It's strange how little boy's mothers Can find it all out as they do, If a feller does anything naughty, Or easy anything that's not true! They'll look at you just a moment, Till your heart in your busum swells, And then they know all about it— For a little bird tells'

Now where the little bird comes from Or where the little bird goes, If he's covered with beautiful plumage,
i'r black as the king of the crows; If his voice is as hourse as the raven's, Or clear as the ringing bells, I know not; but this I am sure of— A little bird tells!

The moment you think a thing wicked, The moment you do a thing bad, Or a gry, or sullen, or hateful, Get ugly, or stupid, or mad, Or tease a dear brother or sister— That instant your sentence he knells, And the whole to mamma in a minute That little bird tells!

You may be in the depths of the closet, Where nobody sees but a mouse; You may be all alone in the cellar, You may be on the top of the house; You may be in the dark and the silence Or out in the woods and the della— No matter; Wherever it happens The little bird tells!

And the only contrivance to stop him Is just to be sure what you say— Sure of your facts and your fancies, Sure of your work and your play; Be honest, be brave, and be kindly, le gentle and loving as well. -[Atlanta Constitution.

AS THE NORWEGIANS DO.

BY ROYAL HUBBELL.

"Well, what in the name of all that's snowed in do you call these?" exclaimed my friend Brown in new surprise.

He had lately come to the land of fur coats, snowshoes, and ice palaces, therefore saw much in our everyday life to astonish birn. Often as we walked along the streets he would grasp my arm and point out things that were as old as the bluffs to me,

"Oh, they are only a pair of Norwegian skis. You will see plenty of them after the first big snowfall."

"Well, I should remark that that fellow has plenty of them already." said Brown, glancing curiously along the snowshoes, as if mentally calculating their length, which was about 10 feet. "Doesn't he glide along easily?" he continued, watching the descent of Thor as he seemed to travel without the least effort on his part.

"Oh, yes; they are bred to it. You may often see little children using skis with apparent ease."

"It must be fun," mused Brown. "Did you ever try a pair?" "Not I, indeed!"

"Well, then, let's do so. Ididn't come from Indiana to Minnesota for nothing. I'm going to do as the Norwegians do." "But," remonstrated I, "the shoes cost considerable, and might be danger-

ous to our oll bones, ' "Oh, hang the cost! I'm here for fun, you know. And as for the dangerwhy, look at that little tot there moving along as gracefully as a bird. Besides, I used to be a good skater,"

"Well" said I, dubiously, "if you will, I suppose you must; your blood be upon your own head!" "Nonseuse! Just tell me where I can

get the skis, and I'll show you." I informed him, and presently he

came stalking home with two pair of immense snowshoes on his shoulder, and a determined look in his eye. His enthusiasm had quite overcome my prejudices against the things; and

so, when night had come to hide any little mistakes we might make, we repaired to the moonlit orchard in the rear of my house, where there was a bill on which we could practice.

"How shall you occupy yours?" I

"The man told me: 'yust put mine foot in the strap and leave 'em loose,' But I guess I haven't skated thus far through life to be fooled by a Norwegian. I'm going to tie 'em on tight, you he answered, chuckling at his own foresight.

"But," I objected, "perhaps the man was right; he ought to know. Bosh! You can follow his advice, but I shall use common sense.

'All right; I'll take the Norwegian way, then. By this time Brown had reached the top of the hill, and had tied on his un-

vieldy footwear. "Well, here goes!" he cried, and stood pon them.

And he did go, indeed. Whoop!" he shouted as he whizzed down the steepest place. "Get out of the way!"

I thought this rather prudent advice; for the manner in which those skis and his arms were spreading around hinted at the need of a larger State than Minne-

sota. In about a second and a half my friend had acquired a speed that would have made a cyclone blush with envy, and each quarter second increased his terrific momentum. As he neared me I read in his face what he would say if he could have caught breath enough to say

it: "However shall I guide these things? Fall! Fall! Let yourself fall!" I shouted. For I saw that he was being carried toward my young apple trees and knew he could never collide with them at that rate without breaking

them, and perhaps himself also. "Fall? Not he! In that one second of despair I saw an expression of disdain an inch thick spread over his grim visage; and I knew then that his proud spirit would much rather suffer death

than defeat. As he neared the trees I closed my eyes. He glided past my Siberian crab, and not hearing anything I took courage and opened one orb. Then, as I saw him bearing down upon two other favorites, I closed it again. But I neglected to stop my ears, and the next instant there was a crash as of the falling

of a forest giant. I dared not move, for I feared my friend was indeed killed, until I heard a muffled—a very much muffled voice

saying—
"Say! help a feller out, can's you?"

