Mr. John F. Meginness, the historian, made a visit not long since to the Miami tribe of Indians on the Wabash river, in Indiana, and the following has been published regarding his visit; "During his recent visit to the remnant of the Miami tribe of Indians living on the upper waters of the Wabash, In-diana, John F. Meginness (John of Lancaster) was presented with a French dellar of the coinage of 1794, which once belonged to Frances Slocum, "The Sister of Wyoming." Many years ago it was given to a favorite grand daughter, Kino o-zachqua, who married Gabriel Godfroy. She died in 1877, and this coin with one other, remained in the hands of her husband who presented it to Mr. Meginness or the occassion of his visit to collect ma terial for an exhaustive biogra h; of the celebrated captive. Mr. Godfroy says that his wife once owned thirty of these coins, which were given to her by he grandmother, but these two are un known. Although the coin only commands a small premium. Mr. Meginness would not take a thousand dollars for it, on account of the remarkable and thrilling historical associations which cluster around it. Mr. G dfroy is a son of Francis Godfroy, who was the last war chief of the Miamis, and died in 1840. He was partly of French origin and was distinguished for courage, humanity, benevolence and honor. Frances Slocum who once owned this piece of silver, was captured by the Indians in 1878, on what is now the site of the opulent city of Wilkes Barre, when but five years old, and was lost to her white friends and civilization for sixty years, when she was discovered living on the Mississinewa, a tributary of the Wabash. She was the wife of Sha-pan-can-nah, a famous war chief of the Miamis, who pro-ceded Godfroy, and lived to the great age nearly one hundred years. He died about 1820, and has been long known as the "Deaf Man," on accoun of having lost his hearing. When Frances was discovered in 1837 she had been a widow for about seventeen years. She died in 1847, aged seventy five years, and it may be mentioned that Peter Bonby (Wah-pah-pe-tah), her son-in-law, was present when she died, and her head rested on his arm. He still survives and at the age of seventy-three relates many incidents in the life of the "White Woman." After long and patient research Mr. Megin ness has gathered a large amount of interesting and valuable material re-lating to the history of Frances Slocum the story of whose life forms the strangest, saddest and most pathetic in all the annals of Indian history.

Quicker Than Lightning-

THE ACTION OF THE HUMAN BODY OUT-STRIPS EVERYTHING.

"As quick as lightning" is a phrase colloquially used to express the maximum of rapidity, But, according to a contemporary, electricity itself is outstriped by that old-fashioned mach-ine the human body, by which it appears power can, so to speak, be generated in the brain, transmitted through the nerves and developed in the mus-cles in an infinitesimal fraction of a second. It is stated that a pinnist, in playing a prasto of Mendelssohn, played 5,595 notes in four minutes and three seconds. The striking of each of these, it has been estimated, involved two movements of the finger and possibly more. Again, the movement of the wrists, elbows and arms can be store—next door to First National Bank scarcely be less than one movement for each note. As twenty-four notes were played each second, and each volves three movements, we would have seventy-two voluntary movements per second. Again, the place, the force, the time and the duration of each of these movements was controlled. All these motor reactions were conditioned upon a knowledge of the position of each finger of each hand before it was moved, while moving it, as well as of the auditory effect to force and pitch, all of which involves at least equally rapid sensory transmis-sions. If we add to this the work of the memory in placing the notes in their proper position, as well as the fact that the preformer at the same time participates in the emotions the selection describes, and feels the strength and weakness of the performance, we arrive at a truly bewildering network of impulses, coursing along at inconcievably rapid rates. Such estimates show, too, that we are capable of doing many things at once. The mind is not a unit, but is composed of higher and lower centres, the available fund of attention being distributed among them.—Electrical Review.

## Time Works Wonders.

Mr. and Mrs. Calendula C. Rate were at Niagara Falls on their wed-ding journey. They had wandered rapturously about, arm in arm, listening to the roar of the mighty cataract. They had bought bead-worked moccasins and pin-cushions from Indian squaws who spoke with a strong Tipperary accent; they had contributed handsomely to the support of severa princely hack drivers; paid for the right to look at the falls from all the eligible points of view, and been hunted with great s recess by prowling pho tographic banditti.

