have gone to the other extreme and are locking up in their vaults all the money they can get hold of, and forcing their customers to do business with credit checks and similar flat currency that may be deposited in their banks but not drawn against for actual cash. The Comptroller of the Currency has advised the withdrawal of Government Funds from banks that are thus unfairly hoarding gold, the chances are that this threat will be enough to make the banks loosen

The Treasury itself has taken a step of questionable expediency in ' refusing to make public any more national bank failures. This has Great Britain intends to keep it so, always been a matter of legitimate information and such failures were posted daily in the Treasury Department for the benefit of newspaper correspondents and others interested. Information as to such failures was freely given out. It is claimed, however, that the publication of such news tends to destroy det corps to the maximum strength. public confidence, so this avenue of This was announced in a report information has been closed. Of course the failures cannot be contained by the superintendent of the Academy to the War Departcealed and it merely means putting ment. There are now 72 vacancies the newspaper correspondents to in the corps. During the past year some inconvenience and getting the information from unofficial instead of official sources. Such concealment is not at all in line with American policy and is calculated to do more harm than good.

There was an accident in the Department of Agriculture last week the effects of which will be felt by many of the farmers of the country. The seed distributing warehouse of the Department whence the seeds were distributed each year was burned and almost the entire stock on hand was destroyed. The actual loss amounts to about \$100,000, but the practical loss will be much greater. Of course there were many common varieties of seeds and there has been long and heated discussion as to whether any good was done by the distribution of such seed through the members of Congress. But leaving this distribution out of the question there were many other varieties of seeds, the loss of which will be keenly felt. The Department has been working for years on plant breeding much after the

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has 800 cigar factories have been bustproven catarrh to be a constitutional disease and therefore requires en thousand men and women are B. B. SPRAINS, Lameness, Injuries, constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the sent to market from the Ninth dis only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHENEY & CO.,

Toledo, Obio. Sold by Druggists, 75c. Take Hall's Family Pills for con-

*᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃*᠃᠃᠃᠅ᡩᠿ**ᠿᠿᠿᠿᠿᠿᠿᠿᠿᠿ** That hacking cough continues Because your system is exhausted and your powers of resistance weakened. Take Scott's Emulsion.

It builds up and strengthens your entire system. It contains Cod Liver Oil and Hypophosphites so prepared that it is easy to take and easy to digest. ALL DRUGGISTS: 50e. AND \$1.00 

manner of breeding farm animals. There have been valuable strains of corn, wheat, and other cereals produced that were in course of distribution to special experimenters and that were tending to largely increase these particular crops. The Department also had produced very valuable strains of long staple upland cotton. There were many foreign seeds, drought-resisting varieties of al alfa, and the like all of which were being put to excellent use. It is not believed that any of these strains were completely wiped out but the work was given a severe check by the fire, and it will take some time to get it into thorough working order again.

An interesting report has been issued by the Navy Department showing that the United States now stands second among the Naval Powers of the world in actual tonnage of warships. Its nearest competitor is France, and the leader of the list is Great Britain. A year ago France was a little ahead of the United States, but at present the tonnage of American warships is 611,619 and that of France, 609,-France will be ahead of us again in another year for her building program contemplates the completion of warships amounting to 836,112 tons, while at the same period the United States will have only 771,758 tons. This does not include transports, colliers and repair ships, or convertible merchantmen under 1,000 tons, but does include torpedo boats, submarines and destroyers. Great Britain on the other hand has the present enormous tonnage of 1,633,116. This is owing to her traditional policy of the "two power standard." This means simply that she insists on keeping her naval strength up to that of her two nearest competitors. At present it will be seen that it is considerably in advance. and no matter what building programs other countries may adopt she will always insist on laying down two ships for one.

For the first time in the history of the country West Point is finding difficulty in keeping up its caseveral of the cadets have resigned to accept positions in civil life. There has been even a larger retirement of officers from the active list for the same reason. This, coming with the difficulty in recruiting the enlisted strength, makes the outlook for the army not at all encouraging. It probably will have the effect of hastening action on the increased army pay bills to be presented at the next session of Congress.

