Is you safer with intifred and allgone selling; If so, use the fire its. Operatives who are losely confined in ne mills and work-hops; clerks, who do of procure sufficient xerelse, and all who

hould use SULPHUE HITTHES. They will of then be weak and ouraged; it will cur

itism, use a bottle o SULPHUR BITTERS t never fails to cure SULPHUR BITTER will make your blood oure, rich and strong and your flesh hard. Try Sulphur Bry reus to night, an you will sleep wel and feel better for h

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<u>Sick Headache</u>

S a complaint from which many suffer and few are entirely free. Its cause is indigestion and a sluggish liver, the cure for which is readily found in the use of Ayer's Pills.

use of Ayer's Pills.

"I have found that for sick headache, caused by a disordered condition of the stomach, Ayer's Pills are the most reliable remeity \$\tilde{\text{P}}\$- Samuel G. Bradburn, Worthington, Mass.
"After the use of Ayer's Pills for many years, in my practice and family, I am justified in saying that they are an excellent catherin and liver mentione-

am instined in saying that deep are an excellent cathartic and liver medicine—sestaining all the claims made for them."

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"I was troubled for years with indi-gestion, constipation, and headache. A few boxes of Ayer's Pills, used in small daily doses, restored me to health. They are prompt and effective."—W. H. Strout, Meadville, Pa.

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OTO L. HOUPMAN.

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no good. I purchased a bottle of your Kendall's
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STANLEY'S BODY SERVANT.

Saleh, a Young Zanz bures, Much Dislikes America.

One of the most interesting characters attached to the suite of Explorer Henry M. Stanley is the lad Saleh Bin. Oaman. Short in stature, he has bright intelligent eyes, which sparkle as he talks, and a low and musical voice. Although only 21 years of age, he is well read in Arabic lore, and has had an opportunity to visit many of the principal cities of Europe. Saleh, as he likes to be called, is devoted to his master, and speaks of him with evident respect and love. He says that Stanley is the friend of Africa and the father of its children. Recently a reporter had a chat with Saleh,

"How do you like America?" he was asked.

"America; I don't like it at all; it is so different from England. The people here seem to think too much of themselves and too little of others; every American I meet wants me to talk only so much"-here Saleh held his hands about an inch apar:—"and they want to talk so much," stretching his arms out at full length.

"As soon as I landed here I felt like going back to Zanzibar. All Americans seem to think that because a man is black be is entitled to no consideration. I know that negroes have been slaves in the United States, but we Zanzibares are different; we always have been free, and in England, if I say I am from Zunzibar, they treat me much better than they would if I should say that I was from America."

"What kind of a man is Mr. Stanley?" Saleh was asked.

"He is strict and stern, but he is just, " replied the lad. "He expects to be obeyed, but he never demands impossibilities. His treatment of the natives has always been punctuated with consideration for their ignorance and superstition. In fact, I've often been surprised to see how much patience he is capable of displaying. You must re-member that I am his servant, and am brought in more familiar contact with him than even his closest friend or most confidential companion, and I know whereof I speak.

"Have you ever known Mr. Stanley to be guilty of an act of cruelty to either a native or a white man?"

"No. Cruelty is something which is not natural to him. I have, however, known him to punish those who deserved punishment, but never unless it was a case of necessity, as a matter of example, or something of that kind. I have never known or heard of his ever having committed a wanton cruelty. "

DINING WITH VICTORIA.

The Highest Social Honor in England Is a Very Dull Affair

Dining with the queen is a great honor, Of course, full court dress must be worn by the ladies; the gentlemen either wear their court dress or the Windsor uniform, which is really an ordinary dress coat, faced and cuffed with red silk, and adorned with gilt buttons instead of the ordinary black ones.

The guests assemble beforehand in a waiting room-at Balmoral this is called the anteroom, but at Windsor the grand corridor is used for this purpose. They range themselves in two rows, the ladies on one side and the gentlemen on the other, and the persons of highest rank are placed furthest from the door at which the queen will enter. About 9 o'clock the queen appears, and when she has received the salutations of her guests she passes down between the two rows to the door of the state dining room, and goes straight in to dinner.

