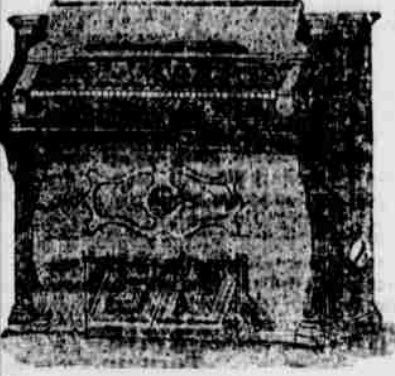


BULL'S HEAD FLAVORING EXTRACTS

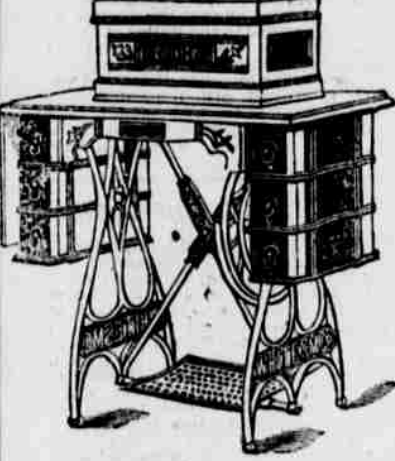
ARE THE BEST
VANILLA, LEMON, ORANGE,
GINGER, ROSE, ALMOND,
PRICE 10 CENTS AND 25 CENTS

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 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.

ASK YOUR DEALER FOR

CROWN - ACME

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

MAKING A TELFORD ROAD.

**Important Points to be Observed in Sub-
pavement and Top Course.**

The system of Thomas Telford, whose name has been used to designate the kind of road which he advocates, differs from the Macadam system in many particulars, the most important of which prescribes the use of a subpavement of large stones set in courses upon the earth foundation. In the interstices between the larger stones should be carefully and thoroughly wedged and packed with smaller stones, so as to insure the solidity of the subpavement and serves to prevent the dropping or settling of the materials that are subsequently put on. When finished, the subpavement should present a general uniformity of outline with a rough surface caused by the uneven edges of the pavement stones—a roughness which serves to prevent the shifting and sloping of the smaller stones above and to insure the compact binding together of the entire structure.

In the making of a telford road it is important to remember that the stones used in the subpavement need not be selected with regard to their hardness, and that stones may be used in this part of the work which would be wholly unsuited to situations where they might be exposed to direct contact with heavy vehicles. Another practical point to be remembered in the laying of the subpavement is that the driving and wedging of chips and smaller stones into the interstices of the subpavement must not be permitted near the face of the unfinished work, as this practice would result in the loosening and forcing apart of the larger stones of the subpavement.

After the completion of the subpavement at least two separate layers of broken stone are generally put on to form the upper and finishing course of the roadway. The intermediate course next to the subpavement is made of broken stones somewhat after the manner of macadam material, although these need not be, and in practical work generally are not, of the same uniform size and quality as are required for the finishing layer. The stones used in the intermediate course may vary in size from 1 inch to 3 inches in their largest diameter, and this course should be at least 4 inches thick, free from dirt, and laid in a bed of uniform thickness to preserve the regular contour of the roadway.

In putting down this course the heavy roller should again be employed to compact and consolidate the stones, so that the repeated passing of the roller over its surface will produce no settling, hollows or uneven places. Before completing the rolling a quantity of clean, sharp sand should be laid on the surface of the intermediate course, evenly and in sufficient amount, and over this the roller should be passed repeatedly, after having first sprinkled the sand with a sufficient quantity of water to prevent its sticking to the surface of the roller.

The top or surface course is the finishing work in the building of a telford road, and in the making of this course great care must be had both in selecting the material to be used and in the method of laying it down. All the stones of this course should be of uniform size, and all stones should be rejected from this material which are too large to pass through a ring having an inner diameter of two inches. If trap rock can be obtained for this course, it can be used with the assurance that a better material is scarcely obtainable, but if trap rock cannot be had there are several varieties of hard granite and limestone which make excellent substitutes and which are frequently used with success.

The top or surface course should be laid with a uniform depth of not less than 3 inches, and after being compactly rolled it should show a thickness of at least 3 inches above the intermediate course. After the loose stones for the top course have been evenly laid over the surface of the intermediate course, so as to show the form of the completed roadway, the roller should be run over the new surface just enough to render it moderately compact, and for this purpose a light roller will be sufficient. Then a light coat of clean, sharp sand should be put on and sprinkled in the case of the intermediate course, after which, by the use of split brooms, the sand may be worked in between the stones of the surface, while the heavy roller is made to follow, pressing the small stones firmly into a compact mass.

The rolling should proceed backward and forward in line with the direction of the road, beginning at the side or gutter of the roadway and working toward the center. The process of rolling and adding moist sand should continue until each stone becomes so firmly bedded and the finished surface so hard that more sand cannot be pressed into the surface, after which all loose material remaining on top of the road may be removed, so as to leave the surface smooth and complete.—Century.

Benefit of Good Roads.
One of the best arguments for good roads is contained in a calculation recently published in one of the engineering papers. It stated that on the worst earth roads—not muddy, but sandy—a horse can draw only twice as much as he can carry on his back; on a fair earth road, 3 1/2 times as much; on a good macadamized road, 9 times as much; on a smooth plank road, 25 times as much; on a stone trackway, 33 times as much, and on metal rails, 54 times as much. The men who use the country roads can therefore make money by improving the roads rather than by buying new horses every year or two.

"Oh, these Advertisements Tire me."

