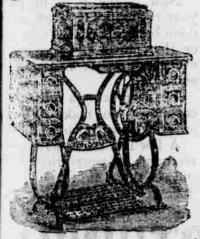
S



in G, and is enged in the literal fullment of a very comon expression. It is seldom that musical er housetops, as it is at bank notes are und growing on shes. Our artist has erefore photographed em on the spot. The p. So is J. Saltzer, the ell known dealer in all inds of musical instruents and sewing maines. He handles the teck, Estey and Starr anos; the Estey, Milr and United States



rgans:

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The celebrated White, and other makes of Sewng Machines. Satisaction guaranteed by J. Saltzer, Blooms-

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THE SUNFLOWER.

It is Put to Many Valuable Uses in

Russia.

There are regions in the West which might be most profitably utilized for the cultivation of the sunflower, which has been found so valuable for food purposes in Russia that 750,000 acres in that coun-

try are annually planted with it.

There is hardly another plant in the world which serves so many uses, every part of it being valuable for one purpose or another. The oil is so nutritious and agreeable in flavor that in Russia it has to a certain extent superceded all other vegetable oils. It is obtained by passing the seeds beneath mill stones, so as to crush the shells, sifting them to separate the kernels and finally pressing the latter in bags of horsehair cloth. The cakes left after the oil has been expressed are excellent fodder for cattle. The shells are employed for heating, special ovens being made to burn them in, while the stalks have almost replaced firewood, be-ing gathered and dried in stacks in the fields. A ton of the latter is obtained from each acre cultivated. They make a very hot and quick fire.

The seed cups are utilized as food for sheep. A big one when ripe will yield 2,000 seeds. The largest and finest seed cups are selected in the autumn and hung by their stalks in a dry place. In the following spring the seeds are shaken out of them and dried in ovens for planting. At harvest time the flowers are gathered as fast as they are ripe, and spread upon the ground to dry. Then the seeds are beaten out of them with a small stick by whipping each cup. Fnally the seeds are dried in the sun or in kilns, and are sorted by means of screens into different sizes.

An acre planted with sunflowers yields 2,000 pounds of seeds, from which 250 pounds of oil may be obtained. Ten milion quarts of this oil are produced by Russian mills. Who knows that the time may not yet come when small boys in this country will gobble sunflower seeds at the circus, just as they now consume the festive and odoriferous goober.

AN IMMENSE MICROSCOPE.

It Is Capable of Magnifying Sixteen

Thousand Diameters. The construction of an immense microscope at Munich is announced, intended for projecting images upon a screen, and electricity is used not only for producing the necessary light, but for regulating the focus, centering the specimen to be extes are seen floating amined, and cooling the apparatus. The heating of the instrument by the artificial light-which in this case is an arc of 11,-000 candle power—sets up disturbing cur-rents of air, deranges the focus by expansion, and affects the objects unfavorably.

A small copper cylinder, filled with liquid carbonic acid, under a pressure about three hundered and fifty pounds to the square inch, is connected with the microscope in such a way that the openan in the picture is on ing of a valve throws down a drop of the acid in fine spray over the portions of the instrument most exposed to the heats; the liquid immediately evaporates, producing intense cold, and reducing the metal with which it is in contact to the desired temperature. The magnifying power of the instrument can scarcely be imagined; that is, the arrangement, as stated, is for magnifying to the enormous extent of some 11,000 diameters under ordinary conditions of application, but, by a simple immersion of the lenses in vaseline oil, more powerful objectives can be used, with the capacity to magnify 16,000 diameters.

Overcrowded Occupations.

