



SALTZER'S.

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 anything 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.



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

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

We Challenge Comparison with any other illuminating oil made.

We stake our Reputation, as Refiners upon the statement that it is

The Best Oil
IN THE WORLD.

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ACME OIL COMPANY!
BLOOMSBURG, PA.

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. A 35 cent package makes 5 quarts of a delicious, strengthening, effervescent beverage.

Don't be deceived if a dealer, for the sake of better profit, tells you some other kind is "just as good" as Hires'. No imitation is so good as the genuine article.

FOR GOVERNOR OF MICHIGAN.

Judge Allen B. Morse, Whom the Democrats Have Nominated.

Judge Allen Benton Morse, of Ionia, the Democratic nominee for governor of Michigan, is at present chief justice of the state supreme court. He was elected to the bench in 1885 by a majority of 20,000 over Judge Thomas M. Cooley, who was nominated by the Republicans and endorsed by the Prohibitionists. On the bench he has strengthened his popularity with the people by his interpretation of the law, and in the campaign he will have the support of the colored voters almost solidly, of the great army of railroad employees, of the farmers and of the working classes. It is charged against John T. Rich, the Republican nominee, that when railroad commissioner his sympathies were distinctly on the side of the corporations, and this charge, made by members of his own party, in the convention will be used against him in the campaign with deadly effect. Mr. Rich also has been in the field for gubernatorial honors for nearly twenty years, while with Judge Morse the honors were thrust upon him. In nominating Judge Morse the Democrats were forced to retire Governor Winans, the present incumbent, but the first telegram of congratulation received by the nominee was from Governor Winans, and gave the heartiest assurance of support. Judge Morse is several thousand votes stronger than his party, and his popularity will help him pull the ticket through and will go far toward the election of presidential electors and of members of the next legislature.

JUDGE ALLEN B. MORSE.

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THE DINNER PAIL.

The Republicans' Claims Disproved by the Aldrich Report.

Over and over again it has been said by Republican writers and speakers that utensils of tin are no higher than they were before the passage of the McKinley bill.

The report of the Aldrich committee, of which Republicans boast so much, effectually disposes of this contention. In this report the price of an article on June 1, 1889, is put down at \$100, and the price at subsequent dates is estimated upon that basis. The wholesale price of dinner pails was the same in September, 1890, as in June, 1889. On January, 1891, it was \$106.25, and it remained at that figure until September, 1891, the date when the report closed.

This means that the number of dinner pails that could be bought for \$100 in September, 1890, cost in the following year \$106.25. The same report shows that tin milkpans that cost \$100 in June, 1889, cost \$110.86 in September, 1891.

That the increase of price was not greater is due to several circumstances. The enormous importations made before the law took effect overstocked the market for a time. Afterward prices abroad declined, as they had been doing for years before—not every year, it is true, but the general tendency was downward, so that the foreign price declined from five cents a pound in 1889 to three cents in 1885 and subsequent years. The foreign price has also declined since September, 1891, but the tariff has prevented our consumers from getting the benefit of it.—Louisville Courier-Journal.

Why People Are in Distress.

The people are in distress because the principles of the Democratic party have been violated for twenty-five years. During all this period the policy of federal legislation has been directed by the Republican party and directed against the interest of the people. Restore Democratic ascendancy and you restore prosperity again.—Raleigh Chronicle.

Ours is a government of the people. It is wisely provided in our federal constitution that once in four years political power shall return to the hands of the people.—Adlai E. Stevenson.

Democracy Forever.

[Air—"Battle Cry of Freedom."] Let us sound a battle cry For the conflict drawing nigh, Down with Protection next November! Let us rally, boys, once more, As we did in eighty-four, Down with Protection in November!

CHORUS.
Democracy forever! Hurrah, boys, hurrah! Down with Protection and McKinley's Tariff Law. 'Tis the writing on the wall, "Let them totter to their fall." Down with Protection next November!

It shall be no idle boast, Cleveland leads our valiant host, Down with war taxes next November! Swells the cry from hill and plain, "We'll elect him once again, Down with war taxes next November!"

Though the plutocratic crew Shower gold and silver too, Down with corruption next November! O'er the land, from shore to shore, They shall purchase power no more, Down with corruption next November!

