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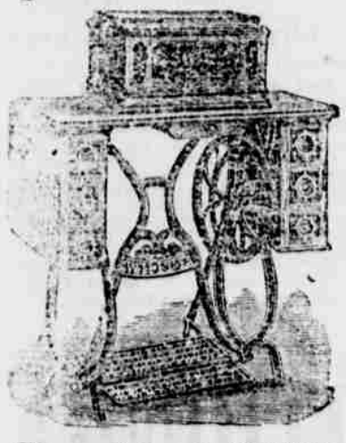
This genius is away up in G, and is engaged in the literal fulfillment of a very common expression. It is as seldom that musical notes are seen floating over housetops, as it is that bank notes are found growing on bushes. Our artist has therefore photographed them on the spot. The man in the picture 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 *Organs:*



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The Peabody Medical Institute has many imitators, but no equal.—*Herald.*

The Science of Life, or Self-Preservation, is a treasure more valuable than gold. Read it now, every WEAK and NERVOUS man, and learn to be STRONG.—*Medical Review.* (Copyrighted.)

PARKER'S HAIR BALSAM Cleanses and beautifies the hair. Promotes a luxuriant growth. Never Fails to Restore Gray Hair to its Youthful Color. Cures scalp diseases & hair falling. 50c. and $1.00 at Druggists.

CONSUMPTIVES use Parker's Ginger Tonic. It cures the worst Coughs, Weak Lungs, Debility, Indigestion, Pain. Take in time. 50 cts.

HINDERCORNS. The only sure cure for Corns. Stops all pain. 15c. at Druggists, or Hinderson & Co., N. Y.

NERO.

We treat now of the greatest monster of any age, Nero. Emperor meant then, Imperator, the commander of the armies, and they became superior to the Senate. The reason that Nero could commit so many enormities with impunity the armies were under his absolute control. His mother was an evil minded woman Agrippina. She was a sister of Caligula, another monster who was the reigning emperor when Nero was born. The terrible reign of Caligula produced his assassination. Claudius, the uncle of Caligula, was an imbecile, and assumed reign. The boy Nero was active, intelligent and of attractive appearance but his wicked mother left him adrift without control. Claudius was poisoned by his physician through the artifice of Agrippina, his wife. Nero then became Emperor at the age of 17, but the mother was the real ruler for a term of years. But the time came when Nero determined to rule himself and his mother should not interfere. His half brother, the rightful heir to the throne should be poisoned, which was done; Brittannicus was his name. Agrippina was not long afterward assassinated. The extreme depravity of Nero was now becoming manifest.

He was a rowdy in the streets and traveled with the thugs of the city, maltreating, insulting and abusing passers by. A Roman senator gave him a sound thrashing in the streets for insulting his wife. Nero got divorce from his wife, Octavia, and married a depraved woman Poppaea. Soon after Nero banished Octavia from the city, and next thing had her murdered. During his whole reign Nero spent the public money remorselessly and made no improvements.

He was great on showing himself an actor and singer. Actors and singers in those days were below par. He went through all sorts of training, visited Greece with his banjo, and had big times. It is said he burned out a great part of Rome, at least some of his confidential slaves were seen going from house to house with torches and setting fire to them. It was supposed the conflagration proved larger than he intended and that some buildings around the palace were to be burned to enlarge the palace.

He pretended there was a great conspiracy against him and he, accordingly, had people murdered. Burrhus, his chief general, and Seneca his Secy. of state, the great historian, were among the number. It is hard to know whether the conspiracy was genuine or not.

Nero's end was fast approaching. Everything was closed against him. His soldiers forsook him and joined Galba who was commander of the forces in Spain. He had no friends; all Rome was against him. He deserted the city to the house of Phaon, was secreted there for a time. He tried to kill himself, but cowardice prevailed. Another took the dagger and killed him, and the soldiers hunting for him conveyed the remains to Rome. Galba took the throne A. D. 17.

E. J. B.

It is proposed to call a meeting shortly either in Philadelphia or Harrisburg of all the Congressional delegates from the auxiliary societies on women's work in connection with the World's Fair Commission. The meeting will probably be held next month, its object being to familiarize the women with the work delegated to them and to systematize the entire State organization. Indiana County alone will have no voice in these proceedings and thereby hangs a tale

Last Fall when the auxiliary societies were being appointed in each county a prominent gentleman in Indiana County was invited to name "at least five women and a few more if he desired" to aid the Women' State Committee in that place. The zealous individual went to work with a will and soon forwarded to Harrisburg a list of 100 names. When he was courteously informed that the list was too large for practical purposes he became exceedingly angry and refused to cut it down. Therefore, Indiana County is not in it so far as auxiliary societies are concerned.

That Bird!

From the Washington Star.