The guests j in in couples and follow her. During dinner there is very little talking. The guests converse among themselves in whispers, for it is not according to etiquette to speak loud. From time to time the queen speaks to some one of her guests, but, as it is not proper to disagree with her, there is, naturally, not very much done in the way of conversations between her maiesty and her subjects. Dinner usually lasts for an hour or so, after which the whole party adjourn to the drawingroom. Here the queen makes a few remarks to each guest in turn, which the latter reply to suitably, and without the smallest trace of originality.

This ended, the queen returns to her private appartments, and the dinner party is ended. It must be added, however, that, dull as these entertainments are, there is not a single person who would seriously wish never to be present at one, for an invitation to dine at one of the royal palaces with the queen is the highest social honor that can be conferred on a subject. -[The Lady.

Ages of Man and Wife.

It is always better for a man to be several years the senior of his wife. And I'll tell you why. The average girl who marries—God bless her—stays at home and makes a home a blissful abiding place for her husband and her children. The man goes out into the world and has the responsibility of caring for those who are at home, and yet time does not seem to set its seal on him as it does on a woman. The little cares of life ruffle her, and too often make her look as we say, "old before her time." Now, even when this does not happen, she does proportionately grow old in appearance sooner than a man, and for that reason she wan's to take the benefit of the doubt, and let him have the added years to start with. Then, too, you should desire to keep your heart and mind young; to be his intellectual companion, and this is much easier when your husband is old enough to be "the guide, philosopher, and friend." The love of a woman to her husband always has a little of the maternal in it-that is right and tenderbut she does not wish to be mistaken

for his mother. Be wise, and marry a man older than yourself; one who has seen life in its many phases, and who can guide you over the rocky place; one who has learned that it is not always wise to obey impulse, but that any important duty should be well thought over.

WITH LOVE AWAY.

I cannot write, I cannot play, There's nothing left worth while to say. The house is empty, duli and cold; I feel as if I were growing old— My love's away.

The clock ticks on like solemn fate, Its hands but point to the hour of eight: Fut time goes by on leadon feet; There's nothing left worth having, sweet, With love away.

I restless wander to and fro, My footsteps evhoing as I go; The soul of music all has fled, And every grace and joy seems dead When love's away.

C Love! dear Love! bring back to me My heart and soul that went with thee, Bring back thyself, my day, my light, Let no more fall soblack a night,

With love away. —[Francis R. Haswin,

THE ALPHABET. The World's Wait in Order to Learn Its Letters,

From 3000 to 1000 B. C. mankind labored with patience and ingenuity, yet never succeeded in producing A. B. C. It was reserved for the Phaenician traders, who, as Voltaire points out, were too busy to devote time to the learning of four or five hundred emblems for use in writing, to develop the broad generalization of an alphabet, which was, in fact, at first a kind of shorthand as compared with the syllabary. A knowledge of the large total which is made by the combinations of twenty-five things would show the modern student that an alphabet of twenty-five letters might

easily be employed illimitably in writing. Yet when first employed the alphabet was no doubt treated with scorn by orthodox writers, whose education bound them down by pedantic laws. It might be good enough for ignorant merchants, but was clearly unfit for educated persons. So it comes about that among the earliest of alphabetic tests we find dockets on the backs of cuneiform documents, which are neither religious nor historic, but merely mercantile agreements. In the end the universities were swept away, the hieroglyphic scribes were out of employment, and mankind was taught to write its own letters in the A, B, C of the Phœnician merchant, and finally the hieroglyphic and syllabic writings were so utterly forgotten as to employ the lives of several generations of scholars

for their recovery.

The inventors of the alphabet clearly worked on some previous syllabary, just as the Persians or the Egyptians tried to develop alphabets by selections of syllabic emblems. The question as to the P. cenician alphabet is still from what syllabary did it arise? The oldest dated monuments in alphabetical writing as yet known belong to the teath century. B. C., including the Moabite stone and the new inscription of Panammu, for the large majority of Phoenician texts as yet discovered are even later than the Persian age. The famous coffin of Eshmunazar from Sidon has been shown, by aid of a newly discovered text from near Acre (dating 221 B. C.), to belong to the times of the Ptolemies, and the one Hebrew text at present known (the Siloam inscription) is very clearly of the age of Hezekiah, about 700 B. C.

