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SEWELL'S Liquid Cement mends anything. Always ready. Price 10 cents.

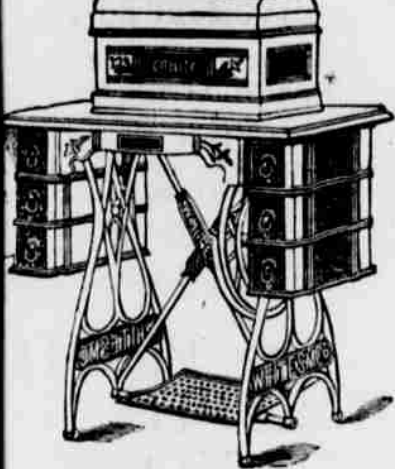
Look Here!

Do you want a **PIANO?**

Do you want an **ORGAN?**



Do you want a **Sewing Machine?**



Do you want any kind of a **MUSICAL INSTRUMENT?**

Do you want **SHEET MUSIC?**

If so, do not send your money away from home, but deal with a reliable dealer right here, who will make things right, if there is anything wrong.

For anything in this line the place to go is to

J. Saltzer's.

Ware-rooms, Main Street, below Market.

CROWN ACME,

the Best Burning Oil That Can be Made From Petroleum.

It gives a brilliant light. It will not choke the chimneys. It will not char the brick. It has a high fire test. It will not smoke. It is oreminently a family safety

Challenge Comparison with any other illuminating oil made.

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

The Best Oil,

IN THE WORLD. ASK YOUR DEALER FOR

CROWN - ACME

Atlantic Refining Co., BLOOMSBURG STATION, BLOOMSBURG, PA.

THE DOG WAS ASTONISHED.

And So Was the Actor, Who Thought He "Had 'Em Again."

"I once played a cruel joke on John English, one of the old stock actors that have now about disappeared from the stage," said Robert Stevenson to the Story-Tellers' Club, that was killing time in the corridors of the LaCade, says the St. Louis Globe-Democrat.

"John was a great lover of a practical joke, and several times made me the victim. One season he was doing the smaller cities with 'Rip Van Winkle,' and had with him a beautiful white dog that had played Schneider.

"I got hold of Schneider one night when John was playing at Brownsville, Tex., to a packed house and painted him all the colors of the rainbow. Rip did not see Schneider until he obediently trotted on the stage.

"When he caught sight of his dog he did not at once recognize his faithful companion, and being a very nervous man, grabbed a chair, sprang to the far side of the stage, and stood on the defensive.

"Schneider realized that something was wrong and went crawling to his master on his stomach. The actor thought it some kind of a wild animal that was about to spring on him, and, throwing the chair at Schneider, was about to rush off the stage.

"The dog emitted a plaintive ki-yi and English stopped, looked at him, advanced to the footlights, and said, impressively: 'I'll whip the coyote that made an Italian sunset of that dog.'

Penalties of Size.

Most every person likes to be as big as possible mentally, as well as physically, not bearing in mind some of the penalties of size.

Edward Irving, the eloquent preacher, who sixty years ago stirred London society, was a tall, stalwart, well formed man. Sometimes he cheerfully endured the penalties of his physical greatness, and sometimes he lost his temper when circumstances made it unpleasantly prominent. When he began his work at Glasgow as Dr. Chalmers' assistant, his appearance impressed every one. A lady belonging to Dr. Chalmers' church had given orders one day that visitors were not to be admitted, as she was engaged. Suddenly a maid-servant interrupted her, and in great excitement exclaimed:

"Mom, there's a wonderful grand gentleman called! I couldn't say to him that you were engaged. I think he must be a Highland chief."

"Do you know, doctor," said another lady to Dr. Chalmers himself, "what people are saying about your new assistant? They say he must be a brigand chief."

"Well," answered the doctor, with a smile, "whatever they say, they never think him like anything but the leader of men."

Irving bore these compliments to his stalwart frame with cheerfulness; but when his appearance suggested a horse, then he protested. It was one summer night that he shrouded across a narrow strait to the ferryman. As he stood in the twilight, with his portmanteau on his shoulder, he heard an answer, and presently saw the boat gliding over the water. When it reached half-way, it turned back. Irving became impatient. There was a commotion on the opposite bank, lights flickered on the shore, and there were shouts. Then ears began to dip, and the boat slowly approached. As the boat glided up to the beach, the impatient traveller demanded to know why the boatman had turned back, thus keeping him waiting so long.