"Isn't that a strange-looking eagle on the new coins?"

"Yes. It is evidently a step toward the freak coinage of silver."

A wedding trip—The broken engagement.

The Minister's study—How to make both ends meet.

The gossip believes half she hears and tell the other half.

No form of error is more nauseating than that which lauds itself as exclusive truth.

The strange thing is that hotel runners are not the people who run the hotels.

"We shall live by hook or by crook" said the fisherman when he married the shepherdess.

That no one will take a fellow's word is not necessary proof that he will keep it.

The Quay Flood-Tide.

The altogether one-sided popular votes in the various counties in favor of Senator Quay's re-election are becoming monotonous. On Saturday Lancaster swung into the Quay line by a vote of more than three to one, and such an emphatic indorsement from the Old Guard comes with stunning force in response to the Quay triumphs in the Western counties.

In addition to Lancaster, Quay scored victories on Saturday in Juniata, Butler, Venango, Westmoreland, Mercer and Indiana. It now seems reasonably certain that Dalzell will receive no direct party expressions for Senate outside of Allegheny county, and with the Quay flood-tide that is now sweeping over the State, and the earnestness with which the active party workers espouse his cause, it is not entirely certain that Allegheny can be held to a square support of Dalzell.

As a contestant for the party nomination for United States Senator, Mr. Dalzell is now practically distanced—knocked clear outside the ring. In neither politics nor war can warriors be held in line for utterly hopeless battles; and in the emphatic expressions already given for Quay wherever there has been an issue on the Senatorship, the result has been not only a victory for Quay, but a rout of the supporters of Dalzell.

That there is a large and intelligent element in the Republican party of Pennsylvania that earnestly opposes Quay's re-election to the Senate, is not doubted by any dispassionate observer of political movements; but it is without organization; it is untrained in the machine methods which win political victories these days, and they are powerless in a contest at the primaries against a superbly organized and disciplined army that quickly responds to the call of party masters. This element holds in its hands the control of the Legislature, as it could readily turn he election of legislators in one-third or more of the districts in the State; but the white heat of a Presidential contest will strengthen the feeble and resolve the doubting in favor of party obligations.

The issue on the Senatorship in Pennsylvania is now clearly narrowed down to the support of Quay or revolution, and all parties in interest may as well look the facts squarely in the face. In 1885 Quay appealed to the Republican people for vindication as a candidate for State Treasurer, and he was sustained by a majority of 40,000. Now, for the first time in the history of modern politics, he has appealed directly to the Republican people at the primaries for vindication as a Senator, and thus far he has had an unbroken succession of triumphs. If the people shall elect the Senators and Representatives thus instructed for Quay, he will be given the highest right to claim his re-election as demanded by clearly expressed party sentiment, and none within the party household could justly criticise the Legislature for renewing his Senatorial Commission. Such are the cold facts relating to the contest for Senator, and with the foes of Quay it is now simply a question of submission or rebellion.—*Times.*

PASTOR KOENIG'S NERVE TONIC

Recommended as the Best. IX

LE MARS, PLYMOUTH CO., IA., May, 1889.

I suffered from temporary sleeplessness from overwork for two years, for which I used Pastor Koenig's Nerve Tonic, and can recommend same as the best medicine for similar troubles.

F. BORNHORST.

Extract From a Letter

of the Rev. J. McGowan, Cadyville, New York: "I recommend you to send for six bottles of Pastor Koenig's Nerve Tonic, and let her use it as directed. It cured several in my parish."

EAST GLENVILLE, N. Y., Oct. 16, 1890.

I used one bottle of Pastor Koenig's Nerve Tonic for dizziness and nervous headache, and it did all you claim for it and even more. I had been suffering for years. MRS. P. HANCE.

FREE—A Valuable Book on Nervous Diseases sent free to any address, and poor patients can also obtain this medicine free of charge.

This remedy has been prepared by the Reverend Pastor Koenig, of Fort Wayne, Ind., since 1876, and is now prepared under his direction by the

KOENIG MED. CO., Chicago, Ill.

Sold by Druggists at $1 per Bottle. 6 for $5. Large Size, $1.75. 6 Bottles for $9.

Morning Noon Night

Good all the time. It removes the languor of morning, sustains the energies of noon, lulls the weariness of night.

Hires' Root Beer

delicious, sparkling, appetizing.

Don't be deceived if a dealer, for the sake of larger profit, tells you some other kind is "just as good"—'tis false. No imitation is as good as the genuine HIRES'.

Good Salary. To live active men we will guarantee steady employment with liberal salary and expenses. Previous experience not required. Terms and outfit free. Address, stating age, SEARS, HENRY & CO., Geneva, N. Y., Seneca Nurseries, Established 1865.