The Biggest Cigar Output.

Some Facts About a Great Pennsylvania Industry-2,897,740 Cigars a Day.

In some comments on the vast extent of the tobacco growing and cigar making industries in the eastern part of the State the Lancaster New Era says; "There were twenty-seven working days in this State during the past month of October. On an average there were 2,897,740 cigars made every one of those days in the Ninth internal revenue district of Pennsylvania. This is the largest number made in any month since the internal revenue law went into operation in 1863. It is also the largest cigar output ever made in any internal revenue district in the United States in a single month. We can hardly realize the extent and value of this industry located in our county, in which upward of ly at work. Between six and sevcontinually at work, rolling with nimble fingers the cigars that are trict. Is it any wonder that tobacco growers and cigar workers are anxious to keep away the cheap tobacco of other countries and the cheap labor that has produced them, and to retain for themselves these two closely-related industries,

tohacco-growing and cigar-making, which have made our county rich?"

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.
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, Briarcreek. P. K. Shultz, Sugarloaf township. Grant Martz, Briarcreek.

Grant Martz, Briarcreek.

Richard Ivey, Hemlock 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. 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. J. Megargell, 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. H. J. Demott, Millville.
Eugene Tewksbury. Catawissa.
Furman Kressler, Scott township.
Harry Black, Greenwood township.
John Larned, Bloomsburg.
John Oman, Mt. Pleasant twp.
John Shaffer, Mt. Pleasant twp.
G. W. Gordner, Pine township.
J. B. Vannatta, Jackson township.
Jerry Welliver, Greenwood twp.
John Johnson, Greenwood township.
G. W. Appleman, Orangeville. G. W. Appleman, Orangeville, J. W. Shuman, Main township, G. W. Roberts, Jackson township. Elmer Hagenbuch, Certer twp.
H. W. Watts, Bloomsburg.
C. T. Brittain, Berwick.
W. H. Fisher, Bloomsburg.
J. N. Harry, Berwick.

TRAVERSE JURORS-Second Week Calvin Crawford, Greenwood twp. C. 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. 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, Eishingereek, two T. Bender, Fishingereek twp. H. L. Waters, Catawissa.
Simon Hons, Beaver township.
E. P. Shultz, Sugarloaf township.
F. R. Jackson, Berwick.
Robert Pugh, Bloomsburg. 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.
Cherrington Kester, Locust.
James E. Smith, Berwick.
Abraham McHenry, Benton.

Supervisors' Blanks.

Abraham McHenry, Benton.

We have printed a supply of blanks for Supervisors under the new law, and will keep them in stock. They include order books, tax notices, and daily road reports. Samples sent on application. tf.

# HUMPHREYS'

Veterinary Specifics cure diseases of Horses, Cattle, Sheep, Dogs, Hogs and Poultry by acting directly on the SICK PARTS without loss of time.

A.A. PEVERS. Congestions, Inflamma cures tions, Lung Pever, Milk Pever.

C. C. | SORE THROAT, Quiney, Epizoeth

D. D. WORMS, Bots, Grubs,

E. E. COUGHS, Colds, Influence, Influence, Influences Lungs, Picuro-Pheumonia.

F. F. COLIC. Bellyache, Wind-Blown,

G. G. Prevents MISCARRIAGE.

H. H. KIDNEY & BLADDER DISORDERS.

1. I. SKIN DISEASES, Mange, Eraptions, cures; Clears, Grease, Farcy. J. H. BAD CONDITION, Staring Coat, coxes Indigestion, Stomach Staggers.

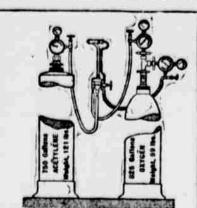
80c. each; Stable Case, Ten Specifics, Book, &c., \$7. At druggists, or sent prepaid on receipt of price, Humphreys' Medicine Co., Cor. William and John

EF BOOK MAILED FREE.