I harried down to where Brown bad his head buried in the snow up to the third button on his coat. He was flat on his face, with the heals of his shoes lovingly entwined in the branches of

one of my prime trees.

When my would be Norwegian was liberated, he immediately picked up his shoes and started hillward,

"Good heavens, man! You don't mean to say you are going to risk your neck ngnin? Ob, the look of determination that

that martyr frowned on me as he retorted-"Did you ever know a Hoosier to give up an undertaking with the first attempt? Of course I'... going to try

again!" Seeing that argument was useless, I begged him to take a different course and steer clear of my trees. He did so, and made a most beautiful run. I feel confident that some Norwegian evil genius must have assisted chance to perform the miracle. He came stalking up the grade, flushed with the success of his second attempt, and vowing that 10 feet of skis and two feet of the "beautiful" were just the combined elements for him.

"Why, I couldn't keep away from them if I wished! I feel sure that destiny intended me to become a champion on the beauties!" And he clapped the shoes together to emphasize his outburst.

I felt so far encouraged by his meteoric success that I said I'd go up and try my own fate.

I put the shoes on; they seemed rather large, but Brown said:

"They fit you splendidly? I know you will make a good long slide the first

Breathing a short but fervent prayer I made the start. If I could have stopped again, a ten dollar bill would have seemed small in my eyes for the blessed privilege. But it could not be. As I neared the steep place I heard Brown shouting encouragingly:

"That's it! That's just the way I started! You are a roaring success!"

My wind was all gone and I couldn't catch any more, although there seemed to be plenty of it all around me. I was losing my head. I caught a glimpse of trees ahead, and taking my own former advice, let myself fall. If I had it to do over again I would not sit down. A skater with a two miles a minute head of steam on has no right to sit down in business hours. Nevertheless I confidently did so, but didn't stop; I moved right along in the good old way until I reached the foot of the hill.

Just then the moon modestly went behind a cloud, and as I picked up the pieces of myself and my wardrobe I felt glad that the snow, at least, was ad-

I sneaked quietly into the house-for various reasons I didn't want to disturb my wife-and after arraying myself in sticking plaster and another pair of trousers, I went out again to try and dis-suade Brown from further gymnastic performances.

He was waiting impatiently, not caring to waste his talent on the empty air; but as soon as I appeared he said -"Now watch your uncle!"

"My uncle" had hardly started when his right foot insisted on going faster than its mate. The left made a little spurt once in a while, but the right had the inside track and plainly meant to keep it. At last the left seemed to grow discouraged, and ended by dropping out of the race entirely, while its mate kept on as far as possible-Brown is a tall man-and then gave one last lunge, sticking fast in the snow.

Never, outside of Barnum's, have seen a man in such a pose—with a pair of 10 foot boards attached to him. It was wonderful! I gazed in rapt astonishment at my friend to see if he would not kiss his hand to me as do famous contortionists at the end of an act: but he just kept kept on posing.

I'm a little hard of hearing, but I think I caught the sound of a forbidden word from his lips. There may be Norwegians in the place to which he alluded, but I doubt much if there are any skis there,

Before I would untie Brown I made him promise to rest for that night; then I helped him out of his acrobatic position and we retired into the house,

He vowed that early morning should see him practicing. But the next day found us both so stiff from our unusual exercise that we were glad enough to lounge about the house and disguise our lameness by feigning to be rheumatic, I am afraid there will yet be trouble;

for every now and then Brown bursts out with: "Wasn't that second slide of mine a

"Yes; but how about the other two?"

"Oh, that's all right! A fellow can't make a success at anything in such a short time. I'll show you yet that I

mean business, So my wife and I are praying hourly for a thaw to come and take the snow before my Hoosier friend gets well enough to renew the battle. It's the only hope for him,

Who Invented Ice Cream.

While William M. Chase was painting portrait of General Rutherford B. Hayes, the ex-occupant of the White House said: "I have learned that the first ice cream was the result of a sailor's ingenuity. It was on a merchant vessel, many years ago. A sailor wanting to improve his sweetened water, cooled it with ice, and in so doing accidentally froze it to the consistency of ice cream. That, sir, is the history of the discovery of ice cream." But Mr. Hayes was unable to give the name of the great unknown.

"If there is one time more than another," says an experienced married when a woman should be left alone, it is when a line of clothes comes down in the mud. "-[Atchison Globe.

