Facts of Daring on Our Coast—How 3000 Lives Were Saved.

There is hardly a day in the year when some of the crews of the government life-saving service are not engaged in rescuing lives or saving property. The value of the work which is done by the brave fellows in this branch of the government's employment is but little known, and is deserving of far more appreciation than it receives. There is no expenditure ordered by Congress for which the people obtain a more satisfactory return, or in which so little of the suspicion of corruption is allowed to enter. The noble exploits which are performed by the coastmen in the face of some of the most tremendous perils by which human fortitude can be tried often fail to reach the public ear. They are never heard of except in the tales of the grateful men and women who have benefitted by them, or in the cold and dry reports of an official document. Indeed the men are generally of a kind who never think of fame and who go about their dangerous business in a matter-of-course way, indifferent to the fact that their perilous duties are such as have often won other men immortal glory in song and verse. As a rule they are far removed from the eye of the great modern dispenser of fame—the newspaper reporter. On dark and dreary and desolate shores their humble lives are spent, and when the moment of peril comes there is scarcely any one to look on and applaud and chronicle their achievements.

From the annual report issued by the government on the operations of the service, it is possible in the mass of facts, figures and statistics prepared in the official dry-as-dust style to obtain a notion of the magnitude and value of the coastman's work. There are at present in operation 194 stations distributed along the most dangerous points of the Atlantic coast, the shores of the great lakes and the Pacific coast, and one at Louisville, near the falls of the Ohio river. These stations are included in twelve districts, over each of which a superintendent has control, the highest salary paid those officers being $1800, and the lowest $1200.

8000 LIVES SAVED.

There are 202 men who are kept regularly on duty to man the life-boats and take charge of the houses of refuge. They are paid on an average about $700 a year each: In addition to these men there are crews of volunteer surfmen, who live near the various stations and who are employed only in case of a disaster. They are not allowed by law to receive more than $10 a day. How well these brave fellows earn their money is shown in the record of their work. During the year there were more than three hundred disasters to large vessels along our coast, not including one third as many more to smaller craft. On board of these three hundred vessels there were three thousand seven hundred and ninety six persons, and only fifteen of them were lost! The total value of the vessels and their cargoes foots up more than $7,000,000, and of this value more than $5,500,000 were saved. It is a splendid record. Hundreds, if not thousands, of these lives and most of this property would certainly have been destroyed had it not been for the efforts of the Signal Service. The few lives that were lost could not have been saved. The sudden capsizing of vessels, the hurry to get ashore through rocks and breakers in disregard of the assistance of the crews, the shock of collision and the effects of exposure, were responsible for what human aid could not possibly prevent.

Yet all these valuable results, this saving of thousands of precious lives, cost the government only a little more than $700,000. What more beneficent result does it receive for that amount of money? Thus the more than three thousand people who were rescued from death were saved at a cost of hardly more than $20 each! Can they begin to estimate the debt of gratitude which they owe the government? When the service was first established there used to be cries from strict constructionists and cheese-paring economizers of "paternal government." But these three thousand people at least doubtless believe now that the functions of Federal rule extend to something more than simply collecting taxes and keeping the population in good order.

MEDALS WORN BY HEROES.

When the surfmen execute a more than ordinarily heroic achievement they are honored with gold or silver medals. The first man to obtain a silver medal last year was C. A. J. Queckberner, of New York, who at various times saved more than thirty five lives. The gold medal of the service was won by William H. Daily, of Santa Cruz, whose record of saving lives on the Pacific coast numbers twenty-eight persons, by Dominick J. Ryder, of Rockaway Beach, Long Island, who has brought in eleven persons from the breakers, and by Julius W. Rohn, of Milwaukee, who has snatched forty-seven, persons from the angry waters of Lake Michigan. The final average of the year was made to the two Cardran boys, living near the Spectacle Reef Light House, in Lake Huron, who on a cold, bitter night struggled amid the icebergs and a terrific gale to save the crew of a capsized skiff. There has never been a more gallant instance of daring and self-sacrifice that the conduct of these youths.

OIL ON THE TROUBLED WATERS.

One of the subjects which has engaged much of the attention of the officers of the Signal Service is the use of oil for calming the waters of a rough sea. It has estimated that the extreme height of ocean waves is twenty feet and that the force of a wave in summer months is 611 pounds to the square foot and in water 2096 pounds. Indeed, in unusually heavy gales a force of nearly 6800 pounds to the square foot has been observed. To reduce such tremendous force as this has been the object of the oil experiments. When the water breaks upon the shore the oil has no effect whatever, but in deep water it has been attended with some efficiency in calming the surface. When a boat or vessel is in the open ocean and reaches a "dead drift," or in other words sails directly before the wind, the pouring of oil on the water has been often known to be an effective means of safety, but when going under "ranging sail" no benefit is derived from it, as the craft continually ranges ahead from the oiled surface into rough water. The problem now is to perfect some invention by which the oil can be distributed in the advance of a vessel's course in such a position that she will range into it. There have been many such devices submitted to the Signal Service officers, but none of them solve the problem.

