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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ACME OIL COMPANY BLOOMSBURG , PA.



TELECRAPHY.

A TARIFF LESSON.

A Woman Finds Out What "Protection"

"James," said the wife of a New York lawyer, "read this letter and tell me what it means. I don't understand it." The letter was from a Vermonter who

had sent Mrs. James a tub of maple sugar on her order. The sugar had not satisfied Mrs. James and she had written to inquire why it was so dry and granulated. "It's not nearly so good to make syrup of," she had said in her letter, "as that which you have sent me in former years. What's the reason for the

change?"
To this the Vermonter had replied: "We've had to make the sugar dry this year in order to get the bounty." And it was because she was mystified by this assertion that Mrs. James called upon her husband for an explanation.

"Pshaw!" answered the usband. Don't you know what that means? The reference is to two cents a pound which the government pays to maple sugar

"Do you mean to tell me, James, that the government pays maple sugar makers two cents a pound for making the sugar that they sell at ten cents a pound?"

"Why, yes; didn't you know that?
That's one of the things provided for in
the McKinley tariff act."
"But why does the government do it?
Why should men get paid for making
an article which they can sell at a good
price? Why are maple sugar makers
any better than anybody else that they
should have presents of money from the should have presents of money from the government for doing a thing that they would do anyway, a thing that they have been doing for years because it has

The husband smiled at his wife's earnestness. Then he went on to tell her how it happened that the maple sugar makers were getting gratuities out of the government. "They are getting that bounty," he said, "because the Ver-monters, who are the great maple sugar men of the country, had a 'pull' on the men who made up the McKinley bill. They made their representatives in congress take the position that they were as much entitled to a bounty as were the growers of ordinary sugar. You see, it was proposed to offset the removal of the tariff protection of sugar growers with a bounty, which it was said would encourage sugar men to increase their outputs. As soon as the Vermonters heard of this project they made up their minds to make an effort to get a bounty

"When their request was made the lawmakers ridiculed it, 'The idea,' they said, of taxing the people of the country for the sake of making presents to these Vermont grangers is perfectly absurd. It would be robbery, plain and simple, absolutely indefensible. The government couldn't get a cent's worth of return from the gratuities.'

"But the Vermonters hung on, and in the end got what they asked for. The amount distributed among them in the shape of bounty is small, but it is outrageous that a single penny of the peo-ple's money should be given them."
"Humph!" grunted Mrs. James, as,

without making any reply to her husband's remarks, she resumed her breakfast. Presently she asked another question: "Was the whole tariff law made up in the same way?"

"Made up in what way?" demanded the husband.

"Why, did other people get things just as the maple sugar men did, not because they were entitled to them, but because they had 'pulls?' "

"I reckon that that's about the size of

"And that is what you call 'protection,' is it?" "I'm afraid so."

"Well, James, I'm against 'protection' from this time on. I don't think much of taxing all the people of the country for the sake of getting money to discribute among a favored few."-New York Times.

A Winning Platform.

Samuel J. Tilden drew up the plat-form of 1876 upon which he was elected to the presidency by 253,000 majority of the popular vote of the country. That platform said, "We demand that all custom house taxation shall be only for revenue." The Democratic platform of 1892 reiterates that demand.—Sandusky (O.) Evening Journal.

Doubtful About Indiana.

President Harrison is evidently very doubtful of his hold on his own state, as he found it necessary to take another cabinet officer from Indiana. If Indiana can't be induced to go Republican under the pressure of a president and two cab-inet officers it will be safely Democratic in after years.-Nashville Daily Herald.

Mr. Cleveland gave the south its first chance since the war. He stands preeminently for policies of reform. It was because of this he was nominated. He will repeat his splendid career in the four years beginning March 3, 1893 .-Chattanooga Times.

"Hoist by Its Own Petard." There are signs in the New York Tribune and elsewhere that the Republican leaders are beginning to repent that force bill plank in the Minneapolis platform. But the party is squarely on record in its favor. No eggets can alter facts.—Boston Bleto.

They Fear His Popularity. Whether or not he was in the war, Mr. Stevenson seems to be a general mark for the shots of Republican editors .-Chicago Mail.

How Harrison Befriends Negroes. There are 30,000 colored voters in Ohio and not a postmaster among them. These are startling figures.-Atlanta Constitution.