And now they stood in the Cave of

The thunder of Niagara overpowered them. The earth trembled beneath them. They looked at each other, and their lips moved, but if any sound came from them it could not be heard in the deafening roar. Calendula pressed the little hand that lay con-fidingly on his arm, and led his fair young bride from the cave with all possible speed. "Japonica," he said, tenderly, when

they had regained the open air, "do you know why I could not bear to linger in that horrible placef"
"No. Why was it?"

"I could not hear your beloved voice, my darling!"

Five years had passed. Mr. and
Mrs. Calendula C. Rate were again at Niagara on a little summer vacation They had dismounted from the omnibus, entered the hotel, registered at the clerk's office and removed from themselves the dust of trayel.

"Now, Japonies," said the husband hastily, with a yearning, hungry look in his eyes, "before we do anything else let us go and spend an hour o two in the Cave of the Winds."

The soul, says Dr. A. H. Stephens of Philadelphia, is located in the corpus callosum, a little spongy body sit nated at the base of the brain, which has defied the efforts of physicians in their endeavors to ascertain its uses in the human anatomy. "The corpus callosum," said the doctor, "is the seat of imperishable mind, and is the great reservoir and storehouse of electricity, which is abstracted from the blood in the arteries, and conveyed through the nerves up the spinal cord



WOMEN AND MICE.

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Watches Here and Abroad.

The contrast between the manufac are in this country and the older ones of Europe is very marked. Switzer-land, for instance, is still able to slight though the most of the work is done by hand, in homes, or, in many in-stances, in hovels called homes, and on cost of production, however, is bein cost of production, however, is being very rapidly lessened, and the prediction is made that within a few years home factories will undersell all competitors. The difference is being whittled down with the aid of maching ry, and it is worthy of note that almost all of the machinery is of Amerimost all of the machinery is of American invention. In the old Swiss thicker and there, as through a cloud, watch, and in the one manufactured watch, and in the one manufactured | there and there, as the sweet and watch, and in the one manufactured there to day, the file plays an important part, and measurements are left, to a great extent, to the eye, a spirit gauge, or something no more exact in delicate matters than a pair of calipers.

"What!" said the dying man, "Have the music of angels sweet and sad."

"No, no, John, dear, that isn't angels; that's the brass band on the corner."

"What!" said the dying man, "Have Screws they make for a certain part and for a certain hole, though there too, make the watch of 150 to 300 parts, while here 120 parts suffice. The English, too, do a great deal of hand work, put in useless parts, waste space, make their watcher the property of the body and shield the best of the body and shield the b space, make their watches unnecessar-ily large, resembling a clock, and generally demonstrate that they are far behind this country,—Globe-Demo-

Both Ankles Crushed.

In a railroad smash up in 1876, I and both ankles badly crushed. Soon after Blood Poison set in, and both legs, from my knees down, were covered with ulcerated sores, that refused all efforts to heal. I was virtually helpless for ten years, being bedridden most of the time. During all the time I was attended by the best physicians in this section of the State, and must have taken a cart load of medicine, without receiving any relief or being have souls. I take a more cheerful was induced to try Swift's Specific (S. S. S.)
I commenced to improve from the first dose, and continued to get better, until to-day I am as sound and well as any "thank you," he said with a smile. man in the universe. This was two years ago, which I have had no return of sores or any pain in my legs. From my experience I conscientiously believe that Swift's Specific (S. S. S.) has no equal as a blood purifier, and I cheerally recommend it to any one suffer ing from any disease of the blood. CHARLES E. HAMILTON.

Russellville, Indiana. Treatise on Blood and Skin Diseases mailed fre SWIFT SPECIFIC CO. Atlanta Ga.



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A Strange Patality.

