Don't Want the Earth. It isn't every body that wants the earth, but when people make up their minds that they want a piano, organ, or sewing machine, they want the best on earth for the least money. The proper thing to do is to buy of a good reliable home dealer who will make things right, if there is any thing wrong. Go and see 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 Best Burning Oil That Can be Made From Petroleum.

It gives a brilliant light. It will not smoke the chimneys. It will not char the wick. It has a high fire test. It will not esplode. It is pre-eminently a family safety

We Challenge Comparison with any other illuminating oil made.

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IN THE WORLD. ASK YOUR DEALER FOR.

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ACME OIL COMPANY BLOOMSBURG , PA.



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

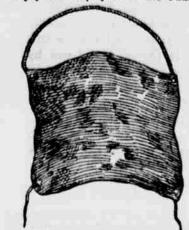
TELECRAPHY. A young man or woman who desires to be-one a Telegraph Operator, may hear of an un-sual opportunity to learn by addressing W. W. DUNLAP. 696 N. 8th., Philadelphia eana.

Armor. Jesse James died by the pistol of Bob Ford, and now Bob has died by an equally cowardly shot. Frank James lives a very retired life and the Younger boys are in the Minnesota penitentiary. Still they have their successors, and in some respects the train robbers of today have improved upon the old methods. The latest case from the far west has some feet as a from the far west has some features which remind us of the armored banditti of the Middle Ages and the robber castles of the

THEY HAD BULLET PROOF VESTS.

A Daring Robbery by Men Clad in

John Gillson and Henry Mortenson started from San Francisco with two sacks of coin—\$14,000 in gold and \$1,000 in sliver —to pay the employees of the Judson



ONE OF THE BREASTPLATES. ONE OF THE BREASTPLATES.

Manufacturing works at Emeryville, or B street station, the last suburban stop on the Berkley railway. Just as the train stopped two men "covered" the specie bearers with revolvers, grabbed the cash, jumped off and into a buggy and escaped. So much the telegraph has told, but there are additional and curious particulars. Three hours later the buggy was found and in it the overalls and other outer cloth. and in it the overalls and other outer cloth ing the robbers had worn as disguises, also lemons and other materials for the rapid removal of smut from the face, for the robbers were blacked to look like coal

But what excited most astonishment were the coats of mail found in the buggy were the coats of mail found in the buggy. These were breastplates strong enough to turn a pistol ball of 45-caliber. Each was found to fit snugly over the chest, being 14 by 12 inches, and perforated at each corner and fitted with strings for tying. There was also a heavy rubber life preserver to protect the abdomen, and it was so tough that a pistol bullet would not penetrate it. The robbers had cut these things off in their baste, as they also had things off in their haste, as they also bad their overalls.

Mr. Gillson had recovered himself in time to rush to the car door and fire several shots. One of the robbers fell, but if nit he was not badly hurt, as he clambered into the buggy, which was driven off at a rapid rate. There was of course a fine ommotion on the train-women scream ing and fainting and men shouting, "Don't shoot!" The comedy of it was that as there was a big picnic party on the train. everybody thought it was only a picnic row, and no one tried to stop the men in the buggy.

The theory of the police is that the rob bers drove with all haste to the first secluded spot and there cached their plumler, then stripped off their disguises, washed and sauntered into town like innocent pe destrians. So all the boys in that region are searching for the hidden plunder. Be that theory true or false, the robbers cer-tainly took big chances, got away with \$15,000 and at last accounts had not been captured.

A Second Lieutenant Anastay.

The Baroness Dellard was murdered in broad day, in her apartments in Paris, by Lieutenant Anastay, who secured access to the house in the garb of an ordinary man of business. It was a sensational case, exciting all France, and scarcely was Anastay guillotined when Mme. Lecossois, a superannuated servant, had a narrow es cape from the same fate. A stranger en tered, begged for food and received it. She was then seized by her uninvited guest, who squeezed her throat until the blood came out of her nostrils. The stranger then placed the old woman, who was in an unconscious condition, on her bed, and pillaged the room. He succeeded in getting away with a purse containing a small sum of money and a gold watch and chain. The victim was for two hours in a semi comatose condition, but eventually regain ing consciousness she tottered to her win dow and shouted for help, which soon came. She stated to the police that she had no knowledge whatever of the would be murderer, who offered her on entering her room an envelope containing a religious

Algerian Lynch Law. "Lynch law" has been practically estab-lished in Algeria, with the moral consiv-ance of the authorities. This primitive state of things has been brought about owing to the lack of judges and gen-darmes. The other day an Arab, who had assaulted and slain a little girl near Constantine, under circumstances of atrocious cruelty, was followed by some of his indignant fellow countrymen, seized by them and flung over a precipice before the police could interfere. In the space of eighteen months eight criminals—some of whom were convicts returned from Cay enne-have been shot for murder and rob bery without the benefit of trial by jury.

