Unions Handed Down at Pittsburg. LANCASTER, Pa., Oct. 18 .- A sweeping decision against trades unions was handed down by Judge Williams, and concurred in by the other Supreme Court Judges, in a case just decided at Pittsburg.

Cigarmaker's International Union No. 126 of Ephrata, L. neaster county, by bill in equity restrained Cigar Manufacturer John H. Brendle from using Cigarmakers' International Union label on his goods. The County Court sustained the master's report in behalf of this injunction. Brendle is a union manufacturer who had incurred the ill will of local officials and refused to use their labels. He issued similar labels or trade marks of his own, and appealed to the Supreme Court from the injunction.

Judge Williams reverses the lower court's decision on the ground that the Cigarmaker's union, formed for the "mental, moral and physical wel-fare of its members," is a personal and social organization, not a commercial one, and under the law of Congress, therefore, cannot own a trade mark.

MILLONS FOR A PAUPER.

An English Fortune for a Poorhouse Inmate at Butte, Mont.

BUTTE, Mont., Oct. 18.-Mrs. Ann A. Deligh, an inmate of the poor house of this city and eighty years of age, received notice to-day that she is the heiress to an estate worth \$8,000,000 in England. The story dates back two centuries, at which time her great grandfather on her mother's side owned a vast estate near Lon-His oldest son removed to America, settling and marry-ing in Virginia. Two children, William and Annie, were born of the marriage, the latter the mother of Mrs. Dodge. The son and his wife died and the two children moved to Kentucky. Both married, the son dying without issue, and the daughter Ann marrying William Coleman. Both died forty years ago leaving Mrs. Dodge and a sister. They moved to Missouri, where Mrs. Dodge's husband died twenty years ago.

KILLED IN A CONVENT.

A Coal Stove Explodes at Orangeburgh, With Fatal Results.

NYACK, Oct. 17.-A fatal accident occurred in the convent of St. Agnes, Order of the Sisters of St. Dominick, at Orangeburgh last night. While two of the sisters and three boys were standing in the laundry a small coal stove exploded.

Thomas Green, aged seventeen, was terribly mangled and burned. His thigh bone and several ribs were broken, and he was cut about the head and face by flying iron. He died two hours later. Andrew Boardman, another boy, was sent flying through a big window which opens from the laundry on the piazza, carrying the sash with him, but escaping with a few cuts and slight bruises. The others were hot hurt.

Linbilities More Than \$300,000. TRENTON, N. J., Oct. 19.-Jonathan Steward, a wholesale and retail grocer, made an assignment to-day for the benefit of his creditors. He was a heavy indorser of the Star Rubber scribe for your local paper; not as a Company. He shows assets amount-charity but as an investment. ing to \$185,000, while his liabilities are more than \$300,000. He is eighty-two years old, and there is much sympathy for him in the business community. He asked for two years' time recently in which to straighten out his affairs and make good his obligations, but the First National Bank of South Amboy concluded to bring suit on paper for \$2,000, and this precipi-

fred on a Nail and Died of Lockjaw. PLAINFIELD, N. J., Oct. 19 .- While walking along the street two weeks

tated the matter.

ago Mrs. George Giddis stepped on a rusty nail that pierced her foot half its length. She died this morning in great agony of lockjaw.

The Gondolo Tanning Company works at Grapeville, Pa., were partially destroyed by fire Sunday. Loss, \$50,000.

He Was Merciful.

The trains on one of the railroads leading into Atlanta are notoriously slow, and they are on that account much frequented by tramps, who can readily catch on as they pull out of stations. Not long ago, as a passenger train stopped at a water tank, a tramp, dusty and tired-looking, slipped off a truck and approached the conductor.

"Ain't you the conductor?" he asked. "What were you doing under that ear?" was all the information he received.

'Ridin'; you didn't s'pose I was walkin', did you?"

"Well, what do you want? I'm the

conductor." "For the Lord's sake, mister, can't you put more steam on, or put a brakemen out behind to push her, or do something to get along faster! I want to get to Atlanta before the ex-

position is over."
"Come off," growled the conductor.
"If you don't like it why don't you walk?"