Mr. Moody declares that if an archangel should come down from heaven and preach in Boston the congregation would find flaws of grammar or logic in

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Trains leave Bloomsburg as follows: (Sundays excepted.)
For New York, Philadelphia, Reading, Potts-ville, Tamsqua, etc., 6 10, 11.25 a.m. For Williemsport, 5.06 a.m., 3.15 p.m. For Danville and Milton, 8.00 a.m., 3.15, 11.05 o. m. For Catawissa 6.10, 8.00, 11.25 a. m., 12.15, 5.00,

6.30 p. m. For Rupert 6.10, 8.20, 11.25 a. m., 12.15, 3.15, 5 00, 6.30, 11.05 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., 4.00 p.

m., 4.00 p. m. and via Easton 8.45 a. m., 4.00 p. m.

Leave Philadelphia 10.00 a. m., 6.00 p. m.

Leave Reading 11.50 a. m. 7.57 p. m.

Leave Pottsville 19.30 p. m.

Leave Tamaqua 1.21 a. m., 9.18 p. m.

Leave Williamsport 9.45 a. m., 4.30 p. m.

Leave Williamsport 9.45 a. m., 4.30 p. m.

Leave Catawissa 7.00, 8.20 a. m. 1.30, 3.19, 6.10

11.10 p. m.

Leave Rupert 6.23, 7.08, 8.27, 11.39 a. m., 1.37,

3.27, 6.18, 11.19 p. m.

For Baltimore, Washington and the West via R. & O. R. R., through trains leave Girard Avenue Station. Phila. (P. & R. R. R.) 4.16, 8.01, 11.27

a. m., 1.34, 4.24, 5.55, 7.23 p. m. Sundays 4.16, 8.02, 11.27

a. m., 4.24, 5.55, 7.23 p. m.

ATLANTIC CITY DIVISION.

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

FOR ATLANTIC CITY.

Week days—Express, 9, a. m., 2.00, 4.00 p. m.
Accommodation, 2.00 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, 2.60 a. m. and 4.00 p. m. Accommodation, 5.05 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. & Gen'l Manager. C. C. HANCOCK, Gen'l Pass. Agt.



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RAILROAD TIME TABLE

DELAWARE LACKAWANNA

WESTERN RAILROAD. BLOOMSBURG DIVISION.

STATIONS. AMERICAN INSURANCE COMPANIES STATIONS. SOUTH.

Connections at Rupert with Philadelphia Reading Railroad for Tamaneed, Tamaqua, Williamsrort, Sunbury, Pottsville, etc. At Northumberland with ". & E Div. P. R. M. for Harrisburg, Lock Haven, Emporium, Warres, Corry and Eric.

W. F. HALLSTEAD, Gen. Man., Scranton, Pa.

Pennsylvania Railroad.

P. & E. R. R. DIV. AND N. C. RY In effect Dec. 14, 1890. Trains leave Sunday EASTWARD.

EASTWARD.

9:55 a. m. Train 14 (Daily except Sunday) to Harrisburg and intermediate stations arriving at Philadelphia 3:15 p. m.; New York 5:50 p. m.; Patitimore, 3:10 p. m.; Washington 5:55 p. m., connecting at Philadelphia for all Sea Shore points. Passenger coaches to Philadelphia Baltimore.

1:40 p. m. Train s. (Daily except Sunday.) for Harrisburg and intermediate stations, arriving at Philadelphia at 6:45 p. m.; New York, 9:35 p. m.; Retimore 6:45 p. m.; Washington 8:15 p. m. Parlor cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

5:25 p. m. Train is [Daily except Sunday] for Harrisburg and intermediate points, arriving at Philadelphia 10:55 p. m. Baltimore 10:40 p. m.

at Filiadeiphia 10:35 p. m. Baltimore 10:46 p. m.

Side p. m.—Train 6. (Daily.) for Harrisburg and all intermediate stations, arriving at Philadeiphia 4:25 a. m.; New York 7:10 a. m. Pullmia sleeping car from Harrisburg to Philadeiphia and New York. Philadeiphia passengers can remain in s'eeper undisturbed until 7 a. m.

1:50 a m.—(Daily.) for Harrisburg and intermediate stations, arriving at Philadeiphia 6:50 a. m., New York 9:50 a. m., Baltimore 6:50 a. m., Washington 7:30 a. m., Pullman Sleeping care to Philadeiphia and passenger coaches to Philadeiphia and Baltimore.

3:55 a. m.—Train 16 (Daily.) for Harrisburg and intermediate stations arriving at Baltimore 5:19 a. m. and Washington 9:55 a. m. and Pullman sleeping cars to Baltimore, Weshing ton, and Passenger coaches to Baltimore.

WESTWARD.

WESTWAND.

