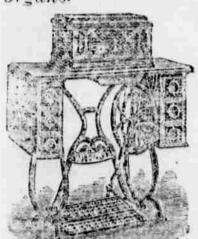
In putting the finishing touch to your toilet do you always see that your shoes are in keeping with the rest of your make up? The shoes may be better than the other garments and still be appropriate, but if they are not up to the raiment in style and quality the effect is ununpleasant. Dentler's shoes stand on their merits. His stock of Men's, Womens' and Children's boots and shoes, is infinite in variety, and quality, and moderate in price. F. D. Dentler, boot and shoe store, Bloomsburg, Pa.

There's Music in the Air.



This genius is away up in G, and is engaged in the literal fulfillment of a very common expression. It is as seldom that musical notes are seen floating over housetops, as it is that bank notes are found growing on bushes. Our artist has therefore photographed them on the spot. The man in the picture is on top. So is J. Saltzer, the well known dealer in all kinds of musical instruments and sewing machines. He handles the Steck, Estey and Starr pianos; the Estey, Miller and United States all were for the moment bewitched. Organs:



The celebrated White, and other makes of Sewing Machines. Satisfaction guaranteed by "J. Saltzer, Bloomsburg Pa. Main St. below Market.

PAPER WITH SILK IN IT.

Something About the Fiber on Which U. S. Notes Are Printed. Anybody who wishes can go into the big Crane & Co.'s factory at Dalton, Mass., and see the workmen place the blue silk on the machine that makes the paper for all the United States notes. The silk crues in spools, and is made by Belding, of Northampton. It is sold here in Bangor. There is no more secret about it than there is about the water flowing over the dam above the toll

The real secret is in the composition of the paper. The alla thread is secured by patent, to be sure, but the making of the paper, the compound of the ingredients, is safe in the land of J. Murray Crane, who received the art from his father, who made bonds for Salmon P. Chase, Lincoln's Secretary of the Treasury,

away back in war times.

The pure linen pulp is in a big room, lookin, for all the world like any linen pulp. Then comes J. Murray Crane with a gripsack. He and the "grip" enter the room together, and it is presumed that he locks the door, for the door is locked on the inside, and the "grip" does not look able to do it.

They are closeted a half an hour. When they come out the pulp goes to the paper machine, and Mr. Crane and the grip go home. But the pulp is changed by that visit and nobody has been able to penetrate the Crane secret. The company gets about 50 times as much for that paper as for other linen paper made in the same mill.-Bangor News.

Rest as a Law of Physics. The fact is known to most persons in a general way th . locomotives and other forms of machinery have an almost human faculty of getting "tired" at times; and it is more definitely known to all men who shave -especially if they shave themselves-that razors must have their seasons of rest in o der to develop their best edges. It is not so well known, however, that the same principle is in a sense a law of physics, and that it applies no less to such assensate things as precious stones. That it does so apply is vouched for by a St. Louis jeweler, who

Any one in the business will tell you what a heavy loss a man may incur by jewels in his safe or showcase going off in appearance. All the cleaning in the world won't help them, and all the time they are getting to look more and more shabby, until at last they have no salable value. If they are sent away to another city they frequently brace up of their own accord and come back looking bright and lustrous.

Incredible as such a statement may appear to many persons, there is ample reason for the belief that it is a matter of personal experience, and one by no means noted for the first time by those whose business throws them into daily contact with gems. But this curious fact has a higher bearing and application than its relation to physics. It is as true with respect to the priceless jewel of human health as of any other jewel. Human health needs a change of air and surroundings at certain intervals, or it will fade and lose luster. The lack luster eye of the person who is not sick, but merely "run down," is the dulling of the jewel. Happy are they who are so circumstanced that they can take a day off, or a whole week, to polish up their health against the sands of the seashore, or even with the pleasant attraction that comes of contact with new natures and unfamiliar

It Hit the Married Couples. There are lullabys for babies and waltzes for young maidens; there are drinking songs for the wild oat sowers and love songs for them that love to tarry in the gloaming. But I heard last Sunday the one piece of music that twanged upon the heartstrings of the married people. Gilmore's band was playing "Reminis-cences of Meudelssohn," and a thousand heads were wagging an accompaniment. Suddenly, by way of finale, the "Wedding March" struck up. The effect was

electrical. All over the audience the wedded pairs looked at each other and smiled tenderly. It was a reminiscence. What happy visions it called up! Here was a couple, homely, raw, from the country evidently, who had just started out to guide the plough together. The march had been played for them in the little village church not long ago, but

now they heard it played indeed. They leaned a little closer together, and her big hand, fixed out to kill in cotton mits, which showed the wedding ring, sought his and held it.