IS IT A SUBMERGED CITY? What a Driver Saw of Past Classic Civ-Mization.

In connection with the geological examination between Grado and Pola, some curious investigations have recently been carried on, regarding which Dr. Vincenz Hilber reports in the "Proceedings" of the Austrian Imperial Academy of Sciences and in the "Transactions" of the Geographical Society of Vienna. According to these communications, local fishermen know of a place to the south of the Rovigno Lighthouse where their nets get entangled in submarine walls and bring up fragments of them. A diver some years ago reported having seen there, at the bottom of the sea, walls and streets, and the site is looked upon as that where the lost city of Cissa had stood. At the beginning of the present year, at the instigation of the harbor captain, Rovigno and Rear Admiral Hinke, an examination of the place was made by a diver, who subsequently made the following affidavit: On reaching the bottom I found myself upon remains of overthrown walls, after examining which I arrived at the conclusion that they had been parts of buildings

Being a mason by trade, I was able to make out the layers of mortar. On proceeding along the spot I observed continuous rows of walls and streets. I could not see doors and windows openings, and, in my opinion, these were filled up by gravel, seaweed, and other incrustations. But what I could observe exactly was the existence of a regular sea wall, upon which I proceeded for a distance of 100 feet. I could not proceed farther, because the air pipe and safety rope did not permit of it. Nor could I examine the wall further on account of the adjoining great depth of water. From my observations I gained the impression that the existing heap of ruins are the remains of buildings, and formed the orinion that a town had hera been submerged by some catastrophe. With the exception of a loose stone which must have formed part of a wall, I could not bring up any other object, as the masonry is firmly formed, from which I could not bring out anything through want of tools and time." It appears conclusive that at the place named a human babitation, with houses, etc., has been submerged. Dr. Hilber stated that a further examination, connected with blasting and the raising of material, is probable. Should these works be carried out the question may be solved whether these ruins are those of the old Roman city of Cissa or some other town, - [Boston Transcript.

Admired It. Mabel-What a perfectly equisite new

bonnet, dearest! Ethel-Oh. I'm so glad you like it! 1 was so afraid you wouldn't! Are you sure you like it?

Mabel-Sure? Oh, perfectly? I always did adore the shape. Why, I hall three just like it—when it was in fashion. - [Lowell Mail,

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Trains leave Bloomsburg as follows: (Sundays excepted)
For New York, Philadelphia, Reading, Pottsville, Tamequa, etc., 6 25, 11,13 a m.
For Will-maport, 8,10 a, m., 3,16 p. m.
For Danville and Milson, 8,10 a, m., 3,16, 11,00 m. For Catawissa 6.05, S.10, 11.13 a. m., 12.90, 5.80

6,20 p. m. For Rupert 6,05, 8,10, 11,13 a. m., 12,20, 3,16, 5.00, 6.50, 11.00 p. m. Trains for Bloomsburg Leave New York via of Philadelphia 7.45 a. m., 4 00 p. m. and via Easton 8.45 a. m., 3.45 p.

Leave Philadelphia 16,00 a. m. 6,00 p. m. Leave Roading 11,20 a. m. 7,57 p. m. Leave Pottsville 12 30 p. m. Leave Tamaqua 1,21 a. m., 8,18 p. m. Leave Williams ort 9,30 a. m., 4,15 p. m. Leave Catawissa 7,00, 8,40 a. m. 1,30, 8,20, 6,10 1.02 p. m. Leave Rupert #.21, 7.08, 8.47, 11.26 a. m., 1.38

3.81, c.18, 11 to p. m.
For Baltimore, Washington and the West via B, & O, R R, through trains 1 ave Girard Ave nue Station Phila. (P. & R. R. R. 1, 4.1a, 8.01, 11.27 a. m., 4.1a, 4.43, 5.55, 7.25 p. m. Sundays 4.16, 8.02, 11.47 a. m., 4.24, 5.55, 7.25 p. m. ATLANTIC CITY DIVISION.

