

### You Can Stop a Cough at any time with

# DOCTOR ACKER'S ENGLISH REMEDY.

IT WILL CURE A COUGH IN TWELVE HOURS;

A 5-cent bottle may save you \$100 in Doctor's bills—may save your life. Ask your Druggist for it. IT TASTES GOOD.

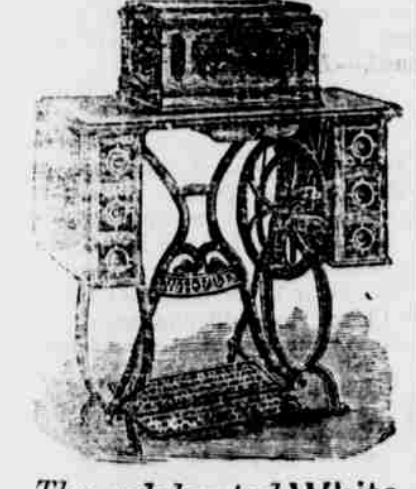
PURE PINK PILLS  
Dr. Acker's English Pills  
CURE BRONCHITIS,  
Croup, Whooping Cough, Sore Throat,  
Hoarseness, etc.

SOLELY PREPARED BY  
DR. J. C. ACKER, 48 West Broadway, N. Y.

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 Organs:



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

## MANHOOD!

How Lost! How Regained!

THE SCIENCE OF LIFE

### KNOW THYSELF.

OR SELF-PRESERVATION. A new and only Gold Medal Prize Essay on NERVOUS and PHYSICAL DEBILITY, ERRORS of YOUTH, EXHAUSTED VITALITY, PREMATURE WEAKNESS, and ALL DISEASES and WEAKNESSES of MAN. 80 pages, cloth, gilt, 125 invaluable prescriptions. Only \$1.00 by mail, double sealed. Descriptive Prospectus with endorsements FREE! SEND TESTIMONIALS OF FREE! NOW.

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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 growth. Never falls to restore Gray Hair to its youthful color. Cures scalp itching, dandruff, and all scalp troubles.

## A DESPERATE FIGHT.

A MODERN VERSION OF AN OLD STORY ABOUT COLUMBUS.

An Account of the Days When Christopher Columbus Played the Role of a Pirate—How He Came to Settle in Lisbon—A Savage Battle at Sea.

It is one of those tales that illustrate the manners of this cruel age. The pirates had long been the scourge of the honest Venetian traders. Sometimes they would disguise themselves as merchantmen trading peacefully to Candia for wine, and then throwing off their disguises, would prey upon all around them. No mercy was shown in these fearful contests. Between the sea robbers and the merchants there was a lasting and deadly hostility. It was to the pirate class that the Columbi belonged, and of all the corsairs of the day they were the most renowned. The elder Columbus had apparently lain in wait in vain for the rich fleet that sailed yearly to the north. But he had a son, known as Columbus Junior, who followed the same profession and whose true name was Nicolo Griego, or Nicholas the Greek. He at last succeeded in the project which his father had so long essayed in vain. The prize was a tempting one to the bold buccaneers. The Flinders galleys with their freight were valued at 200,000 ducats—perhaps \$2,000,000—and would have proved an immense fortune to the captors could they have retained the spoil.

In 1485 the galleys were equipped with unusual care. We have the decree of the senate under which they set sail. The Doge Giovanni Mocenigo appoints the noble Bartolomeo Minio captain, with a salary of 600 ducats. Four great galleys are provided, and to each captain a bounty of 8,500 golden ducats is promised upon their safe return to Venice. This money was to be paid out of the tax on the Jews, and calls up anew Shakespeare's unreal picture: it is plain that the merchants of Venice were the true Shylocks of the time. A medical man was assigned to the fleet; his salary was only nine ducats a month.

Minute rules are given for the conduct of the expedition. The freight is to be paid to the state. No decks of tin or pewter ware are allowed, no currants nor molasses are to be stored in the hold. Two galleys were to go to London or the English ports, the rest to Sluys or Bruges. On their passage they might touch at Malaga and other ports in Spain; on their return a ship was detached to trade with the Mohammedans along the Barbary shore. The Venetians were too keen traders not to find profitable markets even in the lands of the infidel.

The Columbi or the Griegos were at last to seize their prize. They watched with seven ships—powerful, no doubt, and well equipped—off the Spanish coast to intercept the fleet of Bartolomeo Minio. The commander of the pirates was Nicolo Griego, the son, we are told, of the elder Columbus. His father had disappeared from sight. But with him in the pirate ships was another Columbus, the future discoverer and admiral of the Indies. In his "Life" Fernando Columbus boasts of his father's share in this famous engagement—famous because it led to the settlement of Columbus at Lisbon, his marriage and his future exploits.