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TEETH EXTRACTED WITHOUT PAIN, by the use of Gas, and free of charge when artificial teeth are inserted.
To be open all hours during the day.

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These old corporations are well seasoned by age and fire tested, and have never yet had a loss settled by any court of law. Their assets are all invested in solid securities, are liable to the hazard of fire only.
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PHILADELPHIA & READING RAILROAD.

AFTER NOVEMBER 15, 1891.

Trains leave Bloomsburg as follows: (Sundays excepted)

For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc., 6.10, 11.25 a. m.

For Williamsport, 8.00 a. m., 3.15 p. m.

For Danville and Milton, 8.00 a. m., 3.15, 11.05 p. m.

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

For Rupert 6.10, 8.00, 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., 3.45 p. m.

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

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

Leave Pottsville 12.30 p. m.

Leave Tamaqua 1.21 a. m., 8.18 p. m.

Leave Williamsport 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.

Leave Rupert 6.21, 7.08, 8.27, 11.39 a. m., 1.37, 3.27, 6.19, 11.19 p. m.

For Baltimore, Washington and the West via B. & O. R. R., through trains leave Girard Avenue Station, Phila. (P. & R. R. R.) 3.55, 8.01, 11.27 a. m., 1.37, 3.56, 5.42 7.13 p. m. Sundays 3.55, 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., 2.00, 4.00 p. m. Accommodation, 8.00 a. m. and 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, Atlantic and Arkansas Avenues. Weekdays—Express, 7.30, 9.00 a. m. and 4.00 p. m. Accommodation, 8.10, a. m. and 4.30 p. m.

Sundays—Express, 4.00, p. m. Accomodation, 7.30 a. m. and 4.30 p. m.

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BOILING WATER OR MILK

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GRATEFUL—COMFORTING.

COCOA

LABELLED 1-2 LB. TINS ONLY.

RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD.

BLOOMSBURG DIVISION.

NORTH.

STATIONS.	A. M.	P. M.	A. M.	P. M.
NORTHUMBERLAND	6 20	1 50	10 05	4 [illegible]
Cameron	6 35	....	.....	5 5
Chulasky	6 40	....	.....	5 5
Danville	6 48	2 12	10 26	6 0
Catawissa	7 05	2 26	10 39	6 [illegible]
Rupert	7 12	2 31	10 44	6 2[illegible]
Bloomsburg	7 20	2 36	10 49	6 2[illegible]
Espy	7 27	2 43	.....	6 3[illegible]
Lime Ridge	7 34	2 50	.....	6 4[illegible]
Willow Grove	7 38	2 54	.....	6 4[illegible]
Briarcreek	7 41	....	.....	6 5[illegible]
Berwick	7 48	3 04	11 12	6 5[illegible]
[illegible]	7 54	3 10	11 18	7 [illegible]
Hick's Ferry	8 00	3 17	.....	7 09
Shickshinny	8 10	3 29	11 33	7 1[illegible]
Hunlock's	8 21	3 39	.....	7 3[illegible]
Nanticoke	8 26	3 46	11 49	7 2[illegible]
Avondale	8 30	3 51	.....	7 4[illegible]
Plymouth	8 35	3 56	11 56	7 4[illegible]
Plymouth Junction	8 40	4 00	.....	7 5[illegible]
Kingston	8 45	4 05	12 03	7 55
Bennett	8 49	4 08	12 06	8 0[illegible]
Maltby	8 52	4 12	.....	8 0[illegible]
Wyoming	8 56	4 17	12 13	8 1[illegible]
West Pittston	9 01	4 22	.....	8 1[illegible]
Pittston	9 08	4 30	12 22	8 2[illegible]
Duryea	9 12	4 34	.....	8 2[illegible]
Lackawanna	9 16	4 37	.....	8 3[illegible]
Taylorville	9 25	4 45	12 35	8 4[illegible]
Bellevue	9 31	4 50	.....	8 4[illegible]
SCRANTON	9 35	4 55	12 45	8 5[illegible]
	A. M.	P. M	P. M.	[illegible]

SOUTH.