IMPROVED STEEL CUTTING.

By Which is Obtained a Perfectly Clean Narrow Cut.

The "cutting" of iron or steel Schap as Efft plates by the local application of intense heat is not a new method. It has been accomplished by the friction of a rapidly turning disk, by the electric arc, and by the use of blowpipes of various kinds, the metal being partly melted and partly burned



BLOWPIPE FOR CUTTING STEEL away along the line of separation. Recently a device using the new oxyacetylene blowpipe for this purpose has been greatly perfected and simplified in France. What it can do is described in this article taken from the Literary Digest, in it the writer

Bays: "This instrument differs from the ordinary oxy-acetylene blowpipes by the addition of a third tube, controlled by a stop-cock, whose purpose is to direct on the object heated by the blowpipe a central jet of oxygen that effects the combustion of the

"The apparatus is easily handled. The blowpipe being connected by flexible tubing with flasks of compressed oxygen and of acetylene dissolved in acetone under pressure, the acetylene is first lighted, and by then opening the oxygen stop-cock gradually there is obtained an extremely hot flame with which the sheet to be cut is raised to a bright red. When the temperature is high enough, the third stop-cock is opened and a violent but very slender jet of oxygen is directed upon the heated metal. Under its action the metal burns brilliantly, throwing off showers of sparks formed of magnetic oxid; and if the jet be moved gradually the combustion continues, but only in the track of the oxygen jet. Thus is obtained a perfectly clean cut so narrow that a knifeblade can scarcely be inserted in it."

Two sizes of apparatus for this operation have, we are told, been recently placed on the market in France; one will cut plates an inch or less in thickness, while the larger can deal with material as thick as twelve inches. The smaller consumes about ninety gallons of acetylene per hour; the larger, over twice as much.

The use of the small blowpipe necessitates no special precautions; with the large model it is indispensable, in order to avoid burns from the sparks to wear special clothing of asbestos cloth, and, further, it is well to protect the eyes, with colored glasses, against the brilliancy of the burning metal.

The use of the oxy-acetylene blow pipe presents still another appreciable point of interest—that of rapidity. With it plates half an inch thick are cut at the rate of a yard in four minutes; those of an inch in six minutes; those of four inches in nine to ten minutes. This extreme speed and its convenience now assure to the blowpipe-cutter more and more numerous uses. Thus within a short time it has been employed successively at Marseilles to repair the steamship Gaulois; at Toulon, in the demolition of the Jena; at the Credit Lyopnais, in Paris, for the demolition of a steel water-tank; and at Paris more recently to cut 200 iron girders in the building of the Societe Generale, next door to the Opera. In less than five minutes each of these girders about seven inches thick, was severed, whereas by ordinary methods it would have taken half a day's work to saw them

Balloons Driven to Sea.

It is remarkable that although scores of balloons have been driven out to sea cases in which this misadventure has ended fatally are few according to the Dundee Advertiser. More than a century ago, when Major Money made an ascent from Norwich, he was compelled to de scend in the sea, where he remained for seven hours until his plight was seen and he was rescued by the crew of a revenue cutter. Some years later, in 1812, James Sadler narrowly escaped drowning in an attempt to cross the Irish channel. His balloon droppd into the water some miles off Liverpool and he was on the point of succumbing when rescue came in the form of a fishing boast.

Shadows That Sing. At the recent exposition of the

French Society of Physics exhibitions were given of an ingenious combination of the phonograph with the cinematograph, whereby the figures upon the screen were caused to go through all the motions of singing, while the sounds issued concordingly from the phonograph, so that the illusion was astonishingly complete. Similar combinations have been made before, but seldom with so much attention to details. The apparatus employed is called the chron-

# PENNSYLVANIA Railroad.

Trains leave EAST BLOOM & ING as follows:

