

THE TRUE ARISTOCRAT.

Who are the nobles of the earth, The true aristocrats, Who need not bow their heads to lords, Nor doff to kings their hats? Who are they but the men of toil, The mighty and the free, Whose hearts and hands sublue the earth, And compass all the sea?

Who are they but the men of toil. Who cleave the forests down, And plant, amid the wilderness, The hamlet and the town,--Who fight the battles, hear the scars, And give the world its crown Of name, and fame, and history,

And pomp of old renown? These claim no gand of heraldry. And scorn the knighting rod ; Their coats of arms are noble deeds, Their peerage is from God! They take not from ancestral graves The clory of their name, But win, as once their fathers won,

The laurel wreath of fame. -Stewarf.

THE KISS OF SUDDEN DEATH

"There is nothing so impossible that a novelist can't lead a story up to it," said Professor Boyesen, of Columbia College, as he sat in a group at the Authors' Club.

"That's so," said Edgar Saltus, "but I've found that the best schemes for old fiction are prostrated by the necessary death of the principals without disclosing the material for a climax."

"I know what you mean," said Editor Gilder of the Century Magazine, "and I wonder why some of you gentlemen don't extend a romance beyond deathsay by means of a spiritualistic communication from the actors. Now you, Professor Smith, you're a scientist, why don't you do it?"

The gentleman thus addressed was Professor Brain and Gardner Smith, of Cornell University.

"And I have the start of it in mind now," Professor Smith replied. "Once, when I was in journalism, I had occasion to go over a pile of old Liverpool newspapers, and thus came upon a remarkable paragraph in the ship news. Translated out of the language of commerce it was to the effect that the good ship Empress, just arrived from Australia, reported that while rounding the Cape of Good Hope she had been driven southward far out of her course by a storm, and away down in the southern Atlantic had sighted a vessel drifting aimlessly about. The first mate boarded her, and, returning, reported that the derelict was the ship Albatross. That she had been abandoned was plain, for all the boats were gone, and so were the log and the ship's instruments. On deck close by the companion hatch lay two bodies, or rather skeletons, clad in weather rotted garments that showed them to have been man and woman. These bodies were headless, but the heads were nowhere to be found on the deserted deck. The mate found on the cabin table an open book, with writing on its pages. A pen lay on the table and a small inkstand, in which the ink had evidently long since dried. The book was evidently a journal ordinary, so the mate reported, and he put it in his pocket, meaning to carry it aboard the Empress, but when he was getting down into his small boat the book slipped from his pocket, dropped into the water, and sank. The Albatross was badly waterlogged and he thought could not have floated much longer. To this report the editor of the paper added a note saying that the readers would all doubtless remember that the Albatross had sailed from Liverpool several years before, bound for Australia, and was thought to have gone down with all on board, as no news of her had since been received.

arose that instantly extinguished the little flame and floated off, leaving a

queer smell. That was all. " "Perfectly harmless, captain," continued uncle, who had now recovered his usual good nature. "Perf ctly harmless-unless you wet it. Then look out!" "'The cook made a sort of dumpling for dinner, and a great lot of it remained. Uncle John took a mass of this dough, for it was little else, squeezed it until it was quite dry, and molded it into a ball. "Come with me," he said, "and, Arthur, bring a plate of that dough with you. He took the cans and we followed him to the deck. There he carefully cov-ered the ball of dough with the powder, and going to the rail threw it as far as he could out over the placid sea. As the ball struck the water there was a loud explosion, and the spray was thrown high into the air. The crew, who had been hanging over the port rail forward, turned and rushed over to see what was up. Uncle John made another ball, and threw it with like result.

"""Oh, honly torpaters," growled one of the men, and they turned back to their places. Uncle John, now evidently anxious to give us thorough proof of the value of his compound, was for throwing more balls, when the boatswain, rolling aft, touched his hat, and said to the captain:

"Please, sir, there's a big black shark as has showed his fin hoff the port bow, and if so be that the doctor'll wait a bit with his torpeters we'll show 'um some fun a-catchin' of it."

"." All right, bo'sun, " said the captain, and we all went over to the port rail.

"""There he is," said the captain, pointing to a sharp black thing that, rising just above the water, was cutting quietly through it. "That is his fin, and there's a big shark under it, or I'm much mistaken,"

" 'The men fell back and looked eagerly. The cook handed up a big chunk of meat. "Wipe it as dry as you can," said uncle, "and tie it firmly to the rope." When this was done he sprinkled the powder from the can carefully over the meat; then he carried it cautiously to the rail. The shark was cruising back and forth. Uncle lowered the meat slowly into the water, right in front of the monster. He saw the bait, and darted at it, and then there was a tremendous report, and the spray flew into our faces as we leaned over the rail. The next moment we saw the big fish floating motionless on the water.