You wish to render your boy independent? Then give him a trade. The professions are overcrowded. Look at the increasing numbers of those who are studying for the law, the ministry, or the medical profession. Count the numbers of doctors, lawyers, and ministers who can barely eke out an existence. Scrutinize the advertising columns of any of our newspapers and see the overwhelming number of those who seek employment, having nothing to offer but willing hand and feet, ordinary intelligence, and very little education. Just look at the army of clerks and so-called bookkeepers constantly offering their services; indeed, it would be more truthful to say begging for employment at anything that offers. These are the direct consequences of an overcrowding in those employments which do not require knowledge of any mechanical trade. It is not so bad where these boys have parents with means who can help them, but when they have nothing but what they can earn, it would be well if false pride and prejudice were made to give way to their true interests. The age needs intelligent, well-trained mechanics. And see how they progress! It is not necessary here to cite examples of living men, who, after having theroughly learned a mechanical trade, have by industry, economy, brains and force of character, lifted themselves into enviable positions of business success, honor, wealth and trust. There are plenty who, from small beginnings, have attained success. All work is honorable and ennobling. The good mechanic is always in demand; he lays the real foundation of business success, and his industry is an absolute necessity to the capitalists. The old objection that the mechanic lacks refinement is invalid. He is not excluded from true culture, and if many of those who now make the mistake of studying an unprofitable profession should learn a trade instead and determine to lead a refined life, it will not be long before even this somewhat imaginary reproach is taken away. It is not advisable that all should rush into the trades; but the fact remains that they offer a good livelihood, steady employment, and a fortune for those who have the patience and industry

The origin of "windfall," in the sense of "good luck," dates from the time of William the Conqueror. It was then a criminal offence to cut timber in the forests. Only such could be gathered as the wind had blown down; hence a heavy windstorm was halled by the peasants as so much good luck, and from this comes the modern application of the expression, U(+ O) DOELO

to find it.

THE CREAT German Remedy.

TRUTHS FOR THE SICK. Do you suffer with that tired and all gone feeling; If so, use SULPHUR BITTEMS;

Operatives who are an Pinples, Blotches, closely confined in Sulphila Blotches, Rely on the mills and work.

The mills and work and some sulphila Blotches, Rely on Sulphila Blotches, Rely on Sulphila Blotches, and sall who are confined in doors, will cure Liver Combinate them to then be weak and sickly.

If you do not wish to suffer from Rheum. will build you up and atlam, use a bottle of SULPHUR BITTERS : the new fails to cure. SULPHUR BITTERS : Don't be without a will make your blood bottle. Try it; you pure, rich and strong, will not regret it. Ladles in delicate Try Sulphur Bit-health, who are all trus to light, and run down, should use you will sleep well Sulphur Bittress, and feel better for it. Do you want the best Medical Work published end 3 2-cent stamps to A. P. ORDWAY & Co. loston, Mass., and receive a copy, free.

CACTUS BLOOD CURE

Better Than Sarsaparilla.

Tones up your system and gives you an appetite that a lumberman might envy.

Cures dyspepsia, stomach troubles, constipation, and liver or kidney diseases. In addition to this it cures all skin affections and the more violent blood troubles.

Effects are immediate and permanent.

Sold by G. A. McKelvy,

Druggist,

Blocmsburg, Pa.



Two Bottles Unred Her. VI OARROLL, Iowa, July, 1889.

I was suffering 10 years from shocks in my nead, so much so that at times I didn't expect to recover. I took modicines from many doc-tors, but aid not get any relief smill I took Paster Koenig's Norve Tonic. The second dose ruleved ne and 2 bottles cursel me. S. W. PEGK.

HARMSVILLE, Pa., March, 1801. We began using l'astor Koemg's Nerve Tonic or our le-year-old daughter (who had had epi-eptic fits since she was 5 years o'd) over a year up with but little hope of any good, as we had go with but little hope of any good, as we had seen so often disappointed in other romentes, but soon after using this medicine she began to get better, and we hope that any and all athleted with this terrible disease will try your won-ierful remedy. I recommend your medicine to very one affected with any nercous amelian whatever.

TREE Diseases sent free to any address and poor patients can also obtain this medicine free of clurge. This remedy has been prepared by the Reverence astor Koenig, of Fort Wayne, Ind., since 1876, and now prepared under his direction by the

KOENIG MED. CO., Chicago, Ill. Sold by Druggists at \$1 per liottle. 6 for \$5. Cargo Sixe. \$1.75. 6 Rottles for 89.