"Because the president of this road is a friend of mine," and the tramp drew himself up in a dignified way, "and if I walk I'll beat the train there about eight hours, and that'll set competin' lines to makin' unkind remarks. I ain't goin' back on a friend in no sich low down manner as that, even if I didn't git to Atlanta in time to make New Year's calls; you hear

me, cully conduc." The conductor gave him a seat in the smoking car after that, and he went to sleep and forgot that there was any such place on the map as But then this is human nature, Atlanta. - Detroit Free Press,

Rules for Correspondents.

Write only news ftems of general interest, and aim to have them fresh and reliable. Get all the news and condense it in as few words as possible. Give the fullest details in the case of a serious accident, marder or suicide.

Write the name of your postoffice and

Write your most important news items

Be careful to spell all proper names correctly, and write every letter in them plainly. You may describe unusually severe lo-

cal storms, but in no other case should you speak of the weather. In giving "personals" don't mention visits among neighbors or to persons in the same part of the county, unless they are attended by some accident or other

unusual event. Don't puff anybody's business unless it paid for as an advertisement. Where such puffs please one reader they offend several others.

State facts only, not gossip or opinions, and state them in short sentences. Be careful as possible to write nothing that would give offense to any one. Don't speak of your enemies at all unless you can speak kindly of them.

Number the pages of your manuscript; don't number the items; write only on one side of the paper, and sign your

They Appreciate the Country Paper. The New York Sun says: It would do the hearts of country editors good to ride up town on the elevated cars in the afternoon of Friday and Saturday on any week in the year. On these two days a great many business men give only a hasty glance at the evening papers and then immediately draw from a pocket a copy of a paper that is in marked contrast to the city paper, so far as type and

general appearance goes.

The type is invariably-larger and the displays of advertisements and headings to news articles commonly coarser. The ink is not always spread evenly over the page. Nevertheless the business man opens the paper to the page devoted to village news and reads every line there. After that he not infrequently reads the village advertisements and gives a brief look at the editorials. The city man used to live in the village where that paper was printed, and he recognizes the names of people there as old acquaintances and commonly old friends. The village paper comes like a letter from home to the city man who was once a villager.

It Deserves Your Support.

Every year every local paper gives from 100 to 5,000 free lines for the sole benefit of the community in which it is located. No other agency can or will do this. The local editor in proportion to his means does more for his town than any other ten men, and in all fairness, man with man, he ought to be supported, not because you may happen to like him or admire his writing, but because a local paper is the best investment a community can make.

It may not be brilliant or crowded with great thoughts, but financially it is more of a benefit to a community than the preacher or teacher. Understand us, now; we do not mean morally or intellectually, but financially, and yet on the moral question you will find the majority of the local papers are on the right side of the question. Today the editors of local papers do the most work for the least money of any men on earth. Sub-

The Ideal Community.

An exchange says: A perfect town is that in which you see the farmer patronizing the home merchants, the laborers spending the money they earn with their own tradesmen, and all animated by a spirit that will not purchase articles abroad if they can be bought at home. The spirit of reciprocity between man and the mechanic, tradesman and laborer, farmer and manufacturer results every time in making the town a perfect one to do business in. "Perfection" should always be desired, even where attainment is barely possible, we presume, but a perfect town must be denominated a great rarity until we reach a more advanced stage toward the millennium than has yet been gained.

An Editor's Experience.

A newspaper can say nice and pleasant things about a man and his whole family for two long years, and then incur their lifetime enmity in one short week by a seeming slight. Yes, it's the fact; and you can hurrah for a candidate, back his friends, cuss his enemies and make a darn fool of yourself all the way through, without a thank in the end, to find when you are a candidate that he is "out o' politics." But there is one man that don't forget you, and that's the man you opposed, -Exchange.

The Index of Progress. "By their newspaper shall ye know them" was the apt comment of a successful merchant upon the claims of an aspiring community whose citizens were soliciting his interest and endeavoring to impress upon him the enterprise of its people. Year by year the newspaper of a community is becoming more definitely the index of the enterprise and progressive tendencies of its people.