"I thought you were a man on a horse," replied the boatman, looking up bewildered, "and I went back to fetch the horse-boat."

Irving did not like the mistake.

High Art in New York.

Miss Bondelipper, a New York society lady living on Fifth avenue, recently called at the studio of Herr Von Dauber, the celebrated artist.

"I desire to have my picture taken," said Miss Bondelipper.

"Vich would you prefer, a crayon portrait or an oil painting?" asked Von Dauber.

"You can paint me in crayon first, and if I don't look like it you can put some oil on it afterwards," replied Miss Bondelipper.—Texas Siftings.

Geographical Instruction.

"How far is it around the world?" In girlish innocence asked she.

"Ah, I will measure it," he said.

"If you'll permit me, love, to see."

Then when his strong right arm had placed around her waist so small and trim, He found it wasn't very far—

For she was all the world to him. —Puck.

Cause for Condolence.

Mrs. Plainfield (proudly)—And who would have thought that I should ever be the mother of a poet?

Her Neighbor (misunderstanding)—Oh, well, I wouldn't worry about that. He'll have better sense when he gets a little older.—Puck.

Working On Their Sympathies.

Clara—Where did the minister's wife get her new dress?

Maudie—Why, her husband preached a sermon last Sunday that the congregation had never heard before, and they gave her the dress in honor of the occasion.

A Home Thrust.

"Gracious!" cried Uncle Jack, looking at Tommy's Noah Ark. "Noah has a large family."

"They isn't all Noah's," answered Tommy; "some of 'em is relatives visiting 'em."

Turning Bad Into Good.

"How did you amuse yourself while you had the whooping-cough?" asked Uncle Jack.

"We played Indian," answered Bobby, "and we could give splendid war whoops."

A Revolution In Eating

has been brought about by the introduction of COTTOLENE, the new vegetable shortening. The discovery of this product, and the demonstration of its remarkable qualities, has attracted the widest interest. Hitherto the common shortening has been lard, or indifferent butter. Every one has probably suffered occasional discomfort from lard-cooked food; while it is well known that thousands are obliged to abstain entirely from everything of that kind. To such people, COTTOLENE is of peculiar value, widening as it does, the range of what may be eaten and enjoyed. COTTOLENE is a cooking marvel. It combines with the food—imparts to it a tempting color, a delicate flavor, and an appetizing crispness. No trace of greasiness remains to offend the taste, or disturb the digestion.

COTTOLENE is worthy of the careful notice of all those who value good food, of itself or for its hygienic properties.

Sold by Leading Grocers. Made only by **N. K. FAIRBANK & CO., CHICAGO and 138 N. Delaware Ave., Phila.**

DR. BULL'S COUGH SYRUP

We have used Dr. Bull's Cough Syrup in our family for years and find it to be the best remedy for croup and cough. We have used it for our children who are all subject to throat trouble, with excellent results. We prize it very highly. Mrs. FRANK H. YORK, Oneonta, N. Y.

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DO YOU COUGH DON'T DELAY KEMP'S BALMSAM

For Croup, Colds, Coughs, Sore Throat, Croup, La Grippe, Whooping Cough, Bronchitis and Asthma. A certain cure for Consumption in its early stage, and a sure relief in advanced stages. It gives the excellent effect after taking the first dose. Sold by all druggists every where. Large bottles, 50 cents and \$1.00.

PHILADELPHIA & READING RAILROAD.

AFTER NOV. 13, 1892.

Trains leave Bloomsburg as follows: Sundays excepted.

For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc., 6.10, 11.35 a. m.

For Harrisburg, 7.45 a. m., 3.15 p. m. Sunday, 7.45 a. m., 3.15 p. m.

For Danville and Milton, 7.45 a. m., 3.15, 11.10 p. m. Sunday, 7.45 a. m., 3.15 p. m.

For Catawissa, 6.10, 7.45, 1.30 a. m., 12.15, 5.00, 6.30, 11.35 p. m. Sunday, 10.31 a. m., 3.03 p. m., 12.15, 5.15, 5.00, 6.30, 11.10, 11.35 p. m. Sunday, 7.45, 10.21 a. m., 4.29, 7.08 p. m.