A strange fatality sometimes over-takes men who have carned a good re-putation for skill, faithfolices and the greatest cau'ion. There have been in-stances where engineers have run trains for twenty years without an accident Then one would occur which seemed to be the result of gross carelessnes. Steamships have been run ashore or onto reefs in starlight nights. Men who have handled machinery for years without an accident have finally been catight in it and have lost their lives. There are whole classes of causities for which it is difficult to find any rational explanation. Do such accidents occur from some sudden mental failure? Why, for instance, does one who has rendered faithful and securate a rvice for ton or twenty years fail suddenly in some succeeding year and neglect the performance of some duty which has always been fain illar to him. There are instances when competent ship captains who had been to sea for the greater part of their v a sailed in espacity on the very last voyage which they proposed to make. By some miscalculation, which seemed to be nothing less than griss carelersness, they lost the ship and their own lives.—San Francisco Bulletin.

What Oured the Old Man-

It was a sad scene. The old man lay on his bed, and by him sat the faishful wife, holding his worn hand in hers, and forcing back the tears to stances, in hovels called homes, and on greet his wandering looks with a smile starvation allowances. The difference She spoke words of comfort and of hope. But he felt the cold hand fall-

eyes; "the end is near. There is a

those scoundrels dared to come here when they knew I'm dying? Give me

"I've hit that Dutch leader any way."
And he went back to bed and--got

New Way of Doing It-

The two men who had been sitting to-gether in the seat near the door of the car became engaged in an animated controversy, and their loud voices at tructed the attention of all other pass-engers. Suddenly one of them rose up and said:

"Ladies and gentlemen, I appeal to you to decide a disputed point. My friend here insists that no more than three persons out of five believe they have souls. I take a more cheerful view of humanity than that. Will all

Every right hand in the car went up "Thank you," he said with a smile. "Keep them up just a moment. Now will all of you who believe in a hereafter pl a-e raise your left hand also?" Every left hand in the car went up. "Thank you again," he said. "Now

while all of you have your hands raisd," he continued, drawing a pair of revolvers and levelling them. friend here will go down the aisle and relieve you of whatever valuables you may happen to have. Levely now, Jim.' - Chicago Tribune.

How to Help Your Town.

Talk about it.

Write about it. E ect good men to offices. Keep your sidewalks in good repair See all you can and buy all you can

If you are rich invest in something, mploy everybody. Be courteous to strangers that come mong you, so they will go away with

Always cheer on the men who go in for improvements. Your portion of the costs will be nothing but that hich is right. Don't kick at any proposed improve

nents because it is not at your own door, or for fear your taxes will be raised fifty cents. - Missoula Gazette.

How to Keep Wild Flowers.

Take home your basket of wild flow ers, "nodding violets," bright eyes, snemones,cows! ps,and spring beatet es with all the levely buttercups and crowfoo; cut the ends of all the little tems, before grouping them for a vase carefully seal them with wax, and place over them a glass cover; fill the groove in the wood which the shade stands with melted wax. A florists says flowers kept to this way will last twelve months.

Children delight to arrange their

iny bouquets and put them in a large dass bottle, where the very color and shape of each flower will remain per fect for weeks.—Home Magazine.

Police Magistrate-"Prisoner at the ar, have you any children!" Prisoner—"No, your honor."
P. M.—"Why not!"
"Prisoner—"Well, I am not mar-

P. M .- "That's very fortunate for

In Persia, when a man is convicted of robbery, they put him in a brick tank and pour plaster of Paris around him until he is suffocated. This would be a good way for an alderm in to be-

come a monument.

MA To RETIRE-I am tired of your everlasting chatter; you had better go Johnny-Are you very tired, mam-

Mamma-Yes, very tired. Johnny-Then, mamme, why don't ou go to bed.

Descon Ebony-I heah you hab

moved, Brudder Black. Has you got into a select neighborhood? Brudder Black—I hab, fer a fac',

descon. Nebber saw such a selection ob chickens in mah life." Dr. Grosvenor's Bell-cap-sic Gives patch rolled PLASTER.