As some mighty river rolls, Let us rally to the polls, Down with robber tariffs next November! We shall win the world's applause, We shall gain the people's cause, Down with robber tariffs next November! Down with robber tariffs next November! —New York World.

Hog's Lard
—AND—
Ice Water
—MAKE—
Dyspepsia.

USE
Gottolene
INSTEAD OF
Lard,
and not only will there be NO DYSPEPSIA, but dyspeptics can eat the Pies, Cakes, &c., made with it.

COTTOLENE
is HEALTHIER,
and good Cooks say
BETTER than Lard.

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Cleans the Nasal Passages, Allays 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 Druggists by mail registered, 50 cents. ELY BROTHERS, 36 Warren St., N. Y.

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Interprising Young Man: True & Co. instructed and started me. I 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 leave and that I will go to work again at the business in which I made my money. True & Co. shall be interested in my success. If we do, and if you work industriously, you will in due time be able to buy an island and build a hotel. If you wish to do this, you must first get the "How I Earned an Island" book. This book is sold at our new line of work, rapidly and honorably, by those of either sex, young or old, and in their own localities, wherever they live. Any one can do the work. Easy to learn. We furnish everything. No risk. You can devote your spare moments, or all your time to the work. This is a great business. It is a great gain. It will reward every industrious worker. Wherever you are, and whatever you are doing, you want to know about this wonderful work at once. Delay means your money lost to you. No space to explain here, but if you will write to us, we will make the details plain. Write to True & Co., Box 600, Augusta, Maine.

MONEY

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 **Atholmer 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, \$50,000 of the Treasury Stock is offered until March 15th, at par, \$10 per share. Price of stock will be advanced February 18th to take effect on above date. For full particulars address the company, Box 1218, Boston, Mass. or Portland, Me.

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Beef, Veal, Lamb, Mutton, Pork, Hams, Bacon, Tongues, Bologna, &c. Free Delivery to all parts of the town.

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Spring Garden, of Philadelphia, \$1,361,750.00
American Central, of St. Louis, \$1,472,000.00
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Can be consulted in German.

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DR. J. C. RUTTER,
PHYSICIAN AND SURGEON,
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Farm property a specialty. 4-22-17.

PHILADELPHIA & READING RAILROAD.
AFTER MAY 15, 1892.

Trains leave Bloomsburg as follows: (Sundays excepted.)

For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc. 6:10, 11:30 a. m.
For Williamsport, 7:45 a. m., 3:15 p. m. Sunday, 7:55 a. m., 4:25 p. m.
For Danville and Milton, 7:45 a. m., 3:15, 11:15 p. m. Sunday, 7:55 a. m., 4:25 p. m.
For Catawissa, 6:10, 7:45, 11:30 a. m., 12:15, 5:00, 6:30 p. m. Sunday, 10:20 a. m., 1:00 p. m.
For Rupert, 6:10, 7:45, 11:30 a. m., 12:15, 5:00, 6:30 p. m. Sunday, 7:55, 10:20 a. m., 4:25, 7:00 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 Philadelphia 10:10 a. m., 4:00 p. m.
Leave Reading 11:30 a. m., 7:57 p. m.
Leave Pottsville 12:30 p. m.
Leave Tamaqua 1:30 a. m., 9:28 p. m.
Leave Williamsport 6:10 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, 11:15 p. m. Sunday, 7:45 a. m., 4:15, 4:30 p. m.
Leave Rupert 6:21, 7:08, 8:37, 11:43 a. m., 1:37, 5:27, 6:19, 11:23 p. m. Sunday, 7:59, 10:12 a. m., 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.) 5:55, 8:01, 11:57 a. m., 1:57, 5:56, 5:42, 7:13 p. m. Sundays 5:55, 8:02, 11:57 a. m., 3:50, 5:45, 7:13 p. m.

ATLANTIC CITY DIVISION.
Leave Philadelphia, Chestnut Street Wharf and South Street Wharf.