Coughs, Colds, Croup, Hoarseness, Asthma, IGH Incipient Consumption, and for the relief of SYRUP Consumptive persons. SYRUP At all dealers. 25 cts.



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Ætna Fire Irs. Co., of Hart-5,288,60) 9 4,778,469.1 Phoenix, of Hartford,...... Springfield, of Springfield,... Fire Association, Phila.,.... 3,099 903 9 Guardian, of London, 20,603,323.7 Phonix, of London, 0,924,563.4 0,924,563.4 Lancashire, of England, (U. 1,642,195.0. 4,853,564.0 Newark, N. J.,...... 41,379,228 3

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Large and convenient sample rooms. Bath rooms, hot and cold water, and all modern conveniences.

PHILADELPHIA & READING RAILROAD. AFTER NOVEMBER 15, 1891.

Trains leave Bloomsburg as follows: (Sundays For New York, Philadelphia, Reading, Potts-ville, Tamaqua, etc., 6.10, 11.25 a. m. For Willi insport, 8.00 a. m., 3.15 p. m. For Danville and Milton, 8.00 a. m., 4.15, 11.05

For Catawissa 6.10, 8.00, 11.25 a. m., 12.15, 5.00,

For Catawissa 6.10, 8.00, 11.25 a. m., 12.15, 5.00, 6.30 p. m.
For Rupert 6.10, 18.00, 11.25 a. m., 12.15, 8.15, 5.00, 6.20, 11.05 p. 10.
Trains for Biocansburg
Leave New York via of Philadelphia 7.45 a. m., 4.00 p. m. and via Reston 8.45 a. m., 3.45 p. m.
Leave Philadelphia 10.00 a. m. 6.00 p. m.
Leave Heading 11.00 a. m. 7.57 p. m.
Leave Petrisville 12.30 p. m.
Leave Petrisville 12.30 p. m.
Leave Williams ort 9.48 a. m., 4.25 p. m.
Leave Williams ort 9.48 a. m., 4.25 p. m.
Leave Catawissa 7.00, 8.20 a. m. 1.30, 3.19, 6.10
11.10 p. m.

11.10 p. m. Leave Rupert c.21, 7.08, 8.27, 11.39 a. m., 1.37, 8.27, 61.9, 11.19 p. m. For Baitimore, Washington and the West via B. & O. R. R., through trains 1- ave Girard Avenue Station, Phila. (P. & R. R. R. S. 35.5, 8.01, 11.27 a. m., 1.37, 3.36, 5.42, 7.13 p. m. Sunday 8.355, 8.02, 11.27 a. m., 3.56, 5.42, 7.13 p. m. ATLANTIC CITY DIVISION.

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

Weekdays—Express, 9.00, a. m., 2.0°, 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, leave Atlantic (try depot, Atlantic and Arkansas Averues. Weekdays-Express, 7.90, 9.00 a. m. and 4.70 p. m. Accommedation, 8.10, a. m. and 4.30 p. m. Accommedation, Sundays-Express, 40, p. m. Accommedation, 7.30 a. m. and 4.30 p. in.

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RAILROAD TIME TABLE DELAWARE LACKAWANNA &

WESTERN RAILEGAD BLOOMSBURG DIVISION.