Leave Philadelphia, Pier 7, Chestnut street Wharf, and South Sirest Wharf.

Week days—Express, 9, a, m., 2,00, 4,00 p. m. Accommodation, 9,00 a. m., 5,00 p. m. Sundays — Express, 9,00 a. m. Accommodation 8,00 a. m. and 4,30 p. m. Returning, Leave Atlantic City.

Depot corner Atlantic and Arkansas Avenues: Weeks days—Express, 7.30, 9.00 a. m. and 4 cop. m. Accommodation, 8.05 a. m. and 4 30 p. m. Sunday—Express, 4 00, p. m. Accommodation 7,30 a. m. and 4 30 p. m. A. A. McLEOD, Pres. & Gn'l. Manager. C. C. HANCOCK, Gn'l Pass, Agt,

RAILROAD TIME TABLES.

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Connections at Rupert with Philadelphia & Connections at Hupert with Philadelphia & Reading Ballroad for Tamanerd. Tamaqua, Williamsrort. Funbury. Potisville, etc. At Northumberland with P. & F. Div. P. R. R. for Harrisburg, Lock Haven, Emportum, Warren, Corry and Erie.

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P. & E. R. R. AND N. C. R'Y DIVISIONS. In effect Dec. 14, 1890. Trains leave Sunbury

EASTWARD.

In effect Dec. 14, 1880. Trains leave Sunbury

EASTWARD.

9:55 a. m. Train 14 (Daily except Sunday) for
Harrisburg and intermediate stations striving
at Philadelphia 3:12 p. m.; New York 5:50 p. m.;
Faltimore, 3:10 p. m.; Washington 5:55 p. m.,
connecting at Philadelphia for all 'est Shore
points. Passenger conches to Philadelphia
Baltimore.

1:50 p. m. Train 8, (DaDy except Sunday.) for
Harrisburg and intermediate stations, arriving
at Philadelphia as 6:50 p. m.; Washington 5:55 p. m.
Parlor cars to Philadelphia and passenger
coaches to Fhiladelphia and Paltimore.

8:08 p. m.—Train 6, (Daily,) for Barrisburg and
all intermediate stations, arriving at Philadelphia 4:25 a. m.; New York 7:10 a. m. Pullman
sleeping car from Harrisburg to Philadelphia
and New York. Philadelphia passengerscan remain in seeper undisturbed until 7 a. m.

1:50 a. m.—(Daily.) for Harrisburg and intermediate stations, arriving at Fhiladelphia 6:50 a.
m. New York 2:30 a. m. Baltimore 1:30 a. m.,
Washington 7:30 a. m., Pullman Neeping cars
to Philadelphia and passenger coaches to Philadelphia and Baltimore.

3:56 a. m.—Train 18 (Daily,) for Harrisburg
and intermediate stations arriving at Baltimore 5:19 a. m. and Washington 9:55 a. m. and
Pullman sleeping cars to Haltimore, Washington, and Passenger coaches to Baltimore.

WESTWARD.

WESTWARD.

2:64 a. m.—Train 9 (Daily except Sunday) for Canandaigma. Rochester, Buffalo and Niegura Falls, with Fullman sie ping cars and passenger coaches to Rochester.

5:10 a. m.—Train 3 (Daily.) for Eric Canandaigua and intermediate stations, Rochester, Buffalo and Niegara Falls, with Fullman palace cars and passenger coaches to Eric and Rochester.

ter.

9:56—Train 15 (Daily,) for Lock Haven and intermediate stations.

1:42 p. m —Train 11 (Daily except Sunday) for Kane, Camandalgua and intermediate stations, Pochester, Buffalo, and Niagara falls with through passenger coaches to Kane and Rochester and Parior car to Rechester.

5:30 p. m —Train 1, (Daily except Sanday) for Rebovo, Elmira and intermediate stations.

9:5 4 p. m —Train 21 (Daily) for Williamsport. 8:5 4p; m — Train 21 (Daily,) for Williamsport and intermediate stations.

THE EAST AND SOUTH Train 15—Leaves New York, 12:15 aight, Philadelphia 4:30 a.m., Baltimore 4:45 a.m., Parrisburg, 3:16 a.m., daily arriving at Sanbury 5:36 a.m.

a. m.