Trains leave EAST BLOOM. J ING as follows:
For Nescopeck and witkes-Larre, 7:50, 10:46 a.
m., 2:48 (4:28 Nescopeck only), 8:20 p; m. week-days.
For Catawissa and Sunbury, 8:25, 11:47 a. m.,
4:27, 7. p. m. week days; sundays 4:07 p. m.
For Pittston and Scranton as follows: 7:50 10:46
a. m., 4:28 p. m. week days.
For Pottsville, Reading and Philadelphia, 7:50 a.
m., 4:28 p. m. week days.
57 Hazleton, 7:50 10:46 a. m., 4:28, 5:20 p. m.
week days.
(cr. Lewisburg, Milton, Williamsport, Lock Haven, Renovo, and Ridgway 11:47 a. m. week oays; Lock Havenoniy, 8:25 a. m., 4:97 p. m.;
for Williamsport and intermediate stations, 1:55, 11:47 a. m. 4:37, 7.25 p. m. week days; 4:07 t. m. Sundays.
For itellemone, Tyrone, Philioshurg, and Clear-

125, 11:47 a. m. 4:07,7.25 p. m. week days; 4:07 t. m. Sundays.
For ischeronte, Tyrone .Philipsburg, and Clear-field, 8:25, 11:47 a. m., week days.
For Harrisburg and intermediate stations 8:25, 11:17 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, 4:0 p. m.
For Pittsburg (via Harrisbury), 8:25 a. m., 4.07, 7:25 p. m. week days; sundays, 4:07 dally; via Lewistown Junction, 8:25, 11:47 a. m. week-days; via Lock Haven, 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.

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

#### PHILADELPHIA & READING RAILWAY.

In effect Nov. 15, 1904. TRAINS LEAVE BLOOMSBURG

For New York, Philadelphia, Reading, Potts-tile, Tamaqua, Weekday, 7.27 via West Milton; 1:50 a.m., via East Mahanoy; 5.29 p. m. via West For Williamsport, weekdays, 7.27 a m 8.29 For Danville and Milton, weekdays, 7:27 a.m. For Danville and wilton, weekdays 7.27, 11:28 a m 12:20, 7:00, p. m.
For tupert 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. andvia Easton v.10a. m.

Leave Patladelphia 10.21a. m.

Leave Reading 12.15 p. m.

Leave Tamaquai 1.49 p. m.,

Leave Tamaquai 1.49 p. m.,

Leave Williamsport weekdays 10.00 a m., 4.30 p. m.

Leave Wilhamsport, meekdays, 6.36, 8.30 a. m. 1.30, 3.32 p.m. Leave Rupert, weekdays, 5.44, 8.28, 11.40 a. m. 1.38, 3.40 6.21 p. m. ATLANTIC CITY R R.

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

ATLANTIC CITY.	ATLANTIC CITY;	CAPE MAY
7:30 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. m. 4:15 p. m. 5:00 p. m. 8EA ISLE CITY 8:50 a. m.
ATLANTIC CITY	ATLANTIC CITY.	CAPE MAY
8:00 a. m. Lel. 9:00 a. m. Exp. 10:00 a. m. Exp.	5:00 p. m. Lel.; 7:15 p. m. Exp.	CITY, 8:45 a. m.
Detailed time t	ables at ticket of 4 Chestnut St, 1	005 Chestnu

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

#### Columbia & Montour El. Ry.

TIME TABLE IN EFFECT June I 1904, and until Surther tice.

Cars leave Bloom for Espy, Almedia, Lime tidge, Berwick and intermediate points as

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

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, †7:00, 8:00, 9:00, 10:20, \*(11:00) Cars returning depart from Catawissa 20 ninctes from time as given above.

First car leaves Market Squareffor Berwick First car for Catawissa Sundays 7:00 a. m. First car from Berwics for Bloom Sundays

aves at 8:00 a. m. First car leaves Catawis Sunda

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

WM. TERWILLIGER, Superintendent.

# THEPOSTAL \$



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 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.