STATIONS.	NORTH.			
	A.M.	P. M.	A. M.	,
NORTHUMBERLAND	6.20	1 50	100	5
Cameron	6 35	***	*****	
Chulasky	6.40	4+44	****	- 3
Danville	6 48	2 12	10 26	3
Catawissa	7 05	2.29	10 89	9
Rupert	7.12	× 31	10 44	В
Bloomsburg	7.20	2 36	10 49	В
Espy	7 27	2 43	*****	3
Lime Ridge	7 84	2 50	× 11	-8
Willow Grove	7.38	2 54		К
Briarcreek	7 41	2721	Mer. 8	
Berwick	7 48	3 04	11 15	- 1
Beach Haven	1 64	8 10	11 18	3
Hick's Ferry	810	8 17	551.5	3
Shickshinny	8 10	8 29	11 83	- 3
Huniock s	8 21	8 119	****	13
Nanticoke	8 26	8 46	11 49	3
Avonda le	810	9 51	22.00	8
Plymouth	8 85	8 56	11 56	- 5
Plymouth Junction	8 40	4 00	7 4 5 5 Y	13
Kingston		4 08	12 03 12 06	1
Bennett	8 49	4 12	12 00	-3
Maithy	8 56	4 17	19 18	- 3
Wyoming	9.01	4 99	370 (7.25)	į.
West Pittston	9 08	4 30	19 99	18
Pittston	9 12	4 34		- 2
Lackawarna	9 16	4 37	*****	4
Taylorville	9 25	4 45	19 35	- 9
Bellevue	9 31	4 50	A. 100	- 3
SCHANTON	9 35	4 55	12 45	1
OCHARIOMITATION	A M		P. M.	- 0
STATIONS.	SOUTH.			

STATIONS. SCRANTON.
Bellevue.
Taylorville.
Leckawanna.
Duryea.
Pittston.
West Pittston.
Wyoming
Maitby
Bennett.
Kingston
Plymouth
Avondale.
Nanticoke.
Hunlock's
Shickshinny
Hick's Ferry
Beach Haven
Berwick.
Briar Creek.
Willow Grove.
Lime Ridge
Esyy.
Bloc msburg

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

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

In effect Nov. 15, 1891. Trains leave Sunday
EASTWARD.

9:55 a. m. Train 14 (Dully except Sunday) for
Harrisburg ord intermediate stations arriving
at Philadelphia 2:15 p. m.; New York 5:50 p. m.;
Baltimore, 3:10 p. m.; Washington 4:30 p. m.,
connecting at Philadelphia for all Sea Shore
points. Passenger coaches to Philadelphia
Baltimore.

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

5.25 p. m. Train 12 [Daily except Sunday.] for
Harrisburg and intermediate points, arriving
at Priladelphia 16:55 p. m. Baltimore 10:40 p.
m. Tarsenger coach to I hiladelphia.

8:29 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 4:25 a. m.; New York 7:10 a. m. Pullman
sleeping car from Harrisburg to Philadelphia 4:25 a. m. Train 16 (Daily.) for Harrisburg and
m., New York 8:20 a. m. Baltimore 6:20 a. m.

1:50 a. m.—Gaily.) for Harrisburg and Intermediate stations, arriving at Philadelphia and Baltimore.

2:52 a. m.—Train 16 (Daily.) for Harrisburg
and intermediate stations arriving at Baltimore 5:13 a. m. and Washington 9:43 a. m. and
Pullman sleeping cars to Baltimore, Washing
ton, and Passenger coaches to Baltimore,

WES TWALD.

2:64 a. m.—Train 9 (Daily except Sunday) for
Canandalgua, Rochester, Burnaio and Niagara
Fails, with Fullman sleeping cars and passenger coaches to Rochester.

6:10 a. m.—Train 3 (Daily.) for Frie, Canandalgua and intermediate stations Rochester Fur.

ger coaches to Rochester.

5:10 a. m — Train 3 (Dally.) for Erie. Canandal-gua and intermediate stations. Rochester, But-faio and Niagara Falls, with Pulman paices cars and passenger coaches to Erie and Rochester.

9.56-Troin 15 (Dally,) for Lock Haven and 9.56—Troin 15 (Dally,) for Lock Haven and intermediate stations.

1.35 p. m.—Train 11 (Dally except Sunday) for Kane, Canandaigus and intermediate staticns, Fochester, Buffalo, and Niagara Falls with through passenger coaches to Kane and Rochester and Farlor car to Rochester.

5.30 p. m.—Train 1, (Dally except Sunday) Renove, Elmira and intermediate stations.

9.53 sp. m.—Train 21, (Dally,) for Williamsp). and intermediate stations.

THE RAST AND SOUTH.