Politics are not allowed to enter into the service.

Sunset Cox has been one of the foremost of its Congressional supporters.

Congress has generally been too much disposed to deal meanly with the service, in accordance with the Holman idea of economy.

It was first organized in 1871.

Since that time it has saved 2000 vessels and 18,000 lives.

In sailboat and rowboat accidents, which are not enumerated in the above article, it saved last year 240 out of 244 lives.

The station crews patrol the beach two to five miles each side of their respective stations four times a day.

They are not allowed to solicit rewards.

But it is a mean fellow whom they rescue from the waves that will not give them his purse.

Making Steel Pens.

The steel pen is a modern invention, not fifty years having elapsed since it was introduced, and like many other innovations it met with much opposition, and had a number of rivals. Of these the quill pen was the most formidable, and to this day the quills of geese are used by some old persons. Pens of silver and gold, the latter especially, have been great favorites with those who admire much flexibility in a pen, and the handy self-feeders, as the stylographic, have plenty of users. But, after all, the steel pen is the most generally used, and unlike most inventions, the method of its manufacture has not been essentially changed or improved.

The steel from which pens are made is the finest crucible cast steel rolled into sheets 7-1000 of an inch thick. From this the blanks are cut by means of a punch and die in presses worked by hand or foot, the operators being girls. The side slits in the pen, the central oval or semi-circular hole, the corrugations or embossings, the curved or semi-circular form to the originally flat bank, and the stamp of the pen or maker, are all formed and produced by similar means—the screw hand press or the lever foot press—by the use of punches and dies, each pen being handled separately.

These corrugations and slits and central cuts are not merely fanciful ornaments, but are intended to adapt the pen to the user. Some want a resisting pen, very stiff and allowing considerable pressure without opening the nibs wide enough to make a heavy mark; others a yielding pen that requires but a touch to open the nibs. Then there are many degrees of these qualities required, as well as difference in sizes, so that a single establishment makes no less than forty-six styles of steel pens.

Of course cast steel of such extreme tenuity becomes hardened by these successive pressings, and must be annealed. This is done by placing the blanks or unfinished pens in a cast-iron box, which is then covered by a larger box, leaving a space all around of half an inch or more, which is filled with ashes or fine charcoal. The whole is then subjected to a glowing red heat for about two hours and allowed to cool. When annealed the blanks may be rolled up by the fingers just like so many bits of tea lead, which they much resemble in softness.

In heating for hardening the same method is used—packing in double boxes six or eight inches square—and when they are red hot they are poured into a tank of animal oil. When taken from this bath they must be handled carefully, as they are not stiff and brittle, but crumbly; they can be squeezed to minute fragments between thumb and finger. They are then placed within a cone-shaped, sheet iron receptacle, open at the larger end, and mounted on a spindle, and are rotated over a glowing fire until they turn to a full or "low" blue. They are then chilled in oil, and when cool are rattled in saw-dust until they are quite clean and bright. The next process is the grinding of the nibs on minute wheels of fine emery and of corundum, and lastly comes the essential process that completes the pen and makes it a pen—the slitting of the nibs. This is done by a pair of shears acting the same as the presses and punches. This splits the steel from point to central hole without removing a particle of material. The pens are then lacquered, straw or brown, blue or black, or left bright, as the style demands, and packed for the market.

Farm Cellars.

The time is at hand when our farmers will need their cellars in which to store their winter supply of apples, potatoes, roots, cider, etc. Generally speaking, a farmer's cellar is anything but a place of neatness and order. The house may be a good one, and all the rooms in it, may be well arranged, furnished and kept, but the cellar, which is below the ground, not often frequented by any except the occupants of the house, is generally a place of confusion, showing want of taste and judgment.

Why should we not have cellars as appropriate to the use for which they are intended as our parlors? If you have a good wall and a good bottom, a few dollars and a few days' work will do all that needs to be done. All cellars should be ventilated. There is a great deal of foul gas that accumulates from the decay of vegetable matter in them, that too often is allowed to pass into the rooms above to the injury of the health of their occupants. The best way to secure ventilation is to have a communication between the cellar and the chimney, by means of a pipe or other opening. The upward draft will remove all foul air as it accumulates, and render it nearly or quite as pure as in the rooms above.

Cellars should have a good bottom. Frequently they are rendered wet by the water that percolates through the soil from the eaves. When this is the case, troughs should be placed on the building, and means taken to conduct the water so far away that it will do no injury. Sometimes, too, the drains are imperfect and need looking after. We think that all cellars should have a hard bottom. One made of cement is not expensive. It keeps the rats from working under the wall, as they often do, and making quite too free use of our stores of fat things. It makes a good bottom, which may at any time be swept like any other floor.

Generally, a cellar should be darkened in the winter. The usual way is to bank up the windows with tan-bark, dirt, or straw. A good wall ought to be made so that the cellar needs no banking. The windows should be double, and to keep out the light have shutters on the inside which can be removed at pleasure. In this way you can regulate the light as you desire.—*Tribune and Farmer.*

A draft on New York city for $400, drawn over thirty years ago, was found among the effects of a miserly old woman who died in Oswego recently. It had been sent by a son who is now dead.