Publishers' Postal Privileges. Publishers of newspapers and periodicals may print or write upon their publications sent to regular subscribers the address of the subscriber and the date when the subscription expires, and may inclose therein bills and receipts for subscriptions thereto, without subjecting such publications to extra postage .-Section 3.886 of Revised Statutes of United States.

Trials of Editors. An editor is in high favor with his readers when each one finds something to please him, but let one of those readers find an item that is contrary to his preconceived notion and that editor doesn't know what he is talking about.

THE CREAT German Remedy.

TRUTHS FOR THE SICK

For those deathly fillow will be paid fillows. Spelladepend for a case where Sutton Suttential Relations of the suit of the su

shops; clerks, who did not procure sufficier exercise, and all whare confined in door-should use SULPHU BITTERS. They will not then be weak an

nake you strong an ealthy. SCLPHER BITTERS will make your blood pure, rich and strong and your flesh hard. Ladies in delicate Try SULPHUR BIT health, who are all reus to-night, and rundown, should use you will sleep well SULPHUR BITTERS. and feel better for it.

Do you want the best Medical Work published: Send 3 2-cent stamps to A. P. ORDWAY & Co. Boston, Mass., and receive a copy, free.

CACTUS BLOOD CURE

Purifies the blood, tones up the system, gives an appetite. Cures dyspepsia, constipation, sick headache. Regulates the liver and kidneys, and besides cures all blood and skin diseases, whether manifested only by common pimples, or eczema, or by ulcers, abscesses, and the more violent effects of scrofula and blood poison.

Is perfectly harmless and never fails.

Sold by G. A. McKelvy, Druggist, Bloomsburg, Pa.



.. aore Than outisfien. All SCORREYER PL., Blookeley, N. Y., June 19, 90.
For over twelve years my son has been afflicted with spasms; he would have one every twe weeks until about six months ago, there even two a wook. We took him to a number of first-lasphysicians and we tried everything and an number of remedies without deriving any on soursement in his case, and had counteres to despute of ever being able to cure him at all when we heard o Pastor Ko-nig's Nerve Toni and concluded to give it a trial. The rest he ourse than satisfied us! It is more than thre couthe since he common ed to take this Nervy onlis and he has new-r been sick since. Please except our most sincere thanks, for we feel that you have not only curred him of a great ad fetfor out have saved his life as well as we do not him he would have level long in the condition that he would have level long in the condition which he would have level long in the condition which he would have level long in the condition which have saved. Miss M. MOLONY

FREE A Valuable Book on Nervous Discusses sent free to any address and poor patients can also obtain this medicine free of charge. This remedy has been prepared by the Reverend Paster Keenig, of Fort Wayne, Ind., since 1576, and is now prepared under his direction by the

KOENIC MED. CO., Chicago, III. Sold by Druggists at \$1 per Bottle. 6 for \$5. Large Size, \$1.75, 6 Bottles for \$9.



BULL'S Coughs, Colds, Croup, Hoarseness, Asthma, Whooping-COUGH Incipient Cough Bronchitis, Consumption, and for the relief of Consumptive persons. SYRUP



L'S Coughs, Golds, Coughs, Colds, COUGH Con-Cough,
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Teas, Syrups, Coffees, Sugars, Molasses, Rice, Spices, Bicarb Soda, Etc., N. E. Corner Second and Arch Streets, PHILADELPUIA, PA.

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For New York, Philadelphia, Reading, Pottaville, Tamaqua, etc., 6 10, 11 25 a.m.,
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For Danville and Milton, 8,00 a.m., 3 15, 11.65

AFTER JULY 16, 1891.

In. For Catawissa c.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 Bioomsburg
Leave New York via of Philadelphia 7.45 a. m., 4 00 p. m. and via Easton 8.45 a. m., 4.00 p.