Trains for Bloomsburg via Philadelphia 7.45 a. m., 4.00 p. m. and via Easton 8.45 a. m., 4.30 p. m. Leave Philadelphia 1.21 a. m., 8.25 p. m. Leave Reading 11.20 a. m., 7.57 p. m.

Leave Pottsville 1.29 p. m.

Leave Tamaqua 1.21 a. m., 8.25 p. m.

Leave Williamsport 9.50 a. m., 4.25 p. m. Sunday, 8.01 a. m., 4.35 p. m.

Leave Catawissa 7.45 a. m., 1.30, 3.19, 6.10, 1.27, 6.19, 11.24 p. m. Sunday, 7.59, 10.12 a. m., 4.24 p. m.

For Baltimore, Washington and the West via B. & O. R. R. through trains leave Grand Avenue Station, Phila. (P. & R. R.) 3.50, 8.01, 11.36 a. m., 3.56, 5.49, 7.16 p. m. Sundays 3.50, 8.02, 11.36 a. m., 3.56, 5.49, 7.16 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha South Street Warf.

FOR ATLANTIC CITY.

Weekdays—Express, 9.01 a. m., 2.00, 4.30, 5.00 p. m. Accommodation, 8.40 a. m., 3.45 p. m. Sunday—Express, 9.00 a. m., 4.30 p. m. Accommodation, 8.00 a. m. and 4.30 p. m.

Returning leave Atlantic City Depot, corner Atlantic and Market streets.

Weekdays—Express, 7.00, 7.45, 9.00 a. m., 2nd 4.00 p. m. Accommodation, 8.10 a. m., 4.30 p. m. Sunday—Express, 4.00, 7.00 p. m. Accommodation, 7.30 a. m. and 4.30 p. m.

I. A. SWEIGARD, C. G. HANCOCK, Pres. & Gen'l Manager. Gen'l Pass. Agt.

BLOOMSBURG & SULLIVAN R. R.

Taking effect MONDAY, NOV. 17, 1892.

SOUTH.

STATIONS. A. M. P. M. A. M. P. M.

Hootsburg..... 6.28 12.10 1.15 5.45 6.40

M. in Street..... 6.38 12.04 7.07 5.45 6.40

Edwards..... 6.48 12.04 7.07 5.45 6.40

Raper Mill..... 6.58 11.58 7.04 5.45 6.40

Lightstreet..... 7.08 11.49 7.04 5.45 6.40

Orangeville..... 7.18 11.38 6.43 5.45 6.40

Edwards..... 7.28 11.28 6.23 5.45 6.40

Zaner's..... 7.38 11.14 6.03 5.45 6.40

Sullivan..... 7.48 11.00 5.43 5.45 6.40

Benton..... 7.58 10.46 5.23 5.45 6.40

Coles Creek..... 8.08 10.32 5.03 5.45 6.40

Edwards..... 8.18 10.18 4.43 5.45 6.40

Laurelton..... 8.28 10.04 4.23 5.45 6.40

Sullivan..... 8.38 9.50 4.03 5.45 6.40

Central..... 8.48 9.36 3.43 5.45 6.40

Jamieson City..... 8.58 9.22 3.23 5.45 6.40

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RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD.

BLOOMSBURG DIVISION.

STATIONS. NORTH.

NORTHUMBERLAND..... A. M. P. M. A. M. P. M.