Union Among Farmers.

Advantages of united effort have been long appreciated and improved among those who pursue the trades and professions. Those especially, the seat of whose business is in large towns or densely populated districts, have made most progress in this department of improvement. Farmers being apart and associating with each other, or with the world less perhaps than most other classes of society, have been slower than other bodies of men of equal intelligence to see the advantages of union for their common good, or to improve to the full, the advantages they already see. Yet something has been done. The Agricultural Fairs, which have become so popular within the last few years, have diffused a vast amount of information, which had otherwise been confined to a few. They have inspired a self-respect, and awakened an emulation and enthusiasm for improvement, whose effect on the agricultural interest has, along with other favoring causes, been as life from the dead.

Whatever processes can lessen the number of middle men between the producer and consumer, both ways, are blessings to the community. The merchant, we admit, performs a great and valuable service wherever he is needed. But still all device—honest ones we mean—that may lessen or remove the necessity for his aid are blessings. They relieve labor of one of its heaviest burdens the support of a large crowd of non-producers, who must be paid at a high rate for what they do, and whose number, from the operation of obvious causes, is becoming greater every year. But our object at present is not so much to comment on the progress already made by farmers in union of effort, as to point out some other things in which union is especially needed, and in which its results would be without doubt of the most beneficial character.

First, among the matters which we would commend to the notice of our friends, is union in the purchase of costly stock—books, implements, seeds, shrubs, trees, and other things of a similar kind. It is so easy to see the way in which union may operate most advantageously in securing improvement in farming implements, seeds, shrubs and trees, that we may not dwell longer on them at this point.

The farmers of a certain neighborhood are fully convinced that a certain breed of horses, cattle sheep or swine is the best they could have. But only one of them is able to make the purchase of a first-rate male and female that could be relied on as thoroughbred. But by uniting their means, they may make the expense very light, which would secure the speedy introduction among them of the very best of all kinds of stock which the American or British stock growers can furnish.

In the destruction of vermin, union is absolutely essential to success. A gardener attempts to save his fruit trees from the ravages of the borer, or the fruit from the apple worms. He uses every preventive and remedy that a single man can use. He accomplishes a little, and but a little. For his neighbors on all sides, neglect all these matters and live on from year to year unaffected by his suggestions or his example. Their orchards and gardens are prolific sources of every species of vermin and insects, that flourish under the reign of carelessness and laziness; every year he is over run with a new swarm. He becomes discouraged and at last gives up the struggle. Union is essential to success in all these matters. Let a whole neighborhood be animated by a common spirit and pursue the same effective system of prevention and cure, and the pests may be conquered.

Cows and Butter.

Cows should have daily exercise and a never failing supply of pure water at the barn if possible. They should have a small quantity of salt daily. When they are kept in the barn they should have all the feed they will eat up clean twice a day, and should be fed from six to eight o'clock in the morning and from three to five in the afternoon. They should have all the water they will drink immediately after each foddering, but they should never be allowed to drink ice water. Good, early cut, upland hay should form the basis of their food, supplemented with ensilage, corn fodder of any other good, sweet fodder. They should have grain twice a day while giving milk. One quart of cornmeal, one quart of cotton seed meal and two quarts of shorts make an excellent ration. If one objects to ensilage, a good supply of roots should be furnished, and of these carrots and parsnips are best. Cows should be thoroughly cleaned every day with a card and a stiff brush; the brush should be used most. Milk just before feeding in the morning and just after watering in the evening, dividing the time as nearly as possible. "Regularity" should be written in a conspicuous place and strictly adhered to, as cows are very sensitive about being fed, watered and milked at regular intervals. No one who is not gentle and kind should ever be allowed to handle the cows. They should have a steady milker. Their udders should be thoroughly wiped with a cloth before being milked. Do not brush them immediately before milking, as the operation would fill the air with dust, which in settling would get into the milk. Never use a wooden pail for milk; tin is much better. As soon as possible after it has been drawn strain the milk through a fine wire and a cloth strainer, and cool it at once. Never allow the cows to be run or hurried. Each cows milk should be thoroughly tested, to ascertain her value as a butter cow. One will be apt to find that some of his best looking cows that give a good flow of milk, are nearly worthless as butter producers. If a cow will not make at least 250 pounds per year with the above treatment she should be discarded at once. Cows should go dry from four to eight weeks, as they need a rest, and their milk should not be used when nearing the time of parturition. Most butter should be made in winter, as the demand is then greater and the price higher. By using a thoroughbred male, of whatever breed one prefers, and raising the heifer calves from the best cows the herd can be improved to a great extent and the butter production be largely increased.—*N. Y. Herald*

The salary of a Baptist pastor at Grantville, Neb., is $100 a year. The recipient does not try to live on it, but works at his old trade of shoemaking. His congregation do not object to this way of providing cheap ministry to them, but they have made a tremedous row because on several Sundays, in making announcements from the pulpit, he included a notice that he would mend shoes better and cheaper than the opposition cobbler.