"""Blessed if 'e 'asn't blowed 'is 'ead close off," said the boatswain. "' It was so. That terrible compound

of Uncle John's had needed only the impact of the shark's teeth to explode it with deadly effect.""

"Oh, it's only a fish story," Edgar Fawcett interrupted, when Professor Smith, who is an expert elocutionist, had spoken thus far in the assumed character

"It is a lovely story," Professor Smith went on, with no lapse from his impersonation of the solemnly speaking spirit of Hartley. "'Our vessel was plundered and abandoned by the mutinous crew, Only Helen, whom I madly loved, but who had never yet confessed she loved me, was left alone on board with me. Days of famishing and fever ensued. One afternoon Helen was lying motionless in the shadow of the companion hatch. I threw myself down by her side. She put out her hand and grasped mine, and a flush crossed her face. was too weak to speak, and thus hand in hand we lay for I don't know how long. Gradually I lost consciousness, perhaps in sleep. At all events my spirit was not free. The frail body still had strength enough to retain it. I was aroused by

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EASTWARD. 9:55 a.m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 3:15 p.m.; New York 5:50 p.m.; raitimore, 3:10 p.m.; Washing on 5:55 p.m.; connecting at Philadelphia for all tes Shore points. Fassenger coaches to Philadelphia solitimore,

points. Fassenger coaches to Philadelphia 1:40 pm. Train 4, (Dally except Sunday.) for farrisburg and intermediate stations, arriving at Philadelphia at 6:00 pm.; New York, 9:35 p. m.; Baltimore 6:45 p.m.; Washinston 5:15 p. m.; Baltimore 6:45 p.m.; Washinston 5:15 p. m.; Baltimore 6:45 p.m.; Washinston 5:15 p. Parlor cars to Philadelphia and passenger coaches to Philadelphia and Faltmore. 3:08 p.m.-Train 6, (Dally.) for Harrisburg and all thermediate stations, arriving at Philadelphia and New York. Philadelphip passengers can ro-ment in s ceper undisturbed until 7 a. m. Iso m.-(Todily.) for Harrisburg to Philadelphia and New York. Philadelphip passengers can ro-me. New York 9:00 a. m., Pullman Sleeping car washington 7:30 a. m., Pullman Sleeping car or philadelphia and passenger coaches to Phila-delphia a.de Baltimore. 3:56 a. m.-Train 16 (Dally.) for Harrisburg and intermediate stations arriving at Haitsburg net intermediate stations arriving at Haitsburg car philadelphia and passenger coaches to Phila-delphia a.de Baltimore. 3:56 a. m.-Train 16 (Dally.) for Harrisburg and intermediate stations arriving at Baltimore, weaking-ton, and Passenger coaches to Baltimore. WESTWARD.

WESTWARD.

2:04 a. m. — Train 9 (Daily except Sunday) for Canandaigua, Kochester, Buffalo and Niagara Falls, with Puliman sleeping cars and passen-ger coaches to Rochester. 5:10 a. m. — Train 3 (Daily.) for Frie Canandai-gua and intermediate stations, Rochester, Bai-falo and Niagara Falls, with Puliman palase cars and passenger coaches to Erie and Roches-ter. ter. 9:56—Trein 15 (Daily,) for Lock Haven and intermediate stations. 1:42 p. m. —Train 11 (Daily except Sunday) for Rane, Canandsigua and intermediate stations. Rochester, Buffalo, and Nisgara Falls with through passenger coaches to Kane and Roches-ter and Farlor car to Rochester. 5:30 p. m.—Train 1, (Daily except Sunday) for Renovo, Elmira and intermediate stations. 8:540 m.—Train 11 (Daily to Kuthes-8:5 4p. m -- Train 21. (Daily,) for Williamsport and intermediate stations. THEOUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

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of the dead man.

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GERMANTOWN, N. Y., Nov. 2, 1889.

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That was the substance of the remarkable paragraph. What was almost as remarkable to me, a newspaper man, was that the Liverpool paper had evi-dently made no effort to learn the owner's name of the Albatross, the name of her captain and crew, or whether or not she carried any passengers. "I carefully searched the files to see if

there were any further reference to the case. There was none. After the manner of his kind the editor of the paper had, so it seemed, taken it for granted that his readers would remember all the particulars that they wanted to know.