Train 11—Leaves Fh'ladeiphia 8:50 a. m., Washington 8:10 a. m., Baltimore 9:00 a. m., (dally except Sunday) arriving at Sunbury, 1:42 with Parior car from Philadeiphia and passenger coaches from Philadeiphia and Baltimore.

Train 1—Leaves New York 9:00 a. m., Philadeiphia 11:49 a. m., Washington 10:30 a. m., Baltimore 11:45 a. m., (daily except Sunday) arriving at Sunbury 5:30 p. m. with passenger coaches from Philadeiphia and Baltimore.

Train 21 leaves New York 2 dem. m. Philadeiphia 31 leaves New York 2 dem. m. Philadeiphia and Baltimore.

Train 9 leaves New York 6:39 p. m., Philadelphia 6:30 p. m., Washington 7:40 p. m., Battimore 8:45 p. m., Olally exceed Saturday, arriving at Sunbury, 2:04 a. m. with Fullman sleeping cars and passenger coaches from Washington and Battimore.

Train 3 leaves New York 8:90 p. m., Philadel-phia 11:25 p. m., Washington 10:00 p. m., Batti-more 11:20 p. m., (Daily,) arriving at Sunbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Balti-more

(Daily except Sunday)

Train 10 leaves Wilkes-Barre 3:12 p. m., antv-ing at Bloom Ferry 4:34 p. m., Sunbury 5:22 p. m. SUNDAY TRAINS.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10:00 a. m., arriving at Bloom Ferry 10:48 a. m., Wikkes-Barre 12:10 a. m., Train 26 leaves Wilkes- arre 5:10 p. m., arriving at Bloom Ferry 6:39 p. m., Sunbury 7:29 p. m., Citas, E. PUGu, J. R. WOOD, Gen. Manager. Gen. Pass, Agt.

Taking effect MCNDAY, NOV. 17, 1890.

SOUTH. NORTH.

AT. AT. AT. IV. LV. LV.

STATIONS. F. M. P. M. AM. AV. F. X. P. M.

Bloomsburg. 6 98 12 10 7 15 8 35 2 35 6 40

Wain street. 6 18 12 04 7 17 8 42 242 6 47

Frondair. 6 6 16 12 00 7 04 8 45 2 45 6 50

Paper Mill. 6 08 11 52 6 56 8 53 2 55 6 58

Lightstreet. 6 06 11 49 6 53 8 56 2 56 7 42

Orangeville. 5 57 11 38 6 43 9 08 8 07 7 10

Forks. 5 45 11 17 6 13 9 15 3 17 7 80

Zaner's 5 42 11 21 8 30 9 20 3 20 7 24

SHIWARCT 5 57 11 19 6 25 9 27 3 25 7 29

Renton. 5 28 11 06 6 16 9 94 3 38 7 49

Coles Creek, 5 10 10 6 11 9 41 3 38 7 44

Coles Creek, 5 20 11 02 6 19 9 44 3 46 7 48

Sugarloaf, 6 16 11 7 6 03 9 48 3 46 7 52

Laubnobs, 5 12 10 56 6 00 9 53 3 50 7 57

Jamison City. 5 00 10 40 5 50 10 10 4 66 8 10

LV. LV. LV. Ar. Ar.

Train 21 leaves New York 2.00-p. m., Philadel-phia 4:25 p. m., Washington 3:30 p. m., Raitimore 4:32 p. m. (Daily) arriving at Sundury 8:54 p. m.

SUNBURY HAZLETON, & WILKESPARRE RAILROAD, AND NORTH AND WEST BRANCH MAILWAY.

Train 11 leaves Sunbury 5:35 p. m. arriving at Bloom Ferry 6:26 p. m. Wilkes-Barre 7:50 p. m. Train 8 leaves Wildes-Barre 11:17 a. m. arriv-ing at Bloom Ferry 12:37 p. m., Sunbury 1:28 p.

Babing offect Monday, Nov. 17, 1890.

Train 7 leaves Sunbury 10:00 a m. arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 12:00 p. m.