A Cow Milked by a Snake.

John Yark, a farmer living on the Brunswick pike, eight miles from Trenton has been pasturing a number of cows on a lot on his place for some time. Recently he noticed that one of the finest of them invariably came in, in the morning, as though she had been milked. He was puzzled at this, and, as an experiment changed her to another pasture. She immediately began to give the usual amount of milk. After a few days she was returned to the old pasture with the other cows, and at once began to come in dry as before.

Finally Mr. Yark set a boy to watch the cow. The mystery was then quickly solved. The boy reported that early in the morning a large snake, "the biggest he had ever seen," came and breakfasted from the cow's udder draining it completely dry. The cow did not seem to mind the operations. The facts are vouched for by responsible persons who have seen the snake taking its morning meal.—*Newark (N.J.) Journal.*

Ask James H. Mercer about Acker's Blood Elixir, the only preparation guaranteed to cleanse the blood and remove all chronic diseases.

Elastic rubber tubing, perfectly gas-tight and free from smell, has lately been invented. It is made of two layers of rubber, with pure soft tin-foil between them, and it retains the flexibility and elasticity of a simple rubber tube. It ought to be as serviceable as a connection between a heating or illuminating gas supply pipe and gas-burning apparatus which requires to be movable, if this sort of rubber and tin tubing can be manufactured of sufficient length.

Jas. H. Mercer distinctly states that Acker's English Remedy has and does cure contracted consumption. Ask for circular. An entirely new medicine, guaranteed.

PAPER DOORS.—"Feel the weight of that door," said a New York builder to a *Sun* reporter, who was looking at an unfinished apartment house up town. The reporter prepared to lift what seemed to be a polished mahogany door, but it proved too light for any wood. "It is made of paper, said the builder, "and while it costs about the same as wood, is much better, because there is no shrinking, swelling, cracking, or warping. It is composed of two thick paper boards, stamped and moulded into panels and glued together with glue and potash, and then rolled through heavy rollers. It is first covered with a waterproof coating, and is painted and varnished and hung in the ordinary way. Few persons can detect that they are not made of wood, particularly when used as sliding doors."

Jas. H. Mercer states that indigestion prepares every one for disease, but guarantees Acker's Dyspepsia Tablets to cure all forms of indigestion.

ORPHANS' COURT SALE
OF VALUABLE
Real Estate.

By virtue of an order of the Orphans' Court of Columbia County, the undersigned Administrator of the estate of Martin A. Ammerman, late of the township of Fishingcreek in the said county of Columbia, deceased will expose to public sale upon the premises on

Friday, Nov. 21, 1884.

at ten o'clock in the forenoon, the following described real estate, to-wit:

No. 1. A certain messuage and tract of land situate in the township of Fishingcreek in the county of Columbia aforesaid, and bounded and described as follows, to-wit: BEGINNING at a stone corner in the Asbury public road, thence by land of W. W. Sutliff South twenty-six and a quarter degrees East one hundred and fifty and seven-tenth perches to a stone corner by land of Josiah Hess, thence by land of said Hess South sixty-four and a half degrees West, sixty-five perches to a stone, thence by the same South eighty three and a half degrees West, fifty and four-tenth perches to a stone corner by land of Nathan Smith North twenty-six and a quarter degrees West, one hundred and sixteen and six-tenth perches to a corner by land of John Laubach, thence North thirty-eight and a quarter degrees East, thirty-four perches to a stone corner, thence by lands of the estate of Martin A. Ammerman and land of George Pealer North sixty-two and a half degrees East, eighty-one and four-tenth perches to a public road the place of beginning, CONTAINING one hundred acres and eighty perches strict measure be same more or less, on which is a two story frame house, frame barn, horse stable, hay shed, good orchard and a good spring of water. There is also supposed to be a vein of iron ore on the same.

No. 2. A certain tract, piece or parcel of land situate in the township aforesaid bounded and described as folows, to.wit: BEGINNING at a stone corner in Asbury public road thence by land of the estate of M. A. Ammerman North sixty-two and a half degrees East, twenty five perches to a stone in said road, thence by land of George Pealer North twenty-five degrees West one hundred and forty-six perches to a stake, thence by land of E. L. Lemon South sixty-two and a half degrees West, twenty-five perches to a corner, thence by land of John Laubach South twenty-five degrees East one hundred and forty-six perches to the place of beginning, CONTAINING twenty-two acres and one hundred and thirty perches strict measure, be the same more or less, on which is a small peach orchard, and part of it is well timbered.

No. 3. All that certain messuage and tract situate in the township aforesaid, bounded and described as follows, to-wit: BEGINNING at the Northwest corner of a lot owned by said Martin A. Ammerman thence South sixty-one and one-half degrees West, four and five-tenth perches to a stake, thence by land of Albert Ammerman South twenty six and a half degrees East, six perches to a stake, thence North sixty-one and a half degrees, East, four and five-tenth perches to a stake thence by land of said Martin A. Ammerman North twenty-six and a half degrees West six perches to the place of beginning, CONTAINING twenty-seven perches strict measure, be the some more or less.