Throwing Dice for Hibles. The curious custom of raffling for Bibles took place in the parish church of St. Ives, Hunts, England, recently. The vicar di-rected the proceedings, and twelve chil dren cast dice for the six Bibles awarded. The custom dates from 1675, and is in accordance with the will of Dr. Wilde, who left £50 to provide a fund for the purpose It was expended in the purchase of wha is still called "Bible Orchard," with the rent from which the books are bought and a small sum wid to the vicar for preaching

An Artful Beggar.

Fanny Rice, the actress, saw a poor man pick some dirty bread out of a gutter, and in pity gave him a dollar. A few minutes later she learned that her husband, Dr. Purdy, had given him some money on an other street. They followed and watched the man, and saw him do the trick to per fection on another street. 'Tis thus we are imposed on.

Like the Siamese Twins. A modern edition of the once famou Siamese twins is exciting wonder lovers in Shanghai. Two little Chinese twin broth ers, five years old, are united by a fleshy ligament under the arm, and the sympa

thy of the twins is so perfect that both are hungry at the same time, or if one drinks wine the cheeks of the other become flushed.

"We always fry ours in Cottolene." Our Meat, Fish, Oysters,

Saratoga Chips, Eggs, Doughnuts, Vegetables, etc.

Like most other people, our folks formerly used lard for all such purposes. When it disagreed with any of the family (which it often did,) we said it was "too rich." We finally tried

and not one of us has had an attack of "richness" since. We further found that, unlike lard, Cottolene had no unpleasant odor when cooking, and lastly Mother's favorite and conservative cooking authority came out and gave it a big recommendation which clinched the matter. So that's why we always fry ours in Cottolene.

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Heals the Sores. Restores the Sense of Taste and smell.

TRY THE OURE HAY-FEVER A particle is applied into each nostril and agreeable. Price 50 cents at Druggists; by marregistered, 60 cts. ELY BROTHERS, 56 Warre St., N.Y.



to the work. This entirely new lead brings wenderful suc-cess towers werker. Beginners are earning from S25 to 5-50 per week and unwards, and more after a little expe-rience. We can furnish you she employments—we leach you F46 EE. This is an zer of mervalous things, and here is another great, useful, wealth giving wonder. Great gains will reward every industrices worker. Wherever you are, and whatever you are doing, you want to know about falls wonderful work at once. Delay means much money less to you. No soace to explain here, but if you will write to m. you. No space to explain here, but if you will write to us we will make all plain to you FREF. Address. "RUE de CO., Box 400, Augusta, Maine

and there are often as many elements of safety surrounding a good paying investment as one that pays small dividends. The earning capacity of every investment is the foundation of dividends. The Atkinson House Furnishing CO., of Maine, Organized in 1887, has paid its stockhoiders of semi-annual dividends of 5 per cent. each (10 per cent. a year) and is earning a handsome surplus besides. It is a buy and sell business and a safe investment for all classes. The authorized capital is \$1,000,000, of which \$570,000 has been paid in. To further increase the business, \$80,000 of the Treasury Stock is offered until March 15th, at par, \$10 per share. Price of stock will be adsafety surrounding a good paying invest \$10 per share. Price of stock will be advanced February 18th to take effect on above late. For full particulars address the comeany, Box 1218, Boston, Mass. or Portland,



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All Kinds of Meat.

Beef, Veal, Lamb, Mutton, Pork, Hams, Ban, Tengues, Belegna, &c. Free Delivery to all parts of the town.

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PHILADELPHIA & READING RAILROAD.

AFTER MAY 15, 1892.