Move Up, Ingalls. The statesmen out of a job will pleas move up and make room for J. Sackcloth Clarkson.-Chicago Mail.

## New Health Food

has made its appearances It is not only a health food, but a healthy food-a health food that makes other food healthy. Its name is

It takes the place of hog's Lard which is a notoriously unhealthy food. A purely vegetable product-delicate, digestible, and economical -onetrial gives COTTOLENE a permanent home in every kitchen, whence it increases the health and enjoyment of every member of the family. Try it for yourself.

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Wisely invested will soon double itself, 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 stockholders 9 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 adand there are often as many elements of \$10 per share. Price of stock will be advanced February 18th to take effect on above date. For full particulars address the con pany, Box 1218, Boston. Mass. or Portland,



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4.22 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, 8.61, 11.27 a. m., 1.37, 3.56, 8.42, 7.13 p. m. Sundays 3.55, 8.02, 11.27 a. m., 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.

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Bylarceek.
Berwick
Beach Haven
Hick's Ferry
Shickshinuy
Huniock's.
Nanticoke.
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Bennett
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STATIONS.

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SOUTH. STATIONS.

Pennsylvania Railread. 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 Sunda

8:45 a. m. Train 14 (Dully except Sunday) for
Barrisburg and intermediate stations arriving
at Philadelphia 3:90 p. m.; New York 5:50 p. m.;
Palitimore, 3:10 p. m.; Washington 4:30 p. m.,
connecting at Philadelphia for all sea Shopoints. Fassenger coaches to Philadelphia
Baltimore. Parlor car to Philadelphia
Baltimore. Parlor car to Philadelphia.

1:55 p. m. Train 8, (Dally except Sunday), for
Harrisburg and intermediate stations, arriving
at Philadelphia at 6:50 p. m.; New York, 2:55 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
Barrisburg and intermediate points, arriving
at Philadelphia 10:55 p. m. Baltimore 10:60 p.
m. Passenger coach to Philadelphia.

8:23 p. m.—Train 6, (Dally,) for Harrisburg and
all intermediate stations, arriving at Philadelphila 4:25 a. m.; New York 7:10 a. m. Pullman
sleeping car from Harrisburg to Philadelphia
and New York. Philadelphia passengers can remediate stations, arriving at Philadelphia
and New York 9:30 a. m., Baltimore 6:30 a. m.
Washington 7:30 a. m., Pullman Sleeping cars
to Philadelphia and passenger coaches to Philadelphia and Baltimore.

4:18 a. m.—Train 6 (Dally,) 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.

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

5:10 a. m.—Train 16 (Dally,) for Frie, Canandasgua and Intermediate stations.

8:256—Train 15 (Daily,) for Lock Haven and
intermediate stations.

Liverpool, London and Globe, largest in the world. Aliberal share of patronage so-licited, and satisfaction guaranteed. 

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 Losses promptly and honestly adjusted and and as soon as determined, by Christian F

ter.

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

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

6:30 p. m.—Train 1, (Daily except Sunday)

Henovo, Elmira and intermediate stations.

9:05 4p. m.—Train 21, (Daily,) for Williamspo. and intermediate stations. The people of Columbia county should

patronize the agency where losses, if any, at settled and paid by one of their own citizens THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphia 4:30 a. m., Baltimore 4:40 a. m., Harriburg, S:10 a. m., daily arriving at Sunbury 2:50

burg, 8:10 a. m., daily arriving at Sunbury 9:58 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 Sunbury, 1:38
with Parlor car from Philadelphia and Baltimore.
Train 1—Leaves New York 9:00 a. m., Philadelphia 11:40 a. m., Washington 10:50 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 1:30 p. m. (Daily) arriving at Sunbury 9:05 p. m.
Through Parlor car from Philadelphia. week days.

days.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:30 p. m., Washington 7:30 p. m., Battimore 8:45 p. m., (Dally except Saturday,) arriving at Sunbury, 2:04 s. m. with Fullman sleeping cars and passenger coaches from Washington and Battimore.

Trains leave Bloomsburg as follows: (Sundays

imore 8:45 p. m., (Dally excect Saturday.) arriving at Sunbury, 2:04 s. m., with Pullman sleeping cars and passenger coaches from Washington and Battimore.