Weekdays—Express, 5:15 excursion 6:45, 8:10, 9:10, 10:45 a. m., 1:00 Saturdays only 1:20, 2:40, 3:50 5:00 minute flyer 5:30, 6:50, 8:10, 9:10 a. m. Accommodation, 5:00, 8:00, 9:15, 11:30 p. m. Sundays—Express 8:14, 7:50, 7:50, 8:00, 8:20, 9:00, 10:30, a. m., 4:30 p. m. Accommodation, 8:00 a. m., 10:45, 4:30 p. m.
Returning leave Atlantic City depot, and Arkansas avenues, weekdays—7:00, 7:30, 8:00, 9:10 10:10 a. m. and 3:15, 4:00, 4:30 (Excursion) 6:00, 6:25, 7:30, 9:30 p. m. Accommodation, 4:10, 5:50, 8:10 a. m. and 4:30 p. m.
Sunday—Express 8:30, 4:00, 5:00, 6:00 6:30, 7:30, 8:30, 9:30 p. m. Accommodation, 7:30 a. m. and 8:30 p. m.

L. A. SVEIGARD, C. C. HANCOCK, Pers. & Gen'l Manager. Gen'l Pass. Agt.

RAILROAD TIME TABLE
DELAWARE LACKAWAN NA & WESTERN RAILROAD.
BLOOMSBURG DIVISION.

STATIONS.	NORTH.
Non-Commerce	6:30 1:00
Cameron	6:35 1:05
Chulasky	6:40 1:10
Danville	6:45 1:15
Catawissa	7:05 1:35
Rupert	7:15 1:45
Bloomsburg	7:30 2:00
Epy	7:37 2:07
Williamsport	7:54 2:24
Willow Grove	7:58 2:28
Briarclark	7:41 2:11
Herwick	7:48 2:18
Beach Haven	7:50 2:20
Hick's Ferry	8:10 2:40
Shick's Ferry	8:10 2:40
Hick's Ferry	8:10 2:40
Nanticoke	8:10 2:40
Avondale	8:10 2:40
Plymouth	8:35 3:05
Plymouth Junction	8:45 3:15
Kingsford	8:45 3:15
Bennett	8:45 3:15
Malby	8:52 3:22
West Pottsville	9:01 3:31
Pittston	9:08 3:38
Durys	9:13 3:43
Lackawanna	9:13 3:43
Taylorville	9:25 3:55
Bellevue	9:31 4:01
Scranton	9:35 4:05

STATIONS.	SOUTH.
Scranton	6:00 9:50 1:35 6:00
Bellevue	6:05 9:55 1:40 6:05
Lackawanna	6:10 10:00 1:45 6:10
Durys	6:25 10:15 1:55 6:25
West Pottsville	6:35 10:25 2:05 6:35
Wyoming	6:40 10:30 2:10 6:40
Malby	6:44 10:34 2:14 6:44
Bennett	6:44 10:34 2:14 6:44
Kingsford	6:44 10:34 2:14 6:44
Plymouth Junction	6:59 10:49 2:29 6:59
Plymouth	7:04 10:54 2:34 7:04
Avondale	7:04 10:54 2:34 7:04
Nanticoke	7:14 10:64 2:44 7:14
Hick's Ferry	7:20 10:70 2:50 7:20
Shick's Ferry	7:21 10:71 2:51 7:21
Beach Haven	7:24 10:74 2:54 7:24
Herwick	7:26 10:76 2:56 7:26
Wirt's Creek	7:26 10:76 2:56 7:26
Willow Grove	7:31 10:81 3:01 7:31
Lime Ridge	7:37 10:87 3:07 7:37
Epy	7:44 10:94 3:14 7:44
Rupert	7:48 10:98 3:18 7:48
Catawissa	7:58 11:08 3:28 7:58
Danville	8:08 11:18 3:38 8:08
Chulasky	8:08 11:18 3:38 8:08
Cameron	8:17 11:27 3:47 8:17
Non-Commerce	8:21 11:31 3:51 8:21

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

W. F. HALLSTAD, Gen. Man. Scranton, Pa.

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

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

9:45 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 3:00 p. m.; New York 5:30 p. m., Baltimore 8:10 p. m.; Washington 4:30 p. m., connecting at Philadelphia for all other points. Passenger coaches to Philadelphia, Baltimore, Fairport and Pottsville.