And all through the audience I saw signs of the pictures called up by that fragrant and alluring bit of music. Old couples and young, rich and poor, those who live like cats and dogs together, and those who have learned the pleasant alchemy of forebearance in wedded life,

Ta, ta, tara-rara, tum tiddle de dum de di do. It fairly makes me reminiscent myself, though they played Wagner at my blessed wedding.—New York Herald.

Chauncey's European Interview. Before one of Chauncey M. Depew's departures for Europe, says the New York Tribune, the probability of being attacked by European reporters was suggested to him. The suggestion recalled an incident which happened several years ago. "I remember," he said, "that once a German reporter called upon me and said that the newspapers of Germany had heard a great deal of the American interviewer, and he thought an American interview would help him

with the paper which he represented. 'One would think," said Mr. Depew, "that there was no chance for fun there. But after talking with the reporter for an hour and a half I told him that I really could not give him any more time, and then he wanted to know when he could come for an American interview. I told him: 'My dear fellow, you have been having it for an hour and a half.' I afterward yielded to his earnest solicitations and dictated an interview, and afterward corrected it. The manuscript was still awaiting further corrections in the office when I left the country."

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The Invalid's Friend. The young, the aged and tot-tering are soon made well by its use. Remember what you read here, it may save your life, it has saved hundreds. Oon't wait until to-morrow,

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The Best Remedy III in this world, says J. Holbetro: eyenemen, N.Y. is Pastor Koonig's Nerve Tonic, because my son who was par fally paralyzed three years ago an a tag, od by fits, has not led any symptoms of hem since he took one battle of the remody. nost Leartily thank for it.

Veryous Prostration, Steepless. ness, and Weakness.

WEST PROCESSION, Quebec, Oct. 1, 70, The Pastor Koonig & Nerve Tonic I ordered was or a young lady of my hous hold who was al nost uscless to berself and others, owing to ervous prostration, sleepessmes, weakless 6. Ac. to dry there is quite a enange. The other person is much better, struger, and less revous. She will continue to use your mech-ics, 11272 W is 277 gold.

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For New York, Philadelphia, Reading, Pottsville, Tamsqua, etc., 6 10, 11, 25 a. m.
For Willi msport, 8,00 a. m., 315 p. m.
For Danville and Milton, 8,00 a. m., 3 15, 11,05 p. m.

P m. For Catawissa 6.10, 8.00, 11.25 a. m., 12 15, 5.00,

For Calawissa 6.10, 8.00, 11.25 a. m., 12.15, 3.15, 5.00, 6.30 p. m.

For Hupert 6.10, 18.00, 11.25 a. m., 12.15, 3.15, 5.00, 6.30, 11.05 p. m.

Trains for Biocorsburg
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.
Leave Philadelphia 10.00 a. m., 6.00 p. m.
Leave Potisvile 17.30 p. m.
Leave Potisvile 17.30 p. m.
Leave Tamaqua 1.21 a. m., 8.28 p. m.
Leave Williamsport 9.88 a. m., 4.25 p. m.
Leave Catawissa 7.00, 8.20 a. m. 1.30, 3.19, 6.10

11.10 p. m.

.10°p. m. Leave Rupert c.21, 7.08, 8.27, 11.39 a. m., 1.37 8.27, 6.19, 11.19 p. m. For Baltimore, Washington and the West via B. & O. R. R. through trains leave Girard Ave-nue Station Phila. (P. & R. R. R.) 2.55, 8.01, 11.27 b. m., 1.37, 3.58, 5.49, 7.13 p. m. Sunday 2.55, 8.02, 11.27 a. m., 3.56, 5.42, 7.13 p. m.

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Pennsylvania Railroad.

P. & E. R. R. DIV. AND N. C RY In effect Nov. 15, 1891. Trains leave Sunday

In effect Nov. 15, 1891. Trains leave Sunday

RASTWARD.

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.;
Haltimore, 3:10 p. m.; Washington 4:30 p. m.,
econecting at Philadelphia for all Sea Shore
points. Passenger coaches 10 Philadelphia
statitmore.

1:55 p. m. Train 8, (Daily except Sunday.) for
Harrisburg and intermediate stations, arriving
at Philadelphia at 6:50 p. m.; New York, 9:35 p.
m.; Baltimore 6:45 p. m.; Washingto 8:15 p. m.
Parlor cars to Philadelphia and passenger
coaches to Philadelphia and Baltimore.

5:25 p. m. Train 14 (Daily except Sunday.) for
Harrisburg and intermediate points, arriving
at Philadelphia 19:55 p. m. Palitmore 19:40 p.
m. Passenger coach to Philadelphia.