He was now a man of at least fifty, hardened by thirty-six years of ceaseless adventure. What position he held in the pirate fleet, whether as commander or seaman, his son does not tell. We only know that he served under his relative, Columbus or Griego, and that he fought with desperate energy in the famous sea fight of Cape St. Vincent.

The corsairs, or Columbi, approached their prey in the evening. They waited all night on the still Atlantic, and in the morning rushed upon the Venetians. It was seven, perhaps eight, ships against four. The galleys were heavy laden and unmanageable compared to their swift assailants. The Columbi had evidently resolved to make sure of their prey. They sailed under the French flag, and may have been fitted out in Genoa. It was the custom of the pirates, it seems, to assume false colors. But dreadful was the contest and fierce the fight that raged all day, as Columbus had told his son, on the tranquil sea—the scene, nearly four centuries later, of the battle of St. Vincent—and his narrative is confirmed by the Venetian archives. The four great galleys under Bartolomeo Minio defended themselves with unflinching courage.

From the first to the twentieth hour they beat off their savage assailants. The ships grappled with each other and fought hand to hand. They used, we are told, artificial fire, and the pirates fastened their ships to the galleys by hooks and iron chains. Then, no doubt, they boarded and were at last successful. And then Fernando Colon relates the romantic incident that led, he thinks, to the discovery of a new world. The ship in which his father fought was lashed by chains and hooks to a great Venetian galley. The Venetians seem to have set Columbus' ship on fire. The flames consumed both vessels. The only resource left to the survivors was to leap into the sea.

Columbus, an excellent swimmer, seized an oar that floated near him, and partly resting on it and partly swimming, sustained himself in the water. He knew that he was about six miles from the land, the coast of Portugal, and made his way toward it. Wearied, half inanimate, he was dashed upon the shore. He had much difficulty in reviving himself. But he was near Lisbon and made his way, a shipwrecked, penniless seaman, to the Portuguese capital.—Eugene Lawrence in Harper's.

Mrs. McCarter—That piano lamp ye sold me is no good, an Oi want yez to take it back.  
Dealer—Eh? Why?  
Mrs. McCarter—Divil a chune on we get out av it.—New York Weekly.

## Eight Lives Lost.

ANOTHER MINE HORROR IN SCHUYLKILL COUNTY.

Another horror to the many hundreds of mine accidents that have occurred in mining regions was added last week by the flooding of part of the workings of the Lytle Coal company's colliery, seven miles from Minersville. By this accident eight men have lost their lives, while those of two others are in jeopardy. Six of these are Italians and the others Americans. The Italians, under Contractor Carsvelli, were engaged in driving a gangway 175 feet in front of the main slope which is down 150 yards. Two others, named John Zerbo, of Littlewellyn, and James Dolbin, of Forestville, experienced miners, were engaged at timbering. These are the ones drowned. Besides these two others, named John Buggy and William Bell, who were inside at the time and first tried to rescue their companions, and then seeing this was futile, endeavored to release the mules, about ten in number, were caught by the water and fled to a high part of the gangway, where they were imprisoned in what is called the saddle of the vein. On hearing this, rescuing parties were at once put at work cutting a passageway to the intervening barrier to rescue them from a higher level.

The water that caused the calamity came in from an old working shaft, notwithstanding the operators had taken every precaution to prevent such an accident by constantly keeping drill holes driven ahead to a distance of 120 feet. The water came through chute No. 4 where two men had been working during the day, and who quit at 3 o'clock because it was too wet to work. An hour after they went home the water broke in and caught the men working in the vicinity.

### After the Grip

And after typhoid fever, diphtheria, pneumonia, or other prostrating diseases, Hood's Sarsaparilla is just what is needed to restore the strength and vigor so much desired, and to expel all poison from the blood. It has had wonderful success in many such cases.

Hood's Pills act especially upon the liver, rousing it from torpidity to its natural duties, cure constipation and assist digestion.

Some of the organ's sweetest notes comes from the pipes that cannot be seen.

Be wise in time. You have too many gray hairs for one so young looking. Use Hall's Hair Renewer, the best preparation out to cure them. Try it.

Ayer's Sarsaparilla vitalizes and purifies the blood. If you feel languid you need it.

Whenever a wise man makes a mistake it teaches him something.