1:35 p. m. Train 4 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 6:50 p. m.; New York, 9:20 p. m.; Baltimore 12:05 p. m.; Washington 8:15 p. m. Passenger coaches to Philadelphia and Baltimore.

5:25 p. m. Train 15 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 10:55 p. m.; Baltimore, 12:50 p. m. Passenger coach to Philadelphia.

8:25 p. m. Train 6 (Daily) for Harrisburg and all intermediate stations arriving at Philadelphia 4:25 a. m.; New York 7:10 a. m. sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed.

1:20 a. m. (Daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:00 a. m.; New York 8:30 a. m.; Baltimore 11:00 a. m.; Washington 7:30 a. m. Pullman sleeping car to Philadelphia and passenger coaches to Philadelphia and Baltimore.

6:15 a. m. Train 13 (Daily) for Harrisburg and intermediate stations arriving at Baltimore 9:45 a. m. and Washington 10:05 a. m. and Pullman sleeping car to Baltimore, Washington, and passenger coaches to Baltimore.

8:04 a. m. Train 9 (Daily except Sunday) for Canandaigua, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars and passenger coaches to Rochester.

8:10 a. m. Train 8 (Daily) for Erie, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars and passenger coaches to Erie and Rochester.

8:55 a. m. Train 15 (Daily) for Lock Haven and intermediate stations.

1:30 p. m. Train 11 (Daily except Sunday) for Kane, Canandaigua and intermediate stations, Rochester, Buffalo, and Niagara Falls, with Pullman sleeping cars and passenger coaches to Erie and Rochester.

5:30 p. m. Train 12 (Daily except Sunday) for Renovo, Elmira and intermediate stations, and intermediate stations.

8:05 p. m. Train 31 (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 6:40 a. m., Harrisburg, 8:10 a. m., daily arriving at Sunbury 9:55 a. m.

Train 11—Leaves Philadelphia 9:30 a. m., Washington 7:30 a. m., Baltimore 8:45 a. m. (daily except Sunday) arriving at Sunbury 1:00 p. m. with Pullman sleeping cars and passenger coaches from Philadelphia and Baltimore.

Train 1—Leaves New York 7:00 a. m., Philadelphia 11:40 a. m., Washington 10:50 a. m., Baltimore 12:00 p. m., (daily except Sunday) arriving at Sunbury 8:30 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 21 leaves New York 2:00 p. m., Philadelphia 4:30 p. m., Washington 3:45 p. m., Baltimore 4:30 p. m. (Daily) arriving at Sunbury 8:00 p. m.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:30 p. m., Washington 8:45 p. m., Baltimore 9:30 p. m. (Daily) arriving at Sunbury 11:50 p. m.

Train 11 leaves New York 8:00 p. m., Philadelphia 11:30 p. m., Washington 10:50 p. m., Baltimore 11:30 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.
(Daily except Sunday.)

Train 7—Leaves Sunbury 10:00 a. m. arriving at Hazleton 11:15 p. m., Pottsville 12:10 p. m. Train 11 leaves Sunbury 5:35 p. m. arriving at Hazleton 6:45 p. m., Pottsville 7:50 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 8:45 a. m., Sunbury 9:40 a. m. Train 10 leaves Hazleton 1:25 p. m., Hazleton 3:04 p. m., Wilkes-Barre 3:15 p. m., arriving at Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m.

Train 7 leaves Sunbury 10:00 a. m., arriving at Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m. Train 13 leaves Sunbury 8:35 p. m., arriving at Bloom Ferry 9:30 p. m., Wilkes-Barre 10:30 p. m., Sunbury 11:30 p. m. CHAS. E. PUGH, J. R. WOOD, Gen. Manager. Gen. Pass. Agt.

BLOOMSBURG & SULLIVAN R. R.
Taking effect MONDAY, NOV. 17, 1892.

STATIONS.	AR.	AV.	AR.	LV.	LV.
Bloom	6:00	6:15	6:30	6:45	7:00
Main Street	6:15	6:30	6:45	7:00	7:15
Ironville	6:30	6:45	7:00	7:15	7:30
Lightsville	6:45	7:00	7:15	7:30</	