THE RAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphis 4;20 a. m., Baltimore 4:45 a. m., Harrisburg, 8:10 a. m., daily arriving at Sunbury 9:56 a. m.

delphis 4:30 a. m., Baitimore 4:45 a. m., Harrabury, 8:10 a. m., daily arriving at Sunbury 9:56 a. m.,

Train 11—Leaves Ph'ladelphia 8:50 a. m.,
(daily except Sunday) arriving at Sunbury, 1:35
with Parlor car from Ph'ladelphia and Baitimore.

Train 1—Leaves New York 9:00 a. m., Philadelphia 11:4' a. m., Washington 10:50 a. m., Palladelphia 11:4' a. m., (daily except Sunday) arriving at Sunbury 5:30 p. m. (daily except Sunday) arriving at Sunbury 5:30 p. m., Washington 2:25 p. m., Pallamore 1:45 s. m., (daily except Sunday) arriving at Sunbury 9:05 p. m.

Train 2! leaves New York 2:00 p. m., Philadelphia 4:50 p. m., Washington 2:25 p. m., Pallamore 4:30 p. m. (Daily) arriving at Sunbury 9:05 p. m.

Train 9 leaves New York 8:30 p. m., Philadelphia 9:20 p. m., Washington 7:40 p. m., Baitimore 8:45 p. m., (Daily except Saturday,) arriving at Sunbury 9:05 p. m., Washington 10:40 p. m., Philadelphia 11:25 p. m., Washington 10:40 p. m., Philadelphia 11:25 p. m., (Daily,) arriving at Sunbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baitimore 11:20 p. m., (Daily,) arriving at Sunbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baitimore 11:20 p. m., (Daily,) arriving at Sunbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baitimore 11:20 p. m., (Daily,) arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 12:10 p. m.

Hazleton 19:15 p. m., Pottsville 1:25 p. m.

Train 1 leaves Sunbury 5:35 p. m. arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 1:20 p. m.

Hazleton 19:15 p. m., Pottsville 1:25 p. m.

Train 1 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:60 a. m., Hazleton 7:10 a. m., arriving at Bloom Ferry 1:48 a. m., Sunbury 9:40 a. m.

Train 10 leaves Fottsville 1:50 p. m., arriving at Bloom Ferry 1:48 a. m., Sunbury 9:40 a. m.

Bleom Ferry 8:47 a. m., Sunbury 9:40 a. m.

Train 10 leaves Fottsville 1:50 p. m. Hazleton
3:04 p. m. Wilkes-Barre 2:12 p. m., arriving at
Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m.

SUNDAY TRAINS.

Train 7 leaves Sunbury 1:00 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, J. R. WOOD,

Gen. Manager. Gen. Pass, Agt.

BLOOMSBURG & SULLIVAN R. R Taking effect MCNDAY, NOV. 17, 1810.

SOUTH. NORTH.

AT. AP. AP. LV. LV. LV

cTATIONS. P. M. P. M. A.M. AM. P. M. P. M.
die meburg. 6 98 12 10 7 15 8 35 9 26 6 40

Mail: street 6 18 19 04 7 07 8 42 9 42 6 47

fronds 6 6 6 10 20 7 04 8 45 2 45 6 50

Paper Mill. 6 08 11 52 6 56 8 55 2 55 7 12

Orangeville. 8 57 11 38 6 43 9 05 5 07 7 99

Fe ks. 5 45 11 24 6 30 9 30 8 20 7 24

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

Repter. 5 5 28 11 04 6 11 9 41 3 38 7 44

Colors treek 6 10 1 12 6 19 9 44 3 42 7 45

Suparien. 5 10 17 6 6 19 9 44 3 42 7 45

Suparien. 5 10 17 6 6 19 9 44 3 42 7 45

Colors treek 6 10 1 6 6 19 5 8 3 60 7 87

Central 6 6 10 46 5 8 10 10 4 00 8 07

Jamisch Cit 5 6 10 44 5 80 10 10 4 08 10

Lv. Lv. Lv. Ar. A. SOUTH.