Trains leave Bloomsburg as follows: (Sundays excepted.)
For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc., 6.10, 11.36 a. m.
For Willismsport, 7.45 a. m., 2.15 p. m. Sunday, 7.58 a. m., 4.25 p. m.
For Danville and Milton, 7.45 a. m., 3.15, 11.15 p. m. Sunday, 7.58 a. m., 4.28 p. m.
For Catawissa 6.10, 7.45, 11.36 a. m., 12.15, 5.00, 6.30 p. m. Sunday, 10.21 a. m., 7.08 p. m.
For Rupert 6.10, 7.45, 11.36 a. m., 12.15, 3.15, 5.00, 6.30, 11.15; p. m. Sunday 7.58, 10.21 a. m., 4.28 7.38 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., 4.30 p. m.
Leave Reading 11.50 a. m., 7.57 p. m.
Leave Pottsville 12.30 p. m.
Leave Pottsville 12.30 p. m.
Leave Williamsrort 5.50 a. m., 4.25 p. m.
Leave Williamsrort 5.50 a. m., 4.25 p. m.
Leave Catawissa 7.00, 8.50 a. m., 1.30, 3.19, 6.10
11.16 p. m. Sunday, 7.45 a. m., 4.15 p. m.
Leave Rupert 6.21, 7.08, 8.77, 11.43 a. m., 1.37, 2.77, 6.19, 11.25 p. m. Sunday, 7.45 a. m., 4.15, p. m.
Leave Rupert 6.21, 7.08, 8.77, 11.43 a. m., 1.37, 2.77, 6.19, 11.25 p. m. Sunday, 7.45 a. m., 4.15, p. m.
Leave Rupert 6.21, 7.08, 8.77, 11.43 a. m., 1.37, 2.77, 6.19, 11.25 p. m. Sunday, 7.45 a. m., 4.15, p. m.
Leave Rupert 6.21, 7.08, 8.77, 11.43 a. m., 1.37, 2.77, 1.37, 1.37, 2.35, 6.34, 7.13 p. m.
For Baltimore, Washington and the West via B. & O. R. R. through trains leave Girard Avenue Station, Phila, (P. & R. R. R.) 2.55, 8.01, 11.27 a. m., 3.56, 5.42, 7.13 p. m.
ATLANTIC CITY DIVISION. Trains leave Bloomsburg as follows : (Sundays

ATLANTIC CITY DIVISION.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wharf and South Street Warf.

FOR ATLANTIC CITY.

Week-days Express, 8:00 9.00 a. m. 8.00 4:00 5:00 p.m. Accommodation. 8:00 a. m. 4:15, 5:30, 6:30 p.m. Sundays.—Express, 8:00 8:00, 10:00 a. m. Accommodation. 8:00 a. m. and 4:30 p.m. Returning leave Atlantic City depot, Atlantic and Arkansas avenues. Week-days Express, 7:00, 8:00, 9:00 a. m. and 4:00, h.30 p. m. Accommodation. 4:20, 6:00, 7:10 a. m. and 4:30 p.m. Sundays—Express, 4:00, 5:30 p. m. Accommodation, 7:30 a. in. and 4:30 p.m. Accommodation, 7:30 a. in. and 4:30 p.m.

A. A. MCLEOD; C. C. HANCOCK, Pres. & Gen'l Manager. Gen'l Pass. Agt.

RAILROAD TIME TABE. DELAWARE LACKAWANNA &

WESTERN RAILROAD. BLOOMSBURG DIVISION.

STATIONS. Catawissa
Rupert
Bloomsburg

Espy
Lime Ridge.
Willow Grove.
Briarcreek.
Berwick
Beach Haven.
Hick's Ferry
Shickshinuy
Hunnock's.
Nanticoke.
Avonds le.
Plymouth Junction
Kingston. Kingston..... Bennett...... Kaltby..... 12 22

Duryes
Lackawanna
Taylorville
Bellevue
SCRANTON 12 45 P. M. STATIONS.

STATIONS.

SCHARTON.

A.M. A.M. P.W. P.E.

SCHARTON.

600 950 135 607

Bellevis.
600 950 135 607

Taylorville.
610 1000 145 617

Lackswanna
618 1047 125 624

Pittston.
628 1014 200 634

West Pittston.
638 1014 200 634

West Pittston.
648 10125 211 645

Maitby.
644 1035 216 655

Wyoming.
640 1025 211 645

Maitby.
644 1035 225 655

Plymouth.
654 1035 225 655

Plymouth Junction.
654 1035 225 655

Plymouth Junction.
670 104 24 234 705

Avondale.
709 1048 238 707

Avondale.
709 1048 238 707

Nanticoke.
714 1052 942 718

Hullock's.
720 1050 250 720

Hick's Ferry.
744 1123 317 741

Beach Haven.
754 1132 325 747

Hick's Ferry.
744 1123 317 741

Beach Haven.
754 1132 325 743

Birlar Creek.
802 1140 333 753

Briar Creek.
802 1140 333 753

Briar Creek.
802 1140 335 753

Briar Creek.
802 1140 335 753

Briar Creek.
813 1170 3405 025

Lime Hidge.
817 1156 350 806

Espy..
824 1204 308 812

Bloomsburg.
831 12 465 818

Rupert.
837 12 18 412 923

And Sandard San SOUTH.