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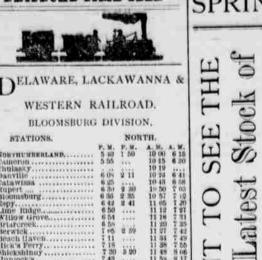
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Philadelphia & Erie R. R. Divis ion, and Northern Central Railway. TIME TABLE.

in effect MAY 11, 1890. Trains leave Sunbury BASTWAR

BASTWAR

9.40 a. m., Sea Shore Express (daily excep Sundary), for Harrisburg and intermediate stations arriving at Philadelphia 3.15 p. m.; New York 3.50 p m.; Baltimore, 3.10 p. m.; Washington 5.35 p. m., connecting at Philadelphia for all Sea Shore points. Turough passenger coach to Philadelphia, Paltimore.

1.35 p. m.—Day Expresially except Sundary, for Harrisburg and intermediate stations, arriving at P b 11 a d e 1 p. h. a 4.50 p. m.; New York 9.25 p. m.; Baltimore 6.45 p. m.; New York 9.25 p. m. Parior car through to Philadelphia and Baltimore.

5.05 p. m.—Honovo Accommodation. (daily for Harrisburg and all intermediate stations, arriving at Paliadelphia 4.25 a. m.; New York 7.10 a. m. Baltimore 5.15 x. m.; Washington 5.05 a. m.; Pullman sleeping carfrom Harrisburg to Philadelphia haw York Philadelphia haw York 7.10 a. m. 1.50 a. m.—Brie Mail (daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6.50 a. m.; Through Pullman sleeping cars and passenger coaches to Philadelphia.

2.00 a. m.—South an Express (daily) for Harrisburg and intermediate stations arriving at Philadelphia.

2.00 a. m.—South an Express (daily) for Harrisburg and intermediate stations arriving at Baltimore 7.20, a. m.—vi Westington 9.45, a. m. and Washington, and through passenger coaches to Baltimore.

WESTWARD.

WESTWARD. 5.10 a.m.—Erie Mail (daily), for Brie and a Canandatgus and intermediate stations, Roches or, Burfale and Niagara Palls, with through Pull man Pala Scars and passenger coaches to Brie and ## 153-Mews Express (daily) for Lock Haven and thermediate stations.

1-42 p. m.—Niagara Express (daily except Suntly) for Kane, Caba daigus and intermediate stations is sheeter, Buffalo and Niagara Palls with the high passenger doaches to Kane and Rochester and Parior car to Walkins.

5-30 p. m. Fast Line (daily except Sunday) for Renovo, Walkins and intermediate stations, with through passenger coaches to Henovo and Walkins.

9 if p. m. Williamaport Express (Jaily) for Williamsport and intermediate stations. THROUGH TRAINS FOR SUNBURY PHOM THE Nows Express leaves New York, 12.15 night, Pailadelphia 4.30 a.m. Baltimore, 4.30 a.m. Har-laburg, 3.10 a.m. dally arriving at Sunbury 9.52 a.m.

Niagara Express teaves New Yorks, 50 a. m. elbnis, 8,50 a. m.; Washington 8 10 a. m. Balhilladelphia, 8.50 s. m., washington s to s. m. na-more 9.00 a. m. (1411) except Sunday arriving at unbury, 1.42 p.m., with through Parlor car from hilladelphia and sattimore. Paut Line leaves New York 9.00 s. m.; Philadel-A. 15 p. m. (daily) arriving at Sunbury Kris Mailicaves New York 5.00 p. m.; Philadel-phia, 11.25 p. m.; Washington, 10.00 p. m.; Baiti-more, 11.20 p. m., (daily) arriving at Sunbury 5.10 a. m., with Pullman Sleeping cars from Philadelphia, Washington and Haltimore and passenger coaches from Philadelphia and Baiti-more.

UNBURY, HAZLETON & WILKESBARRI RAILROAD AND NORTH AND WEST BPANCH RAILWAY.

(Daily except sunday.)