Train 3 leaves New York 8:00 p. m., Philadelphia 11:30 p. m., (Dally), 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, & WILKESRARRE RAILHOAD, AND NORTH AND WEST BRANCH BALLWAY.

(Daily Greept Sunday.)

Train 3 leaves Sunbury 10:00 a. m. arriving at Bicom Feb. 10:48 a. m., Wilkes Barre 12 10 p. m. Hazleton 12:15 p. m., Pottsville 1:25 p. m.

Train 1 leaves sunbury 5:35 p. m. arriving at Bicom Feb. 10:48 a. m., Wilkes Barre 12:10 p. m. Hazleton 1:54 p. m., Pottsville 1:25 p. m.

Train 1 leaves Sunbury 5:35 p. m. arriving at Bicom Ferry 6:26 p. m., Wilkes-Barre 7:30 p. m. Hazleton 1:54 p. m., Pottsville 1:20 p. m. Hazleton 7:40 a. m., arriving at Bicom Ferry 8:47 a. m., Sunbury 9:40 a. m.

Tyrin 10 leaves Fottsville 1:20 p. m. Hazleton 7:40 p. m., Wilkes-Barre 1:21 p. m., arriving at Bicom Ferry 10:48 a. m., Sunbury 9:40 a. m., arriving at Bicom Ferry 10:48 a. m., Sunbury 9:40 a. m., arriving at Bicom Ferry 10:48 a. m., Sunbury 9:40 a. m., arriving at Bicom Ferry 10:48 a. m., Sunbury 9:40 a. m., arriving at Bicom Ferry 10:48 a. m., Wilkes-Barre 12:10 p. m.

Train 7 leaves Sunbury 10:00 a. m., arriving at Bicom Ferry 10:48 a. m., Wilkes-Barre 12:10 p. m., Train 26 leaves Wilkes-Farre 3:10 p. m., arriving at Bicom Ferry 10:48 a. m., Wilkes-Barre 12:10 p. m.

Train 8 Eaves Wilkes-Farre 3:10 p. m., arriving at Bicom Ferry 10:48 a. m., Wilkes-Barre 12:10 p. m.

Gen. Manager.

Gen. Pass, Agt Trains leave Bloomsburg as follows: (Sundays excepted:)
For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc., 6-10, 11.36 a.m.
For Williamsport, 7.45 a.m., 3.15 p.m. Sunday, 7.58 a.m., 4.28 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., 7.03 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 7.03 p.m. 5 ce. 6.30, 11.15 p. m. Sunday 7.55, 10.21 a. m., 4.28
7.08 p m.
Trains for Bloomsburg
Leave New York via of Philadelphia 7.45 a.
m., 4.00 p. m. and via Easton 8.45 s. m., 4.30 p. m.
Leave Philadelphia 16.00 a. m. 6.00 p. m.
Leave Pottaville 12.30 p. m.
Leave Pottaville 12.30 p. m.
Leave Pottaville 12.30 p. m.
Leave Williamscort 5.50 a. m., 4.25 p. m.
Leave Williamscort 5.50 a. m., 4.25 p. m. Sunday, 5.00 a. m., 4.25 p. m.
Leave Catawissa 7.00, 8.70 a. m. 1.30, 3.19, 6.10
11.16 p. m. Sunday, 7.40 a. m., 4.75 p. m.
Leave Rupert 6.21, 7.05, 8.27, 11.43 a. m., 1.37, 8.27, 6.19, 11.25 p. m. Sunday, 7.40 a. m., 4.75, 10.12 a. m.
4.22 p. m.

BLOOMSBURG & SULLIVAN R. R
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Returning leave Atlantic City depot, Atlantic and Arkansas avenues. Week-days Express, 7.00, 6.00, 9.00 a. in. and 4.0, 6.30 p. in. Accommodation, 4.20, 6.00, 5.30 p. in. Accommodation, 4.20, 6.00, 5.10 a. in. and 4.30 p. in. Accommodation, 4.20, 6.00, 5.10 a. in. and 4.30 p. in. Accommodation, 4.20, 6.00, 5.10 a. in. and 4.30 p. in. Accommodation, 7.80 s. in. and 4.10 p. in.