TERMS OF SALE.—Ten per centum of one-fourth of the purchase money to be paid at the striking down of the property; the one-fourth less the ten per cent. at the confirmation absolute; and the remaining three-fourths in one year after confirmation nisi, with interest from that date.

J. M. DEWITT,
Administrator.

KNABE.
PIANO-FORTES.
UNEQUALLED IN
Tone, Touch, Workmanship & Durability.
WILLIAM KNABE & CO.
Nos. 204 and 206 West Baltimore Street, Baltimore
No. 112 Fifth Avenue, New York. Oct. 10-4 w r

$65 A MONTH and BOARD for three live young Men or Ladies in each county. Address P. W. ZIEGLER & CO., Philadelphia. Oct 3-4w d

DO YOU KNOW
THAT
LORILLARD'S CLIMAX
PLUG TOBACCO,
With Red Tin Tag, is the best? Is the purest; is never adulterated with glucose, barytes, molasses, or any deleterious ingredients, as is the case with many other tobaccos.
LORILLARD'S ROSE LEAF FINE CUT TOBACCO
is also made of the finest stock, and for aromatic chewing quality is second to none.
LORILLARD'S NAVY CLIPPINGS.
take first rank as a solid durable smoking tobacco wherever introduced.
LORILLARD'S FAMOUS SNUFFS.
have been used for over 124 years, and are sold to a larger extent than any others.
Nov 14-4 w r

Advertising Cheats!!!

"It has become so common to begin an article, in an elegant, interesting style.

"Then run it into some advertisement that we avoid all such,

"And simply call attention to the merits of Hop Bitters in as plain, honest terms, possible,

"To induce people

"To give them one trial, which so proves their value that they will never use anything else."

"The Remedy so favorably noticed in all the papers,
Religious and secular, is

"Having a large sale, and is supplanting all other medicines.

"There is no denying the virtues of the Hop plant, and the proprietors of Hop Bitters have shown great shrewdness and ability * * * *

"In compounding a medicine whose virtues are so palpable to every one's observation."

DID SHE DIE?

"No!

"She lingered and suffered along, pining away all the time for years,"

"The doctors doing her no good;"

"And at last was cured by this Hop Bitters the papers say so much about."

"Indeed! Indeed!"

"How thankful we should be for that medicine."

A DAUGHTER'S MISERY.

"Eleven years our daughter suffered on a bed of misery,

"From a complication of kidney, liver, rheumatic trouble and Nervous debility,

"Under the care of the best physicians,

"Who gave her disease various names,

"But no relief,

"And now she is restored to us in good health by as simple a remedy as Hop Bitters, that we had shunned for years before using it."—The Parents.

FATHER IS GETTING WELL.

"My daughters say:

"How much better father is since he used Hop Bitters."

"He is getting well after his long suffering from a disease declared incurab[le]"

"And we are so glad that h[e used] your Bitters."—A Lady of Utica, N[.Y.]

☞ None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

M. C. SLOAN & BRO.,
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Manufacturers of
CARRIAGES BUGGIES, PHAETONS.
SLEIGHS, PLATFORM WAGONS, &C.
First-class work always on hand.
REPAIRING NEATLY DONE.
Prices reduced to suit the times.

ORNAMENTAL IRON FENCES
OF CAST OR WROUGHT IRON.
Suitable for
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and
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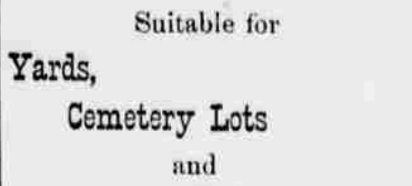
The following shows the Picket Gothic, one of the several beautiful styles of Fence manufactured by the undersigned.



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BERTSCH'S, AT BERTSCH'S,
THE ARTIST
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MERCHANT TAILOR,

Who always gives you the latest styles, and cuts your clothing to fit you. Having had the experience for a number of years in the Tailoring Business, has learned what material will give his customers the best satisfaction for wear and style and will try to please all who give him a call. Also on hand

Gents' Furnishing Goods
OF ALL DESCRIPTIONS.
HATS, CAPS, AND UMBRELLAS
Always of the latest styles. Call and examine his stock before purchasing elsewhere.

Store next door to First National Bank
Corner Main & Market Sts.
Boomsburg, Pa.
April 25-1y

What is Catarrh?

It is a disease of the mucous membrane, generally originating in the nasal passages and maintaining its stronghold in the head. From this point it sends forth a poisonous virus along the membranous linings and through the digestive organs, corrupting the blood and producing other troublesome and dangerous symptoms. Cream Balm is a remedy based upon a correct diagnosis of this disease and can be depended upon.