STATIONS.	A. M.	A. M.	P. M.	P. M.
SCRANTON	6 00	9 50	1 35	6 0[illegible]
Bellevue	6 05	9 55	....	....
Taylorville	6 10	10 00	1 41	6 1[illegible]
Lackawanna	6 18	10 07	1 52	6 24
Duryea	6 22	10 10	1 55	6 2[illegible]
Pittston	6 18	10 14	2 00	6 3[illegible]
West Pittston	6 35	10 20	2 06	6 3[illegible]
Wyoming	6 40	10 25	2 11	6 4[illegible]
Maltby	6 44	10 28	....	....
Bennett	6 48	10 32	2 19	6 [illegible]
Kingston	6 54	10 35	2 25	6 55
Plymouth Junction	6 59	10 39	2 29	....
Plymouth	7 04	10 44	2 34	7 0[illegible]
Avondale	7 09	10 48	2 38	7 0[illegible]
Nanticoke	7 14	10 52	2 42	7 1[illegible]
Hunlock's	7 20	10 59	2 50	7 [illegible]
Shickshinny	7 31	11 09	3 01	7 30
Hick's Ferry	7 44	11 23	3 17	7 41
Beach Haven	7 54	11 32	3 25	7 4[illegible]
Berwick	8 02	11 40	3 33	7 5[illegible]
Briar Creek	8 09	....	3 40	....
Willow Grove	8 13	11 50	3 44	8 0[illegible]
Lime Ridge	8 17	11 56	3 50	8 0[illegible]
Espy	8 24	12 04	3 58	8 1[illegible]
Bloomsburg	8 31	12 12	4 05	8 1[illegible]
Rupert	8 37	12 18	4 12	8 2[illegible]
Catawissa	8 42	12 23	4 18	8 2[illegible]
Danville	8 57	12 37	4 38	8 4[illegible]
Chulasky	9 03	....	4 46	...
Cameron	9 07	12 46	4 51	8 5[illegible]
NORTHUMBERLAND	9 22	1 00	5 05	9 0[illegible]
	A. M.	P. M.	P. M.	P. M

Connections at Rupert with Philadelphia & Reading Railroad for Tamanend, Tamaqua, Williamsport, Sunbury, Pottsville, etc. At Northumberland with P. & E. Div. P. R. R. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

W. F. HALLSTEAD, Gen. Man.,
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Pennsylvania Railroad.

P. & E. R. R. DIV. AND N. C. R'Y

In effect Nov. 15, 1891. Trains leave Sunday

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.; 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 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.; Washington 8:15 p. m. Parlor cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

5.25 p. m. Train 12 (Daily except Sunday) for Harrisburg and intermediate points, arriving at Philadelphia 10:55 p. m. Baltimore 10:40 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 passengers can remain in sleeper undisturbed until 7 a. m.

1:50 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. Washington 7:30 a. m., Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

3:55 a. m.—Train 14 (Daily,) for Harrisburg and intermediate stations arriving at Baltimore 8:15 a. m. and Washington 9:43 a. m and Pullman sleeping cars to Baltimore, Washington, and Passenger coaches to Baltimore.

WESTWARD.

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

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

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

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

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

THROUGH 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, 8:10 a. m., daily arriving at Sunbury 9:54 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 passenger coaches from Philadelphia and Baltimore.

Train 1—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 4:25 p. m., Washington 3:25 p. m., Baltimore 4:30 p. m. (Daily) arriving at Sunbury 9:05 p. m. Through coach from Philadelphia.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:20 p. m., Washington 7:40 p. m., Baltimore 8:45 p. m., (Daily 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 8:00 p. m., Philadelphia 11:25 p. m., Washington 10:00 p m., Baltimore 11:20 p. m., (Daily,) arriving at Sunbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore

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. Hazleton 12:15 p. 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 7:56 p. m. Pottsville 9:05 p. m.

Train 8 leaves Wilkes-Barre 7:25 a. m. Pottsville 8:00 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 3:04 p. m. Wilkes-Barre 3:12 p. m., arriving at Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10.00 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, Gen. Manager. J. R. WOOD, Gen. Pass. Agt.

BLOOMSBURG & SULLIVAN R. R.

Taking effect MONDAY, NOV. 17, 1890.

STATIONS.	SOUTH. Ar.	Ar.	Ar.	NORTH. Lv.	Lv.	Lv
	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Bloomsburg	6 18	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 45	6 50
Paper Mill	6 08	11 52	6 56	8 53	2 53	6 58
Lightstreet	6 05	11 49	6 53	8 56	2 56	7 12
Orangeville	5 57	11 38	6 43	9 06	3 07	7 98
Forks	5 45	11 27	6 33	9 15	3 17	7 20
Zaner's	5 42	11 24	6 30	9 20	3 20	7 24
Stillwater	5 37	11 19	6 25	9 27	3 25	7 29
Benton	5 28	11 09	6 16	9 37	3 33	7 39
Edsons	5 23	11 04	6 11	9 41	3 38	7 44
Coles Creek	5 20	11 02	6 09	9 44	3 42	7 48
Sugarloaf	5 16	11 57	6 03	9 48	3 46	7 52
Laubachs	5 12	10 54	6 00	9 53	3 50	7 57
Central	5 03	10 48	5 53	10 03	4 00	8 07
Jamison City	5 00	10 40	5 50	10 10	4 06	10
	Lv.	Lv.	Lv.	Ar.	Ar.	
	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.