2:04 s. m.—Train 9 (Daily except Sunday) for Canandaigua, Bechester, Buffalo and Niagara Falls, with Pullman sleeping cars and passenger coaches to Nochester.

5:10 a, m.—Train 3 (Daily,) for Erie, Canandal gua and intermediate stations, Rochester, Bur-falo and Niagara Falls, with Pullman palace cars and passenger coaches to Erie and Roches-ter.

ter. 9:56--Train 15 (Daily.) for Lock Haven and intermediate stations.

1:42 p. m — Train 11 (Daily except Sunday) for
Kane, Canandsigua and intermediate stations,
Rochester, Buffalo, and Ningara Falls with
through passenger coaches to Kane and Rochester and Farlor car to Rochester.

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

8:5 4p. m.—Train 21 (Daily,) for Williamsport
and intermediate stations. THFOUGH TRAINS FOR SUNBURY FROM
THE EAST AND SOUTH.
Train 15—Leaves New York, 12:15 night, Philadelphia 4:30 a.m., Baltimore 4:45 a.m., Harrisburg, 8:16 a.m., daily arriving at Sunbury 6:56

burg, 8:10 a. m., daily arriving at Sunbury essa. m.

Train 11—Leaves Philadelphia 8:50 a. m., washington 8:10 a. m., Baltimore 9:00 a. m., (daily except Sunday) arriving at Sunbury, 1:62 with Parlor car from Philadelphia and Baltimore.

Train 11—Leaves New York 9:00 a. m., Philadelphia 11:40 a. m., washington 10:50 a. m., Baltimore 11:45 a. m., (daily except Sunday) arriving at Sunbury 5:30 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 21 leaves New York 2:00 p. m., Philadelphia 4:22 p. m., (Washington 3:30 p. m., Raltimore 4:32 p. m. (Daily arriving at Sunbury 8:54 p. m.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:20 p. m., Washington 7:40 p. m., Philadelphia 9:30 p. m., Washington 7:40 p. m., Philadelphia 11:25 p. m., Washington 10:90 p. m., Philadelphia 11:25 p. m., Washington 10:90 p. m., Battimore 11:20 p. m., Dailiy, arriving at Sunbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore * nd passenger coaches from Philadelphia and Baltimore * SUNBURY HAZLETON, & WILKESBARRE

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

(Daily except Sunday)
Train 7 leaves Sunbury 10:00 a m. arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 12:10 p. m. Train 11 leaves Sunbury 5:35 p. m. arriving at Hoom Ferry 6:26 p. m., Wilkes Barre 7:50 p. m. Hazleton 7:55 p. m.
Train 8 leaves Wilkes-Barre 11:17 a. m. arriving at Bloom Ferry 12:37 p. m., Sunbury 1:28 p.

Train 10 leaves Hazleton 3:04 p. m. Wilkes-Barce 3:12 p. m., arriving at Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m.

m., Sundury 5:15 p. m.

SUNDAY TRAINS.

Train 7 leaves Sundury 10:00 s. m., arriving at Bloom Ferry 10:48 a. m., Wilkes-Barre 19:10 a. m.

Train 26 leaves Wilkes-Barre 5:10 p. m., arriving at Bloom Ferry 6:39 p. m., Sundury 7:30 p. m.

CHAS. E. PUGH,

Gen. Manager.

J. R. WOOD.

Gen. Pass, Agt. DLOOMSBURG & SULLIVAN R. R

Taking effect MONDAY, NOV. 17, 1800. SOUTH. NORTH.

Ar. Ar. Ar. Lv. Lv. Lv.

Blocmsburg. 6 28 12 10 7 15 8 35 2 35 6 40

Main Street 6 18 12 04 7 07 8 42 2 42 6 47

Irondale. 6 16 12 00 7 04 8 45 2 42 6 67

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

Paper Mill. 6 08 11 82 6 56 8 53 2 83 6 5

Lightstreet. 8 05 11 49 6 53 8 56 2 56 7 12

Orangeville. 5 57 11 38 6 43 9 08 3 07 7 48

Forks. 5 46 51 12 6 30 9 20 3 20 1 24

Stillwater. 5 37 11 19 6 25 9 27 3 25 7 29

Benton. 5 28 11 66 6 16 9 37 3 35 7 39

Edsons. 5 5 10 11 26 6 19 9 44 3 42 7 48

Sugarlost. 5 16 11 17 6 03 9 83 3 70 7 57

Central. 5 03 10 43 5 52 10 03 40 0 8 67

Jamison City. 5 60 10 40 5 50 10 10 4 65 8 10

Lv. Lv. Lv. Ar. Ar. SOUTH. NORTH