Give it a trial. Ely's Cream Balm causes no pain. Gives relief at once. A thorough treatment will cure. Not a liquid. Not a snuff. Apply into nostrils. Price 50 cents at druggists; 60 cts. by mail, registered. Sample bottle by mail 10 cents.
ELY BROTHERS, Druggists, Owego, N. Y.
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9th St. south of Chestnut, one square south of the New Post Office, one half square from Walnut st. Theatre and in the very business centre of the city. On the American and European plans. Good rooms from 50c to $2.00 per day. Remodelled and newly furnished.
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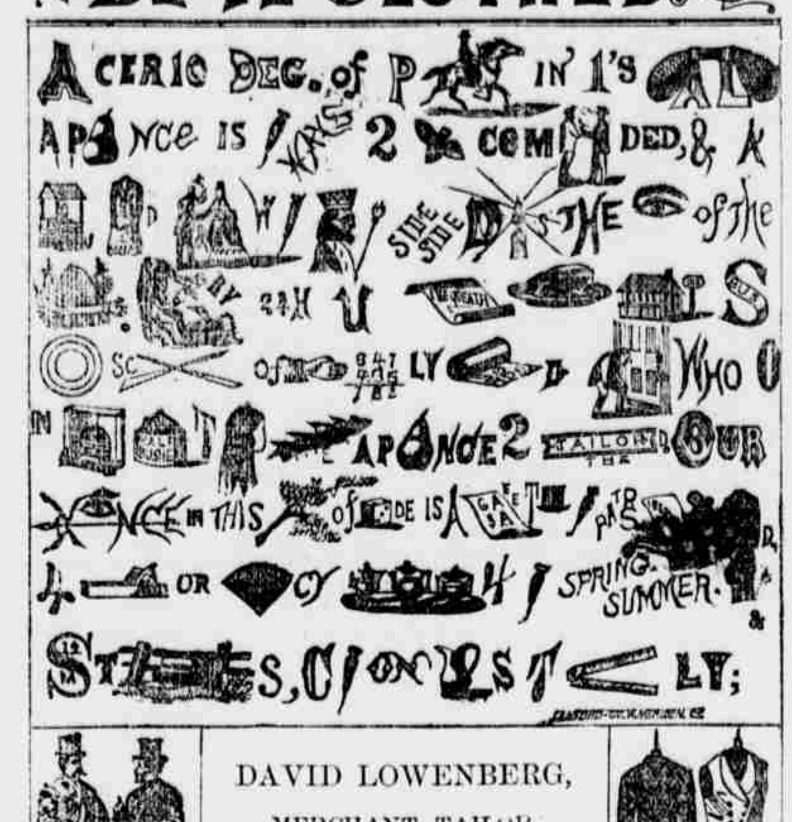
Will present Three Handsome Prizes for the correct solution of this Rebus:
FIRST PRIZE.—One pair of Fine Bicycle Shirts.
SECOND PRIZE.—One Gossamer Coat.
THIRD PRIZE.—Scarf and Breast Pin.

BE YE CLOTHED.



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MERCHANT TAILOR
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BLOOMSBURG, PA
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The answers to this Rebus must be enclosed in sealed envelopes, marked "Rebus," and returned to my store, where they will be numbered as received until December 1st, when the envelopes will be opened, and prizes awarded. Not more than one prize to be awarded in the same family.

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For the Celebrated Chickering, Ivers & Pond, and Vose & Son Pianos. World-renowned Estey Organs, Violins, Accordeons and Sheet Music. Celebrated White, New High Arm Davis, New Home, Royal St. John, and Light Running Domestic Sewing Machines. Needles, oil and attachments for all makes of Sewing Machines.

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Foreign and Domestic
WINES AND LIQUORS,
AND JOBBER IN CIGARS.
BLOOMSBURG, PA.

'TIS SAID
THAT COMPETITION IS THE
LIFE OF TRADE!
We are going to prove this by inaugurating a big reduction in general prices to go into effect
OCT 27, 1884.

We will, from that date sell goods lower than they have ever been sold in **Orangeville.** We are well aware that merchants are given to exaggeration in advertising their wares. But this is our genuine offer and we will sell as we advertise.

Ginghams from	7 to 10	cents	per	yard.
Grandmother blue Calico	8	"	"	"
Other Calico from	5 to 7	"	"	"
Cotton Shirting from	7 to 10	"	"	"
Woolen Shirting	20 to 35	"	"	"
Red and white Flannels, a drop of	5 to 10	"	"	"
Cotton Flannels	8 to 12	"	"	"
Ladies' cloth down from 1.10 and 1.20 to 90 and 1.00		"	"	

and our whole general stock in proportion to above figures.

Now this is not brag to get you here and then ask big prices, but it is a genuine offer and one we will sell by.

LILLEY & SLEPPY.
Oct 31-tf

RAILROAD TIME TABLE.

Pennsylvania Railroad.

Philadelphia & Erie R. R. Division, and Northern Central Railway.

TIME TABLE.

In effect Nov. 17th, 1884. Trains leave Sunbury.

