



Each day adds to our already large stock of goods. Misses Short Jackets from \$2.75 to \$5.50. Infants Long Coats from \$1.50 to \$4.50. Short Coats \$2.50 to \$8.00. Home Spuns, Cheviots, Serges, Habit Cloths, and Henriettas. Muffs at all prices. Silk Velvets in all shades. Chenile Table Covers. 1 1/2 yd. square, at 85 cents. Heavy Curtains, from the very cheapest to the finest grades. Fancy Embroidered Flannels, Black, Cream and Blue White. A number of styles in Home Factory Flannels, beautiful and at moderate prices, and as to wear they cannot be excelled.

Our little narrow Gimps are beautiful and run from a very low price to the high grades, two shades in Brown, Tan, and Blacks.

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The Best the Cheapest

WILLIAMS & ROGERS' ROCHESTER BUSINESS UNIVERSITY stands at the head of the list of commercial schools in its character as an educational force, as a medium for supplying the business men of the country with trained and capable assistants, as a means of placing ambitious young men and women on the high road to success, and in the extent, elegance and cost of its equipment. THOROUGH COMMERCIAL, SHORTHAND AND PRACTICAL ENGLISH COURSES. The Twenty seventh Annual Catalogue will be mailed to any address.

PENSIONERS

THE DISABILITY BILL IS A LAW. Soldier's Disabled Since the War are Entitled. Dependent widows and parents now dependent whose sons died from effects of army service are included. If you wish your claim speedily and successfully prosecuted, address **James Tanner**, Late Commissioner of Pensions, Washington, D. C.

IRVIN HOUSE, LOCK #A EN, PA. S. WOODS CALDWELL, Proprietor. Terms reasonable. Good sample room on first floor.

A LESSEE WANTED.

LOCAL OR TRAVELING. to sell our Nursery Stock. Salary, Expenses and Steady Employment guaranteed. **CHASE BROTHERS COMPANY,** 150 N. 5th St., ROCHESTER, N. Y.

A CYCLONE'S VICTIMS

Convict Steamer Sunk in the Bay of Bengal.

SEVENTY-SEVEN SEAMEN DROWNED.

The Convicts, Believing the End of the World Had Come, Cried to Be Set at Liberty—With Difficulty Restrained by the Guards—To Be Investigated.

CALCUTTA, Nov. 10.—A cyclone passed over the Andaman Islands, situated in the Bay of Bengal.

The islands form a British convict settlement, to which East Indian criminals are transported.

The steamer Enterprise, belonging to the Indian government and used to convey prisoners to the islands, was at one of the ports when the cyclone set in.

The vessel foundered, and of her crew of eighty-three men only six were saved.

The other seventy-seven either went down or were drowned while attempting to reach the shore.

Panic Stricken Convicts.

At the settlement a number of buildings were unroofed, and for a time there was a terrific panic among the convicts who were in confinement. They imagined that the end of the world had come, and yelled and bawled to be let loose. The guards, who were badly scared, had the utmost difficulty in keeping the prisoners in order. A number of East Indian convicts, several of the guards, and two officers were more or less severely injured by falling timbers.

The loss of the Enterprise is to form the subject of a government inquiry. It is claimed that the vessel was not fitted for the work assigned to her.

BRAZIL'S WAR CLOUD.

A Declaration of Independence in One Province.

LONDON, Nov. 10.—Dispatches received here from Pernambuco show that the troubles in Brazil are approaching an acute crisis, and there is much anxiety expressed in financial and commercial circles regarding the outcome of Marshal Deodoro da Fonseca's action in dissolving congress, and again assuming the role of dictator, which he laid down subsequent to his election as president of the newly formed republic.

Many grave doubts are expressed as to the success of this latest political move.

These dispatches state that in Pernambuco there is general discontent on all sides at Da Fonseca's action, but there is nothing in them to show that the people have done anything further than to express their disapprobation of the course followed by the dictator.

From the province of Rio Grande do Sul, however, comes intelligence that is alarming in its nature. The news from this province is to the effect that the local government has refused to acquiesce in the assumption by Da Fonseca of the powers of a dictator, and has declared the independence of the province.

The dispatches further state that there

is great discontent through all the provinces of Brazil.

Terrific Tragedy in Pike County. WILLIAMSPORT, Pa., Nov. 10.—The usually quiet village of Green, Pike county is greatly excited over a tragedy enacted at the home of George David, an aged farmer. Simon H. Field, employed on an adjoining farm, entered the premises of David, called the latter to the door and blew the top of his head off with a load of buckshot, killing him instantly. Field then turned on David's wife like a savage beast, shooting her in the face and beating her about the head with his gun. The assassin then rushed down the farm lane, where he met a son of the Davids, whom he shot in the back. It is believed the mother and son cannot live. Field was arrested, taken to Millford and locked up. He claims to have no recollection of his crime.