8:22 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 8 eeper undisturbed until 7 a. m.

1:20 a. m.—(Daily.) for Harrisburg and inter
mediate stations, arriving at Philadelphia
delphia at Stations, arriving at Philadelphia
delphia stations, arriving at Philadelphia
delphia and Baltimore.

3:55 a. m.—Toaln 16 (Daily.) for Harrisburg
and intermediate stations arriving at Baltimore 8:13 a. m. and Washington 9:43 a. m. and
Pullman sleeping cars to Baltimore, Washing
ton, and Passenger coaches to Baltimore,

WESTWARD.

2:64 a. m.—Train 9 (Daily except Sunday) for
Canandativa Westward.

ton, and Passenger coaches to Baltimore.

WESTWARD.

2:04 a. m.—Train 9 (Paily 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 (Paily.) for Erie. Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman palace cars and passenger coaches to Erie and Rochester.

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

1:35 p. m —Train 11 (Daily except Sunday) for Kane, Canandajgua and intermediate stations, hochester, Buffalo, and Niagara Falls with through passenger coaches to Kane and Rochester and Farlor car to Rochester.

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

9:05 sp. m.—Train 21, (Daily,) for Williamsport and intermediate stations.

THROUGH TRAINS FOR SUNBURY PROM THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Phila-delphia 4:30 a. m., Baltimore 4:45 a. m., Harris-burg, 8:10 a. m., daily arriving at Sunbury 9:56

burg, 8:10 a. m., daily arriving at Sunbury 9:56 a. 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, 1:35 with Parlor car from Philadelphia and Baltimore.

Train 1—Leaves New York 9:00 a. m., Philadelphia 11:41 a. m., Washington 10:50 a. m., Baltimore 11:45 a. m., (daily except Sunday) arriving at Sunbury 6:30 p. m. with passenger coaches from Fhiladelphia and Baltimore.

Train 2! leaves New York 2:00 p. m., Philadelphia 4:25 p. m., Washington 8:25 p. m., Philadelphia 4:25 p. m., Washington 8:25 p. m., Philadelphia 4:25 p. m., Washington 8:25 p. m., Philadelphia 9:20 p. m., Washington 7:40 p. m., Baltimore 8:44 p. m., (Daily arriving at Sunbury 9:05 p. m. Train 9 leaves New York 6:30 p. m., Philadelphia 9:20 p. m., Washington 7:40 p. m., Baltimore 8:44 p. m., (Daily excect Saturday,) arriving at Sunbury, 2:04 a. m. with Fullman sleeping cars and passenger coaches from Washington and Baltimore.

Train 3 leaves New York 8:00 p. m., Fhiladelphia 11:25 p. m., Washington 10:30 p. m., Faltimore 11:20 p. m., (Daily,) arriving at Sunbury 5:10 a. m. with Fullman sleeping cars from Philadelphia, Washington and Baltimore - and possenger coaches from Philadelphia and Baltimore.

SUNBURY HAZLETON, & WILKESBARRE RAINOAD, AND NORTH AND WEST

possenger concres from Philaderphia and Baltimore

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RAILROAD, AND NORTH AND WEST
BRANCH RAILWAY,

(Daily except Sunday)

Train 7 leaves Sunbury 10:30 a. m. arriving at
Bloom Ferry 10:48 a. m., Wilkes Barre 12:0 p. m.
Hazleton 12:15 a. m., Pottsville 1:25 p. m

Train 11 leaves Sunbury 5:35 p. m. arriving at
Bloom Ferry 6:26 p. m., Wilkes-Barre 7:50 p. m.

Hazleton 7:54 p. m. Pottsville 1:30 a. m.

Train 8 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:00 a. m., Hazleton 7:10 a. m., arriving at
Bloom Ferry 8:47 a. m., Sunbury 9:40 a. m.

Train 10 leaves Pottsville 1:50 p. m., Hazleton

Train 10 leaves Pottsville 1:50 p. m., Hazleton

Train 10 leaves Pottsville 1:50 p. m. Hazleton 3:04 p. m. Wilkes-Barce 3:12 p. m., arriving at Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10.30 a. m., arriving at Bloom Ferry 10:48 a. m., Wilkes-Barre 12:10 p. m., Train 26 leaves Wilkes-Barre 5:10 p. m., arriving at Bloom Ferry 6:39 p. m., Sunbury 7:30 p. m., CHAS. E. PUGH,

Gen. Manager.

Gen. Pass, Agt

DLOOMSBURG & SULLIVAN R. R Braking effect MCNDAY, NOV. 17, 1890. SOUTH.