EASTWARD,

9.40 a. m., Sea Shore Express (daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia 3.15 p. m.; New York, 6.20 p. m.; Baltimore, 5.10 p. m.; Washington 6.20 p. m., connecting at Philadelphia for all Sea Shore points. Through passenger coach to Philadelphia.

2.00 p. m.—Day express (daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia 7.25 p. m.; New York, 10.20 p. m.; Baltimore 7.30 p. m.; Washington, 8.45 p. m. Parlor car through to Philadelphia and passenger coaches through to Philadelphia and Baltimore.

8.20 p. m.—Williamsport Accommodation (daily for Harrisburg and all intermediate stations, arriving at Philadelphia 3.05 a. m.; New York 6.10 a. m. Sleeping car accommodations can be secured at Harrisburg for Philadelphia and New York. On Sundays a through sleeping car will be run; on this train from Williamsp't to Philadelphia. Philadelphia passengers can remain in sleeper undisturbed until 7 a. m.

2.30 a. m.—Erie Mail (daily except Monday for Harrisburg and intermediate stations arriving at Philadelphia 7.50 a. m. New York 11.20 a. m.; Baltimore 7.40 a. m.; Washington, 8.5 a. m. Through Pullman sleeping cars are run on this train to Philadelphia, Baltimore and Washington, and through passenger coaches to Philadelphia and Baltimore.

WESTWARD.

5.20 a. m.—Erie Mail (daily except Sunday), for Erie and all intermediate stations and Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with through Pullman Palace cars and passenger coaches to Erie and Rochester.

9.53—News Express (daily except Sunday) for Lock Haven and intermediate stations.

1.10 p. m.—Niagara Express (daily except Sunday) for Kane and intermediate stations and Canandaigua and principal intermediate stations, Rochester, Buffalo and Niagara Falls with through passenger coaches to Kane and Rochester and Parlor car to Williamsport.

5.25 p. m. Fast Line (daily except Sunday) for Renovo and intermediate stations, and Elmira, Watkins and intermediate stations, with through passenger coaches to Renovo and Watkins.

9.20 a. m.—Sunday mail for Renovo and intermediate stations.

THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Sunday mail leaves Philadelphia 4.30 a. m., Harrisburg 7.40 arriving at Sunbury 9.20 a. m. with through sleeping car from Philadelphia to Williamsport.

News Express leaves Philadelphia 4.30 a. m. daily, Harrisburg, 8.10 a. m. daily except Sunday arriving at Sunbury 9.35. a. m.

Niagara Express leaves Philadelphia, 7.40 a. m.; Baltimore 7.30 a. m. (daily except Sunday) arriving at Sunbury, 1.10 p. m., with through Parlor car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.

Fast Line leaves New York 8.00 a. m.; Philadelphia, 11.10 a. m.; Washington, 9 40 a. m.; Baltimore, 10.50 a. m., (daily except Sunday) arriving at Sunbury, 5.20 p. m., with through passenger coaches from Philadelphia and Baltimore.

Erie Mail leaves New York 8.00 p. m.; Philadelphia, 11.20 p. m.; Washington, 10.00 p. m.; Baltimore, 11.20 p. m., (daily except Sunday) arriving at Sunbury 5.15 a. m., with through Pullman Sleeping cars from Philadelphia, Washington and Baltimore and through passenger coaches from Philadelphia.

SUNBURY, HAZLETON & WILKESBARRE RAILROAD AND NORTH AND WEST BRANCH RAILWAY.

(Daily except Sunday.)

Wilkes-barre Mail leaves Sunbury 10.30 a. m., arriving at Bloom Ferry 11.27 a. m., Wilkes-barre 12.55 p. m.

Express East leaves Sunbury 5.35 p. m., arriving at Bloom Ferry 6.30 p. m., Wilkes-barre 8.05 p. m.

Sunbury Mail leaves Wilkesbarre 10.3 a. m. arriving at Bloom Ferry 12.01 p. m., Sunbury 12.55 p. m.

Express West leaves Wilkes-barre 2.45 p. m., arriving at Bloom Ferry 4.15 p. m., Sunbury 5.10 p. m.

CHAS. E. PUGH, Gen. Manager. J. R. WOOD, Gen. Passenger Agent

PHILADELPHA AND READING ROAD

ARRANGEMENT OF PASSENGER TRAINS.
May 10 1884

TRAINS LEAVE RUPERT AS FOLLOWS (SUNDAY EXCEPTED.

For New York, Philadelphia, Reading, Pottsville Tamaqua, &c., 11,50 a. m.

For Catawissa, 11,50 a. m. 6.18 and 10.28 p. m.

For Williamsport, 6,34 11.45 a. m. and 4,06 p. m

For Lewisburg and Sunbury, 4.06 p. m.

TRAINS FOR RUPERT LEAVE AS FOLLOWS, (SUNDAY EXCEPTED.)

Leave New York, via. Tamaqua 9,00 a. m. and via. Bound Brook Route 7,45 a. m.

Leave Philadelphia, 9,50 a. m.