**Physicians Couldn't Cure.** I SEDAMVILLE, Hamilton Co., O., June 1880. One bottle of Pastor Koehnig's Nerve Tonic cured me entirely, after physicians had tried unsuccessfully for eight months to relieve me of nervous debility. W. HUNNEFELD.

DELEH, Ont., Jan. 14, 1901. My wife has taken six bottles of Pastor Koehnig's Nerve Tonic. She has had no return of the fits, and I think this remedy has had the desired effect. I cheerfully recommend it to any one suffering from that dreadful malady, "Epilepsy." JOHN GIANT.

BRACKTON, Mass., June 17, 1890. About a year ago I noticed my right hand continually shaking. I tried different medicines but they all had no effect. After using three or four bottles of Pastor Koehnig's Nerve Tonic my hand ceased to shake and I found myself gaining every day. I think this medicine is one of the greatest remedies. THOS. O'KELLY.

**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 Koehnig, of Fort Wayne, Ind., since 1876, and is 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.—It is false. No imitation is as good as the genuine Hires.

To live active men we will guarantee steady employment with liberal salary and exp. benev. previous experience not required. Terms and outfit free. Address, stating age, SEXAS, HENRY & CO., 610 Ave. N. Y., success. N. Y. established 1882.

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AMERICAN INSURANCE COMPANIES

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Pennsylvania, of Philadelphia.  
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**WAINWRIGHT & CO.,**  
WHOLESALE GROCERS.  
Teas, Syrups, Coffees, Sugars, Molasses,  
Rice, Spices, Ricar, Soda, Etc.,  
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Orders will receive prompt attention.

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All styles of work done in a superior manner, and all work warranted as represented.  
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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Dentistry in all its branches. Work guaranteed as represented. Ether and Gas administered or ELECTRIC VIBRATOR and Local Anesthetics used for the painless extraction of teeth free of charge when artificial teeth are inserted.

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Liverpool, London and Globe, largest in the world. A liberal share of patronage solicited, and satisfaction guaranteed.

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Home of N. Y. Merchants', of Newark, N. J.; Clixion, N. Y.; Peoples', N. Y.; Reading, Pa.; German American Ins. Co., New York; Greenwich Insurance Co., New York; Jersey City Fire Ins. Co., Jersey City, N. J.

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

Losses promptly and honestly adjusted and paid as soon as determined, by Christian F. Knapp, Special Agent and Adjuster, Bloomsburg, Pa.

The people of Columbia county should patronize the agency where losses, if any, are settled and paid by one of their own citizens.

**EXCHANGE HOTEL,**  
McCloskey & Tracy, Proprietors.  
Opposite the Court House,  
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Large and convenient sample rooms. Bath rooms, hot and cold water, and all modern conveniences.

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Farm property a specialty. 4-22-1y.

**PHILADELPHIA & READING RAILROAD.**  
AFTER NOVEMBER 15, 1891.  
Trains leave Bloomsburg as follows: (Sundays excepted)  
For New York, Philadelphia, Reading, Pottsville, Tamqua, etc., 6:10, 11:25 a. m.  
For Danville and Millers, 8:00 a. m., 4:15, 11:05 p. m.  
For Catawissa 6:10, 8:00, 11:35 a. m., 12:10, 5:00, 6:30 p. m.  
For Rupert 6:10, 8:00, 11:35 a. m., 12:15, 3:15, 5:00, 6:30, 11:05 p. m.  
Trains for Bloomsburg  
Leave New York via 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 11:00 a. m., 7:57 p. m.  
Leave Pottsville 11:30 p. m.  
Leave Tamqua 1:31 a. m., 8:15 p. m.  
Leave Williamsport 1:31 a. m., 4:25 p. m.  
Leave Catawissa 7:00, 8:30 a. m., 1:30, 3:15, 6:10, 11:10 p. m.  
Leave Rupert 6:21, 7:08, 8:27, 11:39 a. m., 1:37, 3:27, 6:10, 11:30 p. m.  
For Baltimore, Washington and the West via A. & O. R. R., through trains leave Girard Avenue Station, Phila. (P. & R. R.) 3:35, 8:01, 11:37 a. m., 1:37, 3:50, 6:47, 11:10 p. m. Sundays 3:35, 8:00, 11:37 a. m., 3:50, 6:47, 11:10 p. m.