Death of General Boughton.

WASHINGTON, Nov. 10.—General Horace Boughton, of Texas, died suddenly in this city. For more than fifteen years General Boughton had been almost an invalid, having sustained partial paralysis as a result of remaining all night in water while building a pontoon bridge over the Little Tennessee river in order to allow a division to cross to Burnside's relief. General Boughton was born in New York state in 1833, and after serving through the war, attaining the rank of brevet brigadier general, he removed to Texas. He occupied several public offices in that state, and in 1870 was the Democratic nominee for United States senator from Texas, but was defeated.

A Verdict for Fortune.

NEW YORK, Nov. 9.—T. Thomas Fortune's suit against James Trainor for \$10,000 damages for assault and false imprisonment was concluded before Justice Trux of the supreme court.

The jury was out about ten minutes and returned with a verdict of \$835 to the plaintiff. An allowance of 5 per cent. was given counsel.

Fortune is a colored man and editor of The Age. He asked for a drink of beer in Trainor's bar room, Thirty-third street and Sixth avenue, and, as he claims, was refused on account of his color.

Evidence Against Dr. Graves.

DENVER, Nov. 10.—J. H. Conrad, a relative of Mrs. Barnaby, who was poisoned last summer in this city, departed for Providence in company with District Attorney Stevens to hunt up evidence against Dr. Graves, who is accused of the crime. Mr. Conrad told a United Press reporter that there would be no difficulty in fixing the responsibility for her death upon Dr. Graves. The motive for the crime has been discovered, and he felt confident that the murderer had been found.

Mr. Lacey May Retire.

WASHINGTON, Nov. 9.—A report is current that Comptroller of the Currency Lacey will shortly vacate his position in the treasury department. Many of the leading bankers of the country have asked the secretary of the treasury to induce Mr. Lacey to retire. Mr. Lacey is popular in Washington and is much liked by his official associates. He could readily be transferred to some other place if he would accept another position.

THE PENNSYLVANIA STATE COLLEGE

LOCATED IN ONE OF THE MOST BEAUTIFUL AND HEALTHFUL SPOTS IN THE ALLEGHENY REGION; UNDENOMINATIONAL; OPEN TO BOTH SEXES; TUITION FREE, BOARD AND OTHER EXPENSES VERY LOW. NEW BUILDINGS AND EQUIPMENT.

LEADING DEPARTMENTS OF STUDY.

1. AGRICULTURE (Three Courses) and AGRICULTURAL CHEMISTRY; with constant illustrations on the Farm and in the Laboratory.
2. BOTANY and HORTICULTURE; theoretical and practical. Students taught original study with the microscope.
3. CHEMISTRY; with an unusually full and thorough course in the Laboratory.
4. ELECTRICAL ENGINEERING; (course in MECHANICAL ENGINEERING) as are accompanied with very extensive practical exercises in the Field, the Shop, and the Laboratory.
5. HISTORY; Ancient and Modern, with original investigation.
6. INDUSTRIAL ART AND DESIGN.
7. LADIES' COURSE IN LITERATURE and SCIENCE. Two years' course. Ample facilities for Music, vocal and instrumental.
8. LANGUAGES and LITERATURE; Latin (optional), French, German and English (required), one or more continued through the entire course.
9. MATHEMATICS and ASTRONOMY; pure and applied.
10. MECHANICAL ARTS; combining shop work with study, three years' course; New building and equipment.
11. POLITICAL ECONOMY and POLITICAL SCIENCE; Constitutional Law and History Political Economy, etc.
12. MILITARY SCIENCE; instruction theoretical and practical, including each arm of the service.
13. PREPARATORY DEPARTMENT; Two years—carefully graded and thorough.

Winter term opens January 7, 1891; Spring term, April 8, 1891. Commencement week, June 25—July 2, 1891. For Catalogue or other information, address

GEO. W. ATHERTON, LL.D., Pres., State College, Centre Co., Pa.

Consumption Cured.

An old physician, retired from practice, having had placed in his hands by an East Indian Missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma and all throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellow-men. Actuated by this motive and a desire to relieve human suffering, I will send free of charge to all who desire it, this recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper, W. A. NOYES, 239 Forester's Block, Rochester, N. Y.