Leave Reading, 11,55 a. m., Pottsville, 12 [illegible] p. m and Tamaqua, 1,35 p. m.

Leave Catawissa, 6,30 11.15 a. m. and 4,00 p. m.

Leave Williamsport, 9.45 a.m, 4.05 p. m. and 6.10 p. m

Leave Sunbury 4.19 p. m.

" Lewisburg 4.43 p. m.

Passengers to and from Philadelphia go through without change of cars.

J. E. WOOTTEN, General Manager

C. G. HANCOCK, General Passenger and Ticket Agent.
Jan. 10, 1881—tf.

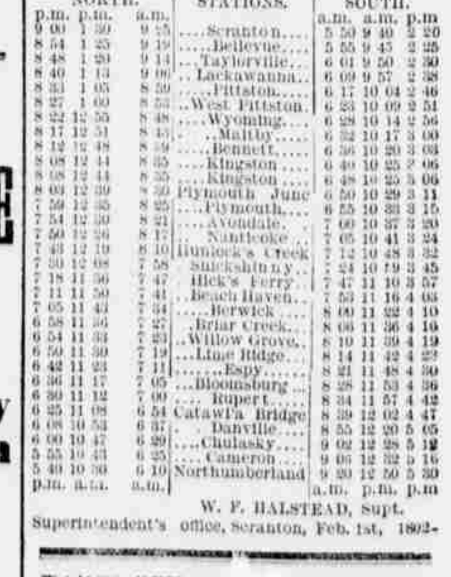
DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

BLOOMSBURG DIVISION.

NORTH.			STATIONS.	SOUTH.		
p.m.	p.m.	a.m.		a.m.	a.m.	p.m
9 00	1 30	9 35	....Scranton....	5 50	9 40	2 20
8 54	1 25	9 19	.....Bellevue....	5 55	9 45	2 25
8 48	1 20	9 14	...Taylorville..	6 01	9 50	2 30
8 40	1 13	9 06	..Lackawanna..	6 09	9 57	2 38
8 31	1 05	8 59	.....Pittston....	6 17	10 04	2 46
8 27	1 00	8 53	..West Pittston.	6 23	10 09	2 51
8 22	12 55	8 48	.....Wyoming....	6 28	10 14	2 56
8 17	12 51	8 43	......Maltby.....	6 32	10 17	3 00
8 12	12 48	8 39	......Bennett.....	6 36	10 20	3 03
8 08	12 44	8 35	.....Kingston	6 40	10 25	3 06
8 08	12 44	8 35	.....Kingston	6 48	10 25	3 06
8 03	12 39	8 30	Plymouth June	6 50	10 29	3 11
7 59	12 35	8 25	.....Plymouth....	6 55	10 33	3 15
7 54	12 30	8 21	.....Avondale. .	7 00	10 37	3 20
7 50	12 26	8 17	... Nanticoke ..	7 05	10 41	3 24
7 43	12 19	8 10	Hunlock's Creek	7 12	10 48	3 32
7 30	12 08	7 58	Shickshinny..	7 24	10 59	3 45
7 18	11 56	7 47	Hick's Ferry .	7 47	11 10	3 57
7 11	11 50	7 41	..Beach Haven..	7 53	11 16	4 03
7 05	11 43	7 34	.....Berwick	8 00	11 22	4 10
6 58	11 36	7 27	.Briar Creek...	8 06	11 36	4 16
6 54	11 33	7 23	..Willow Grove..	8 10	11 39	4 19
6 50	11 30	7 19	...Lime Ridge....	8 14	11 42	4 23
6 42	11 23	7 11	.......Espy......	8 21	11 48	4 30
6 36	11 17	7 05	...Bloomsburg ...	8 28	11 53	4 36
6 30	11 12	7 00	..... Rupert.....	8 34	11 57	4 42
6 25	11 08	6 54	Catawi'a Bridge	8 39	12 02	4 47
6 08	10 53	6 37	....Danville.....	8 55	12 20	5 05
6 00	10 47	6 29	....Chulasky....	9 02	12 28	5 12
5 55	10 43	6 25	.....Cameron....	9 06	12 32	5 16
5 40	10 30	6 10	Northumberland	9 20	12 50	5 30
p.m.	a.m.	a.m.		a.m.	p.m.	p.m

W. F. HALSTEAD, Supt.
Superintendent's office, Scranton, Feb. 1st, 1882.

JAMES REILLY.
Tonsorial Artist,
again at his old stand under EXCHANGE HOTEL, and has as usual a FIRST-CLASS BARBER SHOP. He respectfully solicits the patronage of his old customers and of the public generally. july 16,'80-tf



AGENCY OF
WILEY & RUSSELL'S
LABOR SAVING TOOLS
&
MACHINERY.
Head Quarters for Iron, Steel, Horseshoes Nails and Wagon Makers' and Blacksmiths' Supplies.
Israel Bittenbender, Store & Warerooms 128 Franklin Ave., also Warerooms 111 Franklin Ave., and 105 Centre street.
SCRANTON PA.
may 23-1y