**ATLANTIC CITY DIVISION.**  
Leave Philadelphia, Chestnut Street Wharf and South Street Wharf.  
FOR ATLANTIC CITY.  
Weekday-Express 8:00 a. m., 2:0, 4:00 p. m. Accommodation 8:00 a. m. and 3:00 p. 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, 5:30 p. m. Accommodation 4:35, 8:15 a. m. and 4:30 p. m. Sundays-Express, 4:35, 9:00 p. m. Accommodation, 7:30 a. m. and 4:30 p. m.

**A. A. MCLEOD, C. C. HANCOCK,**  
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**BOILING WATER OR MILK**  
**EPPS'S**  
GRATEFUL-COMFORTING  
**COCOA**  
LABELLED 1-2 LB. TINS ONLY.

## RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD.

**BLOOMSBURG DIVISION.**  
STATIONS. NORTH.

NORTHUMBERLAND	6:20	1:50	10:10	P. M.
Chatham	6:35	2:05	10:25	5:1
Danville	6:50	2:20	10:40	5:4
Catawissa	7:05	2:35	10:55	6:1
Rupert	7:20	2:50	11:10	6:35
Bloomsburg	7:35	3:05	11:25	6:50
Millers	7:50	3:20	11:40	7:15
Lincoln	8:05	3:35	11:55	7:40
Widow Grove	8:20	3:50	12:10	8:05
Berwick	8:35	4:05	12:25	8:30
Beach Haven	8:50	4:20	12:40	8:55
Hick's Ferry	9:05	4:35	12:55	9:20
Shickelsbury	9:20	4:50	1:10	9:45
Huncks	9:35	5:05	1:25	10:10
Nanticoke	9:50	5:20	1:40	10:35
Avenue B	10:05	5:35	1:55	11:00
Plymouth Junction	10:20	5:50	2:10	11:25
Shickelsbury	10:35	6:05	2:25	11:50
Bennett	10:50	6:20	2:40	12:15
Malby	11:05	6:35	2:55	12:40
Wyoming	11:20	6:50	3:10	1:05
West Pottsville	11:35	7:05	3:25	1:30
Pittston	11:50	7:20	3:40	1:55
Durys	12:05	7:35	3:55	2:20
Lackawanna	12:20	7:50	4:10	2:45
Taylorville	12:35	8:05	4:25	3:10
Bellevue	12:50	8:20	4:40	3:35
Scranton	1:05	8:35	4:55	4:10

STATIONS. SOUTH.

Scranton	6:00	1:35	9:55	P. M.
Bellevue	6:05	1:40	10:00	5:1
Lackawanna	6:10	1:45	10:05	5:4
Durys	6:15	1:50	10:10	6:1
Pittston	6:20	1:55	10:15	6:35
Shickelsbury	6:25	2:00	10:20	6:50
Bennett	6:30	2:05	10:25	7:15
Malby	6:35	2:10	10:30	7:40
Bloomsburg	6:40	2:15	10:35	8:05
Kingston	6:45	2:20	10:40	8:30
Plymouth Junction	6:50	2:25	10:45	8:55
Widow Grove	6:55	2:30	10:50	9:20
Lincoln	7:00	2:35	10:55	9:45
Beach Haven	7:05	2:40	11:00	10:10
Hick's Ferry	7:10	2:45	11:05	10:35
Shickelsbury	7:15	2:50	11:10	11:00
Huncks	7:20	2:55	11:15	11:25
Nanticoke	7:25	3:00	11:20	11:50
Avenue B	7:30	3:05	11:25	12:15
Plymouth Junction	7:35	3:10	11:30	12:40
Shickelsbury	7:40	3:15	11:35	1:05
Bennett	7:45	3:20	11:40	1:30
Malby	7:50	3:25	11:45	1:55
Wyoming	7:55	3:30	11:50	2:20
West Pottsville	8:00	3:35	11:55	2:45
Pittston	8:05	3:40	12:00	3:10
Durys	8:10	3:45	12:05	3:35
Lackawanna	8:15	3:50	12:10	4:10
Taylorville	8:20	3:55	12:15	4:35
Bellevue	8:25	4:00	12:20	5:10
Scranton	8:30	4:05	12:25	5:35

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

**W. F. HALLSTEAD, Gen. Mgr.,**  
Scranton, Pa.

**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 6:10 p. m., Washington 6:30 p. m., connecting at Philadelphia for various points. Passenger coaches to Philadelphia Harrisburg.

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 9:55 p. m., Washington 10:15 p. m. Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

3:25 p. m. Train 13 (Daily except Sunday) for Harrisburg and intermediate stations, arriving at Philadelphia 10:35 p. m., Baltimore 10:50 p. m