Chulasky 908 446
Cameron 967 1246 451 858
NORTHUMBERLAND 922 100 508 907
A.M. P. M. P. M.

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

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

In effect May 22, 1892. Trains leave Sunday
EASTWARD.

9:45 a. m. Train 14 (Dully except Sunday) for
Harrisburg and intermediate stations arriving
at Philadelphia 3:00 p. m.; New York 5:50 p. m.;
Paltimore, 2:10 p. m.; Washington 4:30 p. m.,
connecting at Philadelphia for all Sea Shore
points. Passenger coaches to Philadelphia
Baltimore. Parlor car to Philadelphia.

1:55 p. m. Train 8, (Daily except Sunday), for
Harrisburg and intermediate stations, arriving
at Philadelphia at 6:00 p. m.; New York, 235 p.
m.; Baltimore 6:45 p. m.; Washingto 5:15 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 19:55 p. m. Baltimore 19:40 p.
m. Passenger coach to Philadelphia.

8:22 p. m.—Train 6, (Daily,) for Harrisburg and
all intermediate stations, arriving at Philadelphia
seeping car from Harrisburg to Philadelphia
and New York. Philadelphia passengerscan remain in sceper undisturbed until 7 a. m.

1:50 a. m.—(Daily,) for Harrisburg and inter
mediate stations, arriving at Philadelphia
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.

4:18 a. m.—Train 16 (Daily,) for Harrisburg
and intermediate stations arriving at Baltimore 5:45 a. m. and Washington 10:06 a. m and
Pullman sleeping cars to Baltimore, Washing
ton, and Passenger coaches to Baltimore,

WES TWARD.

ton, and Passenger coacnes to Battimore.

WES TWARD.

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

ger coaches to Rochester.

5:10 a. m — Train 3 (Dally.) for Erie. Canandat-gua and intermediate stations, Rochester, Bur-faio and Niagara Falls, with Pullman palace cars and passenger coaches to Erie and Roches-

cars and passenger contents to the content of the c

THEOUGH TRAINS FOR SUNBURY FROM
THE EAST AND SOUTH.
Train 15—Leaves New York, 12:15 night, Philadelphia 4:20 a. m., Baltimore 4:40 a. m., Hartiburg, 8:10 a. m., daily arriving at Sunbury 9:50
a. m.

burg, 8:10 a. m., daily arriving at Sundury was a. m.

Train 11—Leaves Philadelphia 8:50 a. m., Washington 7:50 a. m., Baltimore 8:45 a. m., daily except Sunday) arriving at Sundury, 1:35 with Parlor car from Philadelphia and Baltimore, ger coaches from Philadelphia and Baltimore.

Train 1—Leaves New York 9:00 a. m. Philadelphia 1:40 a. m., washington 10:50 a. m., Baltimore 11:45 s. m., (daily except Sunday) arriving at Sundury 6:30 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 21 leaves New York 2:00 p. m., Philadelphia 4:25 p. m., Washington 2:25 p. m., Paltimore 4:30 p. m. (Daily) arriving at Sundury 9:05 p. m. Through Parlor car from Philadelphia. week days.

Arrivogh Parior car from Philadelphia, week fays.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:20 p. m., Washington 7:40 p. m., Baltimore 8:46 p. m., (Dally except Saturday,) arriving at Sunbury, 2:04 s. m. with Puliman sleeping cars and passenger coaches from Washington and Baltimore.

Train 3 leaves New York 8:60 p. m., Philadelphia 11:20 p. m., Washington 10:30 p. m., Baltimore 11:20 p. m., (Dally,) arriving at Sunbury 8:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore

passenger coaches from Philadelphia and Baltimore

SUNBURY HAZLETON, & WILKESBARRE

RAILROAD, AND NORTH AND WEST
BRANCH RAILWAY,
(Daily except Sunday)

Train Members Sunbury 10:00 a. m. arriving at
Bloom Fer 10:48 a. m., Wilkes Barre 12:10 p. m.
Hazleton 12:15 p. m., Pottsville 1:25 p. m.
Train 11 leaves Sunbury 5:28 p. m. arriving at
Bloom Ferry 6:26 p. m., Wilkes-Barre 7:20 p. m.

Train 11 leaves Sunbury 5:28 p. m. arriving at
Bloom Ferry 6:26 p. m., Wilkes-Barre 7:20 p. m.

Train 5 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:00 a. m., arriving at
Bloom Ferry 8:47 a. m., Sunbury 9:40 a. m.

Train 10 leaves Pottsville 1:50 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 28 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.

Pennsylvania Railroad.