"A few weeks after that I went into northern Vermont to report the Benton murder trial, which was attracting much more than local attention. I was pleased to find that the prosecuting attorney was an old classmate of mine, but not pleased to find that he had become a spiritualist, 1 mentioned the headless bodies to him, and, as a joke, asked him to conjure up the two spirits in a seance, so as to solve the mystery. Well, we tried to-

"And failed, of course," interposed Edgar Fawcett.

A quizzical expression came into Professor Smith's face and he said:

"Oh, no; we got the whole story through a medium. The bodies were those of Arthur Hartley and Helen Rankins," and he looked defiantly around the circle for a contradiction. "It was Hartley whose communication we got through the Vermont medium, and this is what he said:

"Helen and I were passengers aboard the Albatross. My Uncle John promised me a fortune. He was confident that an explosive of his invention would work avarice. One day Uncle John got into happy flight together. a hot discussion with Captain Raymond about the efficacy of the wonderful explosive compound. The captain seemed doubtful. Uncle John was for the in-

stant angry. " " I'll show you, then, " he said, and he rushed into the cabin where his boxes were stored and came out shortly with two tin cans, each holding something less than a pint. He unscrewed the top of one, disclosing a brownish powder. "Take care!" said the captain, who seemed needlessly cautious and almost fearful.

" "Why, I thought you said it was useless," said Uncle John, with a laugh: "and yet you are afraid of it. Look here." He lighted a match and held it close to the powder. A dark smoke

something dropping on my face. As consciousness came back I saw that the sky had become overcast; that a cool breeze was blowing, and that a gentle rain was falling. Helen was sitting erect, and with parted lips drinking in the grateful rain laden air. I tried to rise, but could not. She was much stronger than I, and at my direction went below and brought blankets and clothes, which she spread on the deck, that they might catch the falling drops. She seemed quite vigorous, and already I felt my own strength coming back. Soon she was able to squeeze water from the blanket into a little can which stood by the mast. We were in too great agony of thirst to think of neatness. She offered the can to me. "" Drink yourself, Helen, " I said.

"." No, " she answered, with a smile. "No, you need it most." And kneeling by my side she slipped her arm under my head and with the other hand held the

water to my parched lips. "'I drank eagerly. The draught was life to me. Never had water such strength giving power. I hardly noticed that it left such a queer taste upon my lips. I sat erect. Helen, with her arm still around my neck, drank what remained in the can. Then she looked me full in the face. There was a new expression in the lovely eyes. A deep flush was on her brow.

"' "Arthur," she said, and there was a tremor in the rich deep voice, "Arthur, I love you! Oh, I love you! May dar-ling, my noble, faithful darling! Arthur!"

She threw herself upon my breast with burning face and streaming eyes. The blood leaped through my veins. She such wonders in Australian mines that raised her sweet face and our lips met within 10 years we would go back to for the first time. There was an awful England rich beyond the dreams of crash and our freed spirits took their

"'We had drank from the can that had contained Uncle John's explosive. A little of the powder had clung to the can, floated on the water, and adhered to our lips when we drank.

"The impact of that first elastic kiss had exploded the compound and our heads were blown from our shoulders. That's all."

And Professor Smith, the story teller, smiled.--[Cincinnati Enquirer.

According to the Niagara Falls Gazette, S. Andreas Rothe, of Buffalo, wants to wall in Goat Island to the height of 100 feet and put a glass observatory on top. All he asks in return for this remarkable "improvement" is the right to collect admission fees for 25 years.

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| Graduate of the Philadelphia Dental, College, having opened a dental office in Lockard's Building, corner of Main and Centre Streets, | 6.30 p. m. For Rupert 6.05, 8.10, 11,13 a. m., 12.20, 8.16, 5.00, 6.30, 11.00 p. m. Trains for Bioomsburg Leave New York via of Philadelphia 7.45 a. m., 4.00 p. m. and via Easton 8.45 a. m., 3.45 p. m | | | | |
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| DR. W. H. HOUSE, | 11.47 a. m., 4 24, 5 55, 7 23 p. m. ATLAN'I C CITY DIVISION. Leave Philadelphia, Pler 7, Chestnut street | | | | |
| SURGEON DENTIST, Office, Barton's Building, Main below Market | Wharf, and South Sireet Wharf. POR ATLANTIC CITY. | | | | |
| BLOOMSBURG, PA. All styles of work done in a superior manner, | Week days-Express, 9. a. m., 2.00, 4.00 p. m. Accommodation, 9.60 a. m., 5.00 p. m. Sundays - Express, 9.00 a. m. Accommoda- | | | | |
| and all work warranted as represented. | Returning, Leave Atlantic City. | | | | |
| TEETH EXTRACTED WITHOUT PAIN, by the use of Gos, and free of charge when | Depot corner Atlantic and Arkansas Avenues: Weeks days-Express, 7.30, 9.00 a. m. and 4.00 | | | | |
| artificial teeth are suscrited. | Depot corner Atlantic and Arkansas Avenues: Weeks days—Rxpress, 7.30, 9.60 a.m. and 4.00 p.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. | | | | |
| To be open all hours during the day. | A. A. McLEOD, Pres & Go'l. Manager. Go'l Pass. Agt. | | | | |