Witkesbarre Mall leaves Sundary 10.00 a.m. arriving at Bloom Ferry 10.48 a.m., Wilkes-barre 12.10 p.m.

Express East leaves Sundary 5.35 p.m., arriving at Bloom Ferry 6.26 p.m., Wilkes-barre 7.50 p.m., sundary Mall leaves Wilkes-barre 11.17 a.m. arriving at Bloom Ferry 12.47 p.m., Sundary 1.28 p.m., arriving at Bloom Ferry 12.47 p.m., Sundary 5.20 p.m., arving at Bloom Ferry 4.30 p.m., sundary 5.20 p.m. SUNDAY TRAINS. Wilkesbarre mail leaves Sunbury 10:00 a. m., a wing at Bloom Ferry 10:4e a. m., Wilkes-Barr Wilkesson, Wilkes-Bare of the Sunday accommodation leaves Wilkes-Bare of the Sunday of the Sun

PHILADELPHIA & READING ON AND AFTER JUNE 26th 1890. TRAINS LEAVE BLOOMSBURG AS follows: (BUNDAYS EXCEPTED.)

(805) Avs. Excepted.)

For New York, Polladelphia, Reading, Pottsville, Famaqua, etc., 6:00, 11:05 a.m.

For Williamsport, Millon and Danville 7:30 a.m.

1:0, 11:00 p.m.

For Catasvisia 6:00, 7:30, 11:05 a.m., 12:20, 8:00, 33 p.m.

For Catasvisia 6:00, 7:30, 11:05 a.m., 12:20, 3:16, 8:00, 455, 11:00 p.m. TRAINS FOR ILCOMSBURG

Leave New Y rk via Philadelphia 7:45 a. m. 4:00 a. m. and via Eastor 8:45 a. m. 5:45 p. m. Leave Philadelphia 1:600 a. m. 6:00 p. m. Leave Philadelphia 1:600 a. m. 7:57 p. m. Leave Pottsville 18:50 p. m. Leave Pottsville 18:50 p. m. Leave Tanaqua 1:21 a. m. 9:5 p. m. Leave Williamsport 9:8 a. m. 4:15 p. m. Leave Williamsport 9:8 a. m. 4:15 p. m. Leave Williamsport 9:8 a. m. 4:15 p. m. Leave Killiamsport 9:800 a. m. Listo 8:20, 6:16 Rupert 6:16, 7:08, 8:08, 11:21 a. m. 1:38, 3:81, liffs p. m. Washington and the West via R. realtimore Washington and the West via R. R. through trains leave dirard Avenue on Phila. (P. & M. R. R.) 4: 0, 5:00, 11:37 a. m. 4:04, 5:08, 7:25 p. m. Sundays 4:16, 8:02, 11:27 . 4:24, 5:05, 7:25 p. m.

ATLANTIC CITY DIVISION. Leave Philadelphia, Pier 7, Chestant Street Wharf, and South Street Wharf: POR ATLANTIC CITY. Week days - Express 8:00, 9:00, 10:45, a. m. (Saturdays only 1:50, 2:00, 3:00, (saturdays only 3:30) urdays only 1:50, 2:00, 2:00, (saturdays only 2:30, 4:30, 2:00, 5:0 p. m. Accentmedation, 8:00 s. m. 4:15, 6:30, p. m. Sundays—Express, 4:15, 1:00, 8:00, 8:30, 8:00, 9:30, a. m. Acconmodation 8:00 s. m. and 4:30 p. m.

RETURNING, LEAVE ATLANTIC CITY. Depot corner Atlantic and Arkausas Avenues: Week days—Japress, 7:00, 1:30, 8:00, 9:00, 1:00, 8: m. and 4:00, 8:00, 4:45, p. m. Accommodation 6:00, 8:10 a. m. and 4:30 p. m. Accommodation, 8undays—Express, 4:00, 5:00, 6:00, 6:30, 7:10, 8:00 9:10, p. m. Accommodation, 7:00 a. m. and 5:56 p.

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