Chapin..... 6.35 12.10 1.15 5.45 6.40

Chapin..... 6.45 12.00 1.05 5.35 6.30

Dalvins..... 7.05 12.00 1.05 5.35 6.30

Catawissa..... 7.15 11.51 10.41 5.25 6.20

Bloomsburg..... 7.20 11.41 10.31 5.20 6.15

Bloomsburg..... 7.30 11.31 10.21 5.10 6.05

Libo Hill..... 7.34 11.24 10.14 5.05 6.00

Willow Grove..... 7.38 11.17 10.07 4.55 5.55

Harrisburg..... 7.41 11.10 9.59 4.45 5.45

Berkhampton..... 7.44 11.03 9.52 4.40 5.40

Beach Haven..... 7.47 10.56 9.45 4.35 5.35

Hick's Ferry..... 7.50 10.49 9.38 4.30 5.30

Shickshinny..... 7.53 10.42 9.31 4.25 5.25

Hudson..... 7.56 10.35 9.24 4.20 5.20

Nanticoke..... 8.00 10.28 9.17 4.15 5.15

Lyons..... 8.03 10.21 9.10 4.10 5.10

Plymouth Junction..... 8.07 10.14 9.04 4.05 5.05

Kingston..... 8.11 10.07 8.97 4.00 5.00

Benton..... 8.15 10.00 8.90 3.55 4.55

West Pileaton..... 8.19 9.53 8.84 3.50 4.50

Frederick..... 8.23 9.46 8.78 3.45 4.45

Durys..... 8.27 9.39 8.72 3.40 4.40

Lackawanna..... 8.31 9.32 8.66 3.35 4.35

Taylorsville..... 8.35 9.25 8.60 3.30 4.30

Bellevue..... 8.39 9.18 8.54 3.25 4.25

Schanton..... 8.43 9.11 8.48 3.20 4.20

A. M. P. M. A. M. P. M.

STATIONS. SOUTH.

SCRANTON..... A. M. P. M. A. M. P. M.

Bellevue..... 6.00 9.50 1.35 6.07

Bellevue..... 6.05 9.55 1.40 6.12

Taylorville..... 6.10 9.50 1.45 6.17

Lackawanna..... 6.15 9.45 1.50 6.22

Durys..... 6.20 9.40 1.55 6.27

Pileaton..... 6.25 9.35 2.00 6.32

West Pileaton..... 6.30 9.30 2.05 6.37

Wyoming..... 6.35 9.25 2.10 6.42

Walby..... 6.40 9.20 2.15 6.47

Benton..... 6.45 9.15 2.20 6.52

Kingston..... 6.50 9.10 2.25 6.57

Plymouth Junction..... 6.55 9.05 2.30 7.02

Plymouth..... 7.00 9.00 2.35 7.07

Aronville..... 7.05 8.55 2.40 7.12

Nanticoke..... 7.10 8.50 2.45 7.17

Shickshinny..... 7.15 8.45 2.50 7.22

Hick's Ferry..... 7.20 8.40 2.55 7.27

Beach Haven..... 7.25 8.35 3.00 7.32

Hershey..... 7.30 8.30 3.05 7.37

Pratt Creek..... 7.35 8.25 3.10 7.42

Willow Grove..... 7.40 8.20 3.15 7.47

Libo Hill..... 7.45 8.15 3.20 7.52

Bloomsburg..... 7.50 8.10 3.25 7.57

Harrisburg..... 7.55 8.05 3.30 8.02

Rupert..... 8.00 8.00 3.35 8.07

Catawissa..... 8.05 7.55 3.40 8.12

Danville..... 8.10 7.50 3.45 8.17

Chantilly..... 8.15 7.45 3.50 8.22

Camden..... 8.20 7.40 3.55 8.27

NORTHUMBERLAND..... 9.22 1.00 5.05 9.07

A. M. P. M. A. M. P. M.

Pennsylvania Railroad.

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

In effect Dec. 18, 1892. Trains leave Sunbury EASTWARD.

9:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 8:00 a. m., New York 9:50 a. m., Baltimore 3:10 p. m.; Washington 4:30 p. m., connecting at Philadelphia for all sea-shore points. Passenger coaches to Philadelphia; Pullman 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 8:35 p. m.; Baltimore 6:45 p. m.; Washington 8:15 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 12:55 p. m., New York 2:50 a. m., Baltimore 10:05 p. m., Washington 4:10 a. m.; Passenger coach to Philadelphia.

8:12 p. m.—Train 6 (Daily) for Harrisburg and all intermediate stations, arriving at Philadelphia 4:25 a. m., New York 7:10 a. m., Baltimore 5:35 a. m., Washington 12:10 a. m. Sleeper car from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in a sleeper until 12:10 a. m. and then transfer to a sleeper for Harrisburg until 7 a. m.

12:03 a. m.—(Daily) for Harrisburg, and other intermediate stations, arriving at Philadelphia 6:50 a. m., New York 9:30 a. m., Baltimore 6:50 a. m., Washington 1:00 a. m. Philadelphia and passenger coaches to Philadelphia and Baltimore.