Train 15-Leaves New York, 12:15 night, Phila-delphia 4:30 a. m., Baltimore 4:45 a. m., Harri-burg, 8:10 a. m., daily arriving at sunbury 556 a. m.

a. m. Train 11-Leaves Ph'ladelphia 8'50 a. m. Washington S:10 a. m., Baltimore 9:00 a. m. (daily except Sunday) arriving at Sunbury, 176 with Parlor car from Philadelphia and Baltimore. Train 1-Leaves New York 9:00 a. m. Philades phila 11:4' a. m., Washington 10:50 a. m. Falli-more 11:45 a. m., (daily except Sunday) arriving at Sunbury 5:30 p m. with passenger coaches from Philadelphia and Baltimore. Train 91 logoss New York 9:00 m.

Train 21 leaves New York 2.00 p. m., Philadel-phia 4:25 p. m., Washington 3:30 p. m., Raitimere 4:32 p. m. (Daily) arriving at Sunbury 8:54 p. m. Train 9 leaves New York 6:30 p. m., Philadel-phia 6:20 p. m., Washington 7:40 p. m., Palla-more 8:45 p. m., (Daily except Saturday,) arriv-ing at Sunbury, 2:04 a. m. with Fulimun sleeping cars and passenger coaches from Washington and Baltimore.

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

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

(Daily except Sunday)

Train 7 leaves Sunbury 10:00 a. m. arriving st Bloom Ferry 10:48 a. m., Wilkes Barre 12 10 p. m. Train 11 leaves Sunbury 5:35 p m. arriving at Bloom Ferry 6:26 p m., Wilkes-Ba*** 7:50 p. m. Train 8 leaves Wilkes-Barre 11:17 3. m. artiv-ing at Bloom Ferry 19:37 p. m., Sunbury 1:50 p. m. Train 10 leaves Wilkes-Barre 3:12 p. m., arriv-ing at Bloom Ferry 4:34 p. m., Subbury 5:22 p. m.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10:00 a. m., ardving Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 a. m. Train 26 leaves Wilkes-Parre 5:10 p. m., avir-ing at Bioom Ferry 6:39 p. m. Sunbury 7:30 p. m. CHAS. E. PUGH, J. R. WOOD, Gen. Manager. Gen. Pass, Agt.

BLOOMSBURG & SULLIVAN R. R.

Taking effect MONDAY, NOV. 17, 1890. SOUTH. NORTH.

SOUTH,
NORTH,

AT. AT. AT. LV. LV. LT.
AT. AT. AT. LV. LV. LT.

BOGENBOURS,
C 28 12 10 7 15 5 25 5 5 5 5 6 6

Main Street.
6 18 12 04 7 67 5 42 9 42 4 6 6

Irondale.
6 16 12 00 7 64 5 42 5 6 5 6

Apper Mill.
6 06 11 52 6 56 6 553 7 83 6 6

Orangeville.
5 6 7 11 38 6 43 9 66 7 11 50 6 7 10 6

Forks.
5 6 7 11 38 6 43 9 67 10 6

Vancer's
5 6 7 11 38 6 43 9 67 10 7 10 6

Forks.
5 6 7 11 38 6 43 9 67 3 50 7 7 10 6

Stillwatter.
5 37 11 19 6 25 9 27 3 25 7 7 10 7 10 5 20 10 20 7 10 5 20 10 20 7 10 7 10 5 20 10 20 7 10 7 10 5 20 10 20 7 10 10 5 20 10 20 7 10 10 5 20 10 20 7 10 10 5 20 10 20 7 10 5 20 10 20 7 10 5 20 10 20 7 10 5 20 10 20 7 10 5 20 10 20 7 10 5 20 10 20 7 10 5 20 10 20 7 10 5 20 10 20 7 10 5 20 10 20 7 10 10 5 20 10 10