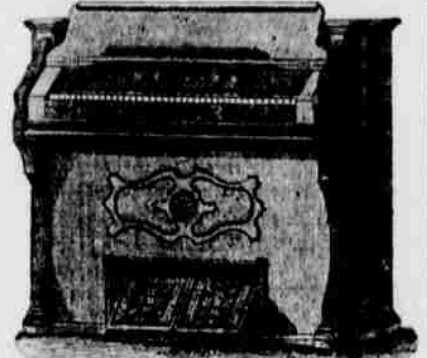


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A TARIFF LESSON.



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 celebrated White and other makes of Sewing Machines. Satisfaction guaranteed by J. Saltzer, Bloomsburg, Pa.

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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 explode. It is pre-eminently a family safety oil.

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A Family Affair Health for the Baby, Pleasure for the Parents, New Life for the Old Folks.

Hires' Root Beer THE GREAT TEMPERANCE DRINK is a family affair—a requisite of the home.

TELEGRAPHY. A young man or woman who desires to become a Telegraph Operator, may have an unusual opportunity to learn by attending the

A Woman Finds Out What "Protection" Means.

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

"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 government for doing a thing that they would do anyway, a thing that they have been doing for years because it has paid?"

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.

"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 people'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 it."

"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 distribute among a favored few."

A Winning Platform. Samuel J. Tilden drew up the platform of 1876 upon which he was elected to the presidency by 253,000 majority of the popular vote of the country.

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.

He Stands for Reform. Mr. Cleveland gave the south its first chance since the war. He stands prominently for policies of reform.

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.

How Harrison Befriended 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 please move up and make room for J. Sackcloth Clarkson.—Chicago Mail.

A New Health Food

has made its appearance! It is not only a health food, but a healthy food—a health food that makes other food healthy. Its name is

COTTOLENE

It takes the place of hog's Lard which is a notoriously unhealthy food. A purely vegetable product—delicate, digestible, and economical—netrial 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.

At all grocers. Manufactured only by N. K. FAIRBANK & CO., CHICAGO, and 138 N. Delaware Ave., Phila.

ELY'S CATARRH CREAM BALM

Cleans the Nasal Passages, Alleviates Pain and Inflammation, Heals the Sores, Restores the Sense of Taste and Smell.

TRY THE CURE HAY-FEVER. A particle is applied into each nostril and is agreeable. Price 50 cents at drugists; by mail registered, 60 cts. ELY BROTHERS, 56 Warren St., N. Y.

HOW I EARNED AN ISLAND.

Interprising Young Man: True & Co. instructed and started me, worked steadily and made money faster than I expected to. I became able to buy an island and build a small summer hotel. If I don't succeed at that, I will go to work again at the business in which I made my money.

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PHILADELPHIA & READING RAILROAD. AFTER MAY 15, 1902. Trains leave Bloomsburg as follows: (Sundays excepted)

For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc. 6:10, 11:35 a. m.

For Williamsport, 7:45 a. m., 3:15 p. m. Sunday, 7:55 a. m., 2:25 p. m.

For Danville and Milton, 7:45 a. m., 3:15, 11:35 p. m. Sunday, 7:55 a. m., 4:25 p. m.

For Catawissa 6:10, 7:45, 11:35 a. m., 12:15, 5:00, 6:30 p. m. Sunday, 10:31 a. m., 7:00 p. m.

For Hupert 6:10, 7:45, 11:35 a. m., 12:15, 3:15, 5:00, 6:30, 11:35 p. m. Sunday 7:55, 10:31 a. m., 4:25, 7:00 p. m.

Trains for Bloomsburg Leave New York via of Philadelphia 7:45 a. m., 4:30 p. m. and via Easton 8:45 a. m., 4:30 p. m. Leave Philadelphia 7:00 a. m., 6:00 p. m. Leave Reading 11:50 a. m., 7:07 p. m.

Leave Pottsville 12:30 p. m. Leave Tamaqua 1:21 p. m., 9:25 p. m. Leave Williamsport 8:50 a. m., 4:25 p. m. Sunday, 8:00 a. m., 4:25 p. m.

Leave Catawissa 7:00, 8:30 a. m., 1:30, 3:15, 6:10, 11:10 p. m. Sunday, 7:45 a. m., 4:25 p. m.

Leave Hupert 6:27, 7:05, 8:27, 1:43 a. m., 1:37, 3:27, 6:19, 11:25 p. m. Sundays, 7:55, 10:31 a. m., 4:25, 7:00 p. m.

For Baltimore, Washington and the West via B. & O. R. R. through trains leave Girard Avenue Station, Phila. (P. & R. R.) Sundays 5:55, 8:04, 11:27 a. m., 5:55, 8:04, 11:27 p. m.

ATLANTIC CITY DIVISION. Leave Philadelphia, Chestnut street Wharf and South Street Wharf. Week-days-Express, 8:00 a. m., 2:00, 3:00, 5:00 p. m. Accommodation, 8:00 a. m., 4:15, 5:00, 6:30 p. m. Sundays-Express, 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, 7:00, 8:00 a. m., and 4:00, 5:30 p. m. Accommodation, 7:00, 8:00, 11:15 a. m., and 4:30 p. m. Sundays-Express, 4:00, 4:45, 6:10 p. m. Accommodation, 7:00 p. m., and 4:10 p. m.

A. A. McFEE, G. C. PANCOCK, Pres. & Gen'l Manager, Gen'l Pass. Agt.

RAILROAD TIME TABLE DELAWARE LACKAWANNA & WESTERN RAILROAD.

BLOOMSBURG DIVISION. STATIONS. NORTH.

Table with columns for Station, A.M., P.M., and P.M. listing routes to Northumberland, Conowingo, Chuliaskey, Danville, Catawissa, Hupert, Willow Grove, Briar Creek, Berwick, Reservoir, Hick's Ferry, Shickelinau, Hunlock, West Pottsville, Plymouth, Malby, Bennett, Kingston, West Pottsville, Pittston, Durys, Lackawanna, Taylorville, Bellevue, Schuylkill, etc.

Table with columns for Station, A.M., P.M., and P.M. listing routes to Schuylkill, Reservoir, Taylorville, Lackawanna, Durys, Pittston, West Pottsville, Wyoming, Malby, Bennett, Kingston, Plymouth Junction, Plymouth, Avondale, Natick, Hunlock, Shickelinau, Hick's Ferry, Reservoir, Berwick, Briar Creek, Epsey, Catawissa, Ruppert, Danville, Cambridge, Northumberland, etc.

Pennsylvania Railroad.

In effect May 22, 1892. Trains leave Sunday 9:45 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 8:00 p. m.

Train 15 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 6:50 p. m.

Train 16 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 6:00 p. m.

Train 17 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 5:10 p. m.

Train 18 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 4:20 p. m.

Train 19 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 3:30 p. m.

Train 20 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 2:40 p. m.

Train 21 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 1:50 p. m.

Train 22 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 1:00 p. m.

Train 23 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 11:10 a. m.

Train 24 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 10:20 a. m.

Train 25 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 9:30 a. m.

Train 26 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 8:40 a. m.

Train 27 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 7:50 a. m.

Train 28 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 7:00 a. m.