1:31 a. m.—Train 16 (Daily) for Harrisburg and intermediate stations, arriving at Philadelphia 8:25 a. m., New York 11:10 a. m., Baltimore 7:25 a. m., Washington 2:10 a. m. and Washington 10:10 a. m. and Pullman sleeping cars to Baltimore, Washington and passenger coaches to Baltimore.

WESTWARD.

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

5:10 a. m.—Train 3 (Daily) for Erie, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman palace cars to Erie and Buffalo, and passenger coaches to Erie and Rochester.

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

1:39 p. m.—Train 11 (Daily except Sunday) for Kane, Canandaigua and intermediate stations, Rochester, Buffalo, and Niagara Falls with through passenger coaches to Kane and Rochester and Parlor car to Rochester.

5:31 p. m.—Train 17 (Daily except Sunday) Renovo, Elmira and intermediate stations.

9:05 p. m.—Train 13 (Daily except Sunday) for Williamsport and intermediate stations.

7:10 p. m.—Train 21 Sunday only 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., Washington 8:40 a. m., Harrisburg 8:10 a. m., daily arriving at Sunbury 9:55 a. m.

Train 11—Leaves Philadelphia 9:50 a. m., Washington 7:50 a. m., Baltimore 8:45 a. m., (daily except Sunday) arriving at Sunbury 1:35 (daily except Sunday) arriving at Sunbury 1:35 with Parlor car from Philadelphia and passenger coaches from Philadelphia and Baltimore.

Train 1—Leaves New York 9:00 a. m., Philadelphia 11:40 a. m., Washington 10:15 a. m., Baltimore 11:30 a. m., (daily except Sunday) arriving at Sunbury 7:30 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 13 leaves New York 9:00 p. m., Philadelphia 4:30 a. m., Washington 8:15 a. m., Baltimore 4:30 p. m. (Daily except Sunday) arriving at Sunbury 9:25 p. m. Through Coach and Parlor car from Philadelphia.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:20 p. m., Washington 7:30 p. m., Baltimore 8:45 p. m., (Daily except Saturday) arriving at Sunbury 9:04 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore.

Train 3 leaves New York 8:00 p. m., Philadelphia 1:20 p. m., Washington 1:10 p. m., Baltimore 1:40 p. m., (Daily) arriving at Sunbury 5:00 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.

Train 21—Leaves New York 12:00 noon, Philadelphia 2:25 p. m., Washington 1:10 p. m., Baltimore 2:15 p. m., Sunday only, arriving at Sunbury 7:10 p. m.

SUNBURY HAZLETON & WILKESBARRE RAILROAD, AND NORTH AND WEST BRANCH RAILWAY.

(Daily except Sunday.)

Train 7 leaves Sunbury 10:00 a. m., arriving at Hazleton 10:45 a. m., Wilkes-Barre 12:10 p. m., Hazleton 12:15 p. m., Pottsville 1:10 p. m. Through Coach Williamsport to Wilkes-Barre.

Train 8 leaves Sunbury 5:30 p. m., arriving at Hazleton 7:00 p. m., Wilkes-Barre 7:50 p. m., Pottsville 7:55 p. m., Hazleton 8:00 p. m., Hazleton 7:55 p. m., Pottsville 8:05 p. m.

Train 9 leaves New York 7:25 a. m., Philadelphia 6:00 a. m., Hazleton 7:10 a. m., arriving at Blooms Ferry 8:47 a. m., Sunbury 9:35 a. m.

Train 10 leaves New York 9:35 a. m., Philadelphia 8:04 a. m., Washington 7:50 p. m., Hazleton 8:04 p. m., Sunbury 9:35 p. m., arriving at Blooms Ferry 11:31 p. m., Sunbury 12:10 p. m.

Train 11 leaves Sunbury 10:00 a. m., arriving at Blooms Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m., Hazleton 12:15 p. m., Pottsville 1:10 p. m., arriving at Blooms Ferry 6:01 p. m., Sunbury 7:30 p. m.

CHAS. E. PUGH, J. R. WOOD, Gen'l Manager, Gen'l Pass. Agt.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10:00 a. m., arriving at Blooms Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m., Hazleton 12:15 p. m., Pottsville 1:10 p. m., arriving at Blooms Ferry 6:01 p. m., Sunbury 7:30 p. m.

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FIRE INSURANCE AND REAL ESTATE AGENT.
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