PENNSYLVANIA R. R.

Philadelphia and Erie Railroad Division and Northern Central Railway.

Time Table, in effect July 19, 1891.

TRAINS LEAVE MONTANDON, EASTWARD.

Train	Time	Destination
1	8:15 a. m.	Train 14, (Daily except Sunday, For Sunbury, Williamsburg, Harrisburg and intermediate stations, arriving at Philadelphia at 6:50 p. m., New York at 9:25 p. m., Baltimore, 6:45 p. m., Washington at 8:15 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia and Baltimore.
2	9:00 a. m.	Train 12, (Daily except Sunday, For Williamsburg, Hagerstown, Potomac and intermediate points, arriving at Philadelphia 10:50 p. m., Baltimore 10:40 p. m.)
3	9:45 a. m.	Train 6, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
4	10:30 a. m.	Train 11, (Daily except Sunday, For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
5	11:15 a. m.	Train 10, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
6	12:00 p. m.	Train 1, (Daily except Sunday, For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
7	12:45 p. m.	Train 2, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
8	1:30 p. m.	Train 3, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
9	2:15 p. m.	Train 4, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
10	3:00 p. m.	Train 5, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
11	3:45 p. m.	Train 7, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
12	4:30 p. m.	Train 8, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
13	5:15 p. m.	Train 9, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
14	6:00 p. m.	Train 13, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
15	6:45 p. m.	Train 15, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
16	7:30 p. m.	Train 16, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
17	8:15 p. m.	Train 17, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
18	9:00 p. m.	Train 18, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
19	9:45 p. m.	Train 19, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
20	10:30 p. m.	Train 20, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
21	11:15 p. m.	Train 21, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
22	12:00 a. m.	Train 22, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
23	12:45 a. m.	Train 23, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
24	1:30 a. m.	Train 24, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
25	2:15 a. m.	Train 25, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
26	3:00 a. m.	Train 26, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
27	3:45 a. m.	Train 27, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
28	4:30 a. m.	Train 28, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
29	5:15 a. m.	Train 29, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
30	6:00 a. m.	Train 30, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
31	6:45 a. m.	Train 31, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
32	7:30 a. m.	Train 32, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
33	8:15 a. m.	Train 33, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
34	9:00 a. m.	Train 34, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
35	9:45 a. m.	Train 35, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
36	10:30 a. m.	Train 36, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
37	11:15 a. m.	Train 37, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
38	12:00 p. m.	Train 38, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
39	12:45 p. m.	Train 39, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
40	1:30 p. m.	Train 40, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
41	2:15 p. m.	Train 41, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
42	3:00 p. m.	Train 42, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
43	3:45 p. m.	Train 43, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
44	4:30 p. m.	Train 44, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
45	5:15 p. m.	Train 45, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
46	6:00 p. m.	Train 46, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
47	6:45 p. m.	Train 47, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
48	7:30 p. m.	Train 48, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
49	8:15 p. m.	Train 49, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
50	9:00 p. m.	Train 50, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
51	9:45 p. m.	Train 51, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
52	10:30 p. m.	Train 52, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
53	11:15 p. m.	Train 53, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
54	12:00 a. m.	Train 54, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
55	12:45 a. m.	Train 55, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
56	1:30 a. m.	Train 56, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
57	2:15 a. m.	Train 57, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
58	3:00 a. m.	Train 58, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
59	3:45 a. m.	Train 59, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
60	4:30 a. m.	Train 60, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
61	5:15 a. m.	Train 61, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
62	6:00 a. m.	Train 62, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
63	6:45 a. m.	Train 63, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
64	7:30 a. m.	Train 64, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
65	8:15 a. m.	Train 65, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
66	9:00 a. m.	Train 66, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
67	9:45 a. m.	Train 67, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
68	10:30 a. m.	Train 68, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
69	11:15 a. m.	Train 69, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
70	12:00 p. m.	Train 70, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
71	12:45 p. m.	Train 71, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
72	1:30 p. m.	Train 72, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
73	2:15 p. m.	Train 73, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
74	3:00 p. m.	Train 74, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
75	3:45 p. m.	Train 75, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
76	4:30 p. m.	Train 76, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
77	5:15 p. m.	Train 77, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
78	6:00 p. m.	Train 78, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
79	6:45 p. m.	Train 79, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
80	7:30 p. m.	Train 80, (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4:25 a. m., New York at 7:10 a. m., Philadelphia sleeping cars to Philadelphia and Baltimore, and passenger coaches to Philadelphia and Baltimore.
81	8:15 p. m.	