Lave Philadelphia 10.00 s. m., 6.00 p. m. Leave Reading 11.50 a. m. 7.57 p. m. Leave Pot sville 12.30 p. m. Leave Tamaqua 1.21 s. m., 9.28 p. m. Leave Williams ort 9.45 s. n., 4.30 p. m. Leave Catawissa 7.00, 8.10 a. m. 1.30, 3.19, 6.10

Leave Catawissa 7.00, 8.10 a. m. 1.30, 8.19, 6.10 11.10 p. m. Leave Rupert 8.23, 7.08, 8.27, 11.39 a. m., 1.57, 2.27, 8.18, 11.19 p. m. For Ballimore, Washirgton and the West via B. & O. R. E., through trains 1-ave Girard Ave-nue Station, Phila (P. & R. R. P.) 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., 4.28, 5.55, 7.23 p. m.

ATLANTIC CITY DIVISION. Leave Philadelphia, Chestnut Street Wharf and South Street Warf.

FOR ATLANTIC CITY.

Weekdays—Express, 9.00, a. m., 2.00 4.00 p. m. Accommodation, 8.00 a. m. and 5.00 p. m. Sundays—Express, 9.00, a. m. Accommoda-tion, 8.00, a. m. and 4.30 p. m.

Returning, have Atlantic (1ty depot, Atlantic and Arkansas Avernes, Weekdays-Express, 7.30, 0.00 n. m. and 4.00 p. m. Accommedation, 8.10, a. m and 4.30 p. m. Accommedation, 8undays-Express, 40, p. m. Accomedation, 7.30 a. o. and 4.30 p. m. A. A. McLEOD, C. C. HANCOCK, Pres. & Gen'l Manager. Gen'l Pass. Agt.

RAILPOAD TIME TAILES.

) ELAWARE LACKAWANNA &

	WESTERN	KAI	LR	OAD	÷
_	BLOOMSBURG	DI	VISI	ON.	
	STATIONS.	NORTH.			
ES	NORTHUMBERLAND. Comeron Chulasky Danville Catawissa Rupert Hior msburg Espy Lime Hidge Willow Grove Briarcreek Berwick Beach Haven Hick's Ferry Shickshinniy	6 35 6 40 6 40 7 13 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1	P. M 1 50 9 12 2 26 2 26 2 31 2 36 2 48 2 50 2 54 3 10 3 17 8 29	10 05 10 25 10 29 10 44 10 49 11 12 11 18 11 18	P
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Peacing Pailroed for Tamanend, Tamaqua.
Williamstott, Sunbury, Potisville, etc. At
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Harrisburg, Lock Haven, Emporium, Warren,
Corry and Eric.
W. F. HALLSTEAD, Gen. Man.,
Scranton, Pa.

Pennsylvania Railroad.

P. & E. R. R. DIV. AND N. C RY

EASTWARD.

9:55 a.m. Train 14 (Daily except Sunday) for flarrisburg > 1 d Intermedia e stations arriving at Philadelphia 5:15 p. m.; New York 5:50 p. m.; Paltimore, 3:10 p. m.; Washington 5:55 p. m.; centecting at Philadelphia for all Sea Shore points. Passenger coaches to Philadelphia Baltimore.

THPOUGH TRAINS FOR SUNBURY FROM
THE EAST AND SOUTH.
Train 15—Leaves New York, 12:15 night, Philadelphia 4:20 a. m., Baltimore 4:45 a. m., Harrisburg, 8:16 a. m., daily arriving at Sunbury 9:56
a. m.

burg, 8:10 a. m., daily arriving at sunbury \$250 a. m.

Train 11—leaves Ph'ladelphia \$:50 a. m.,
Washington \$:10 a. m., Baltimore 9:00 a. m.,
(daily except Sunday) arriving at Sunbury, 1:32
with Parlor car from I hiladelphia and passeager coaches from Philadelphia and Baltimore.

Train 1—Leaves New York 9:00 a. m., Philadelphia 11:41 a. m., Washington 10:50 a. m., Baltimore 11:43 s. m., (daily except Sunday) arriving at Sunbury 5:30 p. m., with passenger coaches from Philadelphia and Baltimore.

Train 2: leaves New York 3:00 p. m., Philadelphia 1:21 leaves New York 3:00 p. m., Philadelphia 5:25 p. m., Washington 4:30 p. m., Philadelphia 5:25 p. m., Washington 7:10 p. m., Baltimore 5:32 p. m., Chally arriving at Sunbury 1:005 p. m.