	BAST.		
STATIONS.	A. M. A. M.	P. M. P. M	
NORTHUMBERLAND	*6 45 1:0 00	11.50 (*5.9*	
Cameron		ts (1 ts s)	
Danville	··· 7 05 1 19	2 11 5 44	
Catawissa	7 19 10 82	2 23 5 56	
Rupert	· 1 24 11 87	25 50 0 00	
Bloomsburg		X 80 0 1	
Bapy	28670 0	12 40 10 10	
Lime Ridge		12 30 10 71	
Briarcreek		12 58 16 V	
Berwick		2 58 6 5	
Beach Haven		8 03 6 4	
Blok's Ferry	E (8f) 12	8 09 15 4	
Shickshinny		8 20 6 55	
Hunlock's	s 80	3 81 17 09	
Nanticoke		3 38 7 16	
Avondale		3 42 7 24	
Plymouth	8 44 11 47	3 47 7 25	
Plymouth Junction.	** 9 47	3 52	
Windstor	8 55 11 55	4 00 7	
Luzerne	8 58a11 58	4 08 7 41	
Forts Fort	19 ( 0	4 07	
Wyoming		4 12 7	
West Pittston		4 17 7 50	
susquehanna Ave		4 20 7 50	
fittston		4 24 8 63	
Duryea		4 29 8 04	
Old Forge		t4 40 8 15	
Taylor	44 A	4 50 *8 25	
SCHANTON	44 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4.00 0 M	

A. M. A. M. P. M. Y. M.

STATIONS. 6 35 10 20 6 44 10 30 6 50 10 36 6 53 10 39 6 57 10 44 7 06 10 47 7 04 10 51 7 09 10 16 Nanticeke
Buniock's
Shickebinny
Hick's Ferry
Beach Haven
Berwick
Briarcreek
Willow Grove
Lime Ridge
Repy
Bloomsburg
Rujert
Catawissa
Danville
Carmeron
Norrecuberland NORTHUMBERLAND... A. M. P. M. P. M. P. A

\*Daily. + Daily exceet Sunday. f Strps of signal or notice to conductor. E. M. RINE, T. W. LEF, Supt. Gen. Pass. Agt.

#### Bloomsburg & Sullivan Railroad.

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

NORTHWARD.

A.M. P.M. P.M. A.M

Bloomsburg D I.&W. 900 2 37 6 15 6 08
Bloomsburg P & R. 902 2 39 6 15 ...
Bloomsburg Main St. 905 9 42 6 20 ...
Paper Mill. 9 15 2 52 6 30 6 20
Light Street. 9 18 2 55 6 34 6 20
Carageville. 9 26 3 00 3 6 48 6 50
Orangeville. 9 26 3 00 3 6 48 6 50
Forks. 9 36 3 12 6 55 7 08
Zaners. 1.40 13 17 6 57 7 15
Stillwater. 9 48 3 25 7 03 7 40
Benton. 9 56 3 33 7 13 8 10
Edsons /10 00 /3 37 7 7 17 8 30
Coles Creek /10 00 /3 37 7 7 18 16
Laubachs /10 68 /3 45 /7 8 8 40
Grass Mere Park /10 10 /3 47 /7 78
Central 10 15 3 52 7 41 9 65
Jamison City 10 18 3 55 7 45 9 15
SOUTHWARD A.M. P.M. P.M. A.M

SOUTHWARD. Jamison City. 5 50 10 48 4 25 7 00 Central. 5 58 10 51 4 38 7 63 Grass Mere Park 16 01 17 12 ft. 47 (11 00 Laubachs. 16 03 711 02 71 45 77 13 Coles Creek. 16 12 71 06 74 58 77 22 Edsons. 76 14 111 09 14 56 17 24 Benton. 6 18 11 13 5 00 7 7 8 Stillwater. 6 28 11 21 5 08 7 38 Zapers. 16 8 51 12 10 00 17 74 5 11 29 7 17 17 45 11 25 5 21 7 49 11 4 5 21 8 00 11 50 89 8 10 11 53 5 42 8 13 12 02 5 53 8 23 12 05 5 55 8 26 12 10 6 00 8 80

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