Train 9 leaves New York 6:30 p. m., Philadelphia 6:20 p. m., Washington 7:10 p. m., Baltimore 8:44 p. m., Chally except Saturday,) arriving at Sunbury, 2:04 a. m., with Pullman sleeping cars and passenger coaches from Washington and Baltimore.

Train 3 leaves New York 8:60 p. m., Philadelphia 11:25 p. m., Washington 10:30 p. m., Baltimore 11:20 p. m., Washington 10:30 p. m., Washington 10:30 p. m., Baltimore 11:30 p. m., Washington 10:30 p. m., Baltimore 11:30 p. m., Washington 10:30 p. m., W

m., Sunbury 5:15 p. m.

SUNDAY THAINS.

Train 7 leaves Sunbury 10.00 s. m., arriving at Bloom Ferry 10:48 a. m., Wilkes-Barre 12:10 a. m., Train 26 leaves Wilkes-Parre 5:10 p. m., arriving at Bloom Ferry 6:39 p. m., Sunbury 7:30 p. m. CHAS. E. PIGH,

Gen. Manager.

J. R. WOOD,

Gen. Pass, Agt

BLOOMSBURG & SULLIVAN R. R

In effect July 19, 1890. Trains leave Sunday

connecting at I bhadeiphia for all points. Passenger coaches to Philadeiphia Baitimore.

1:50 p. m. Train S, (Daily except Sunday.) for Harrisburg and intermediate stations, arriving at Philadeiphia at 6:50 p. m.; New York, 2:35 p. m.; Paltimore 6:45 p. m.; Washingto 5:15 p. m. Parlor cars to Philadeiphia and passenger coaches to Philadeiphia and Baitimore.

5:25 p. m. Train 19 (Daily except Sunday) for Harrisburg and Intermediate points. arriving at Philadeiphia 16:55 p. m. Baltimore 10:40 p. m.

at Philadelphia 16:35 p. m. Baltimore 10:40 p. m.

8:08 p. m.—Train 6. (Daily.) for Harrisburg 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 s ceper undisturbed until 7 a. m.

1:70 a. m.—(Daily.) for Harrisburg and intermediate stations, arriving at Philadelphia 6:50 a. m., New York 9:30 a. m., Baltimore 6:20 a. m., Was' ington 7:30 a. m., Pullman Sleeping cars to Philadelphia and Baltimore.

3:25 a. m.—Train 16 (Daily.) for Harrisburg and intermediate stations arriving at Baltimore 5:19 a. m. and Was'ington 9:55 a. m. and Pullman sleeping cars to Ealtimore, Washington, and Passenger coaches to Baltimore.

WESTWARD.

ton, and Passenger coaches to Baltimore.

WESTWARD.

2:/4 a. m.—Train 9 (Daily except Sunday) for Canandaigua, Rochester, Buffalo and Niagara Falls, with I uliman sleeping cars and passenger coaches to Rochester.

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

ter.

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

1:32 p. m — Train 11 (Daily except Sunday) for Kane, Canandaigus and intermediate stations. Pochester, Buffalo, and Ningara Falls with through parsenger coaches to Kane and Rochester and Farlor car to Rochester.

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

10:54 p. m.—Train 21, (Daily,) for Williamsport and intermediate stations.

THEOLIGH TRAINS FOR SUNDING PROPERTY.

passenger coacles from Philadelphia and Baltimore

SUNBURY BAZLETON, & 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 '0 p. m.
Train 11 leaves Sunbury 5:35 p. m. arriving at
Bloom Ferry 6:28 p m, Wilkes-Barre 7:30 p. m.
Hazleton 7:58 p. m.
Train 8 leaves Wilkes-Barre 11:17 a. m. arriving at bloom Ferry 12:37 p. m., Sunbury 1:28 p.
m.

To in 10 leaves Hazieton 3:04 p. m. Wilkes-Barre 3:12 p. m., arriving at Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m.

Taking effect MCNDAY, NOV. 17, 1590. SOUTH.