Some advertisements do have that tendency. So do some people, and some books. Nevertheless bright people understand that the advertising columns now-a-days carry valuable information about things new and good. Such is

Cottolene
The New Vegetable Shortening
Common sense teaches that a pure vegetable product must be more wholesome than hog's grease.

Cottolene
is part cotton seed oil and part beef suet, refined and purified by the most effective process known. It is more economical than lard for every use, and imparts a delicate, palatable flavor to food. Ask your grocer for the

Genuine **COTTO** lene.
Made only by
N. K. FAIRBANK & CO.,
CHICAGO, and 134 N. Delaware Ave., Phila.

DR. BULL'S COUGH SYRUP

For Three Generations! Mrs. Hattie Frazer, 1303 East Ave., Hamilton, O., says: Dr. Bull's Cough Syrup has been used for a long time in her mother's, her own, and her daughter's family. She pronounces it an excellent cough remedy. Feb. 5, 1892.

CHEW LANG'S PLUGS, The Great Tobacco Antidote!—Price 10 Cts. At all dealers.

DO YOU COUGH DON'T DELAY KEMP'S BALSAM BEST COUGH CURE

Three Cold, Cough, Sore Throat, Croup, Influenza, Whooping Cough, Bronchitis and Asthma. A certain cure for Consumption in first stage, and a sure relief in advanced stages. Use at once. You will see the excellent effect after 10 to 15 days. Sold by all druggists everywhere. Large bottles, 50 cents and \$1.00.

PHILADELPHIA & READING RAILROAD.

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., 5:15 p. m. Sunday, 7:15 a. m., 4:30 p. m.
For Danville and Milton, 7:45 a. m., 5:15, 11:10 p. m. Sunday, 7:55 a. m., 4:35 p. m.
For Catawissa, 6:15, 7:45, 11:35 a. m., 12:15, 5:00, 6:30, 11:35 p. m. Sunday, 10:21 a. m., 7:03 p. m.
For Rupert, 6:10, 7:45, 11:35 a. m., 12:15, 5:15, 6:30, 11:10, 11:35 p. m. Sunday, 7:45, 10:21 a. m., 4:35 p. m.
Trains for Bloomsburg
Leave New York via Philadelphia 7:45 a. m., 6:00 p. m.
Leave Pottsville 10:00 a. m., 6:00 p. m.
Leave Reading 11:00 a. m., 7:51 p. m.
Leave Tamaqua 1:30 a. m., 8:25 p. m.
Leave Williamsport 9:50 a. m., 4:25 p. m. Sunday, 8:00 a. m., 4:35 p. m.
Leave Catawissa 6:15, 7:45, 11:35 a. m., 1:30, 5:10, 11:10 p. m. Sunday, 7:45 a. m., 4:15 p. m., 1:27, 5:27, 8:19, 11:21 p. m. Sundays, 7:55, 10:12 a. m., 4:25 p. m.
For Baltimore, Washington and the West, via B. & O. R. R., through trains leave Girard Avenue Station, Phila., (P. & H. R.) 3:50, 8:01, 11:35 a. m., 3:56, 5:16, 7:16 p. m. Sundays 5:50, 8:02, 11:35 a. m., 3:56, 5:42, 7:16 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha South Street Warr.
FOR ATLANTIC CITY.
Weekdays—Express, 9:00 a. m., 2:00, 3:00, 4:00, 5:00 p. m. Accommodation, 8:00 a. m., 3:45 p. m.
Accommodation, 8:00 a. m. and 4:30 p. m.
Returning leave Atlantic City Depot, corner Atlantic and Arkansas streets.
Weekdays—Express, 7:05, 7:45, 9:00 a. m. and 3:30 p. m. Accommodation, 8:15 a. m., 4:30, 6:30 p. m. Sunday—Express, 4:00, 8:00 p. m. Accommodation, 7:15 a. m. and 4:30 p. m.
L. A. SWEIGARD, C. G. HANCOCK,
Pres. & Gen'l Manager. Gen'l Pass. Agt.

BLOOMSBURG & SULLIVAN R. R.

Taking effect MONDAY, NOV. 15, 1892.
SOUTH.
STATIONS. P. M. A. M. P. M. A. M.
Bloomsburg..... 6:35 12:10 7:15 12:10
Main street..... 6:15 12:04 7:07 12:04
Ironville..... 6:16 12:09 7:08 12:09
Fager Mill..... 6:05 11:59 6:55 11:59
Lightfoot..... 6:05 11:59 6:55 11:59
Orangeville..... 5:57 11:53 6:47 11:53
Parks..... 5:45 11:37 6:35 11:37
Coles Creek..... 5:42 11:34 6:32 11:34
Stillwater..... 5:37 11:29 6:27 11:29
Benton..... 5:28 11:09 6:18 11:09
Edison..... 5:23 11:04 6:13 11:04
Coles Creek..... 5:13 10:54 6:03 10:54
Sugarloaf..... 5:10 10:51 6:00 10:51
Laurebach..... 5:10 10:51 6:00 10:51
Central..... 5:00 10:40 5:50 10:40
Jantona City..... 5:00 10:40 5:50 10:40
Lv. Lv. Lv. Lv. Ar. Ar.

RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD.

BLOOMSBURG DIVISION.

STATIONS.	NORTH.
NORTHUMBERLAND.....	6:30 1:00
Camden.....	6:35 1:05
Clarksburg.....	6:44 1:14
Danville.....	6:48 1:18 10:36 5:58
Catawissa.....	7:03 1:33 10:56 6:05
Rupert.....	7:12 1:42 11:04 6:23
Bloomsburg.....	7:20 1:50 11:12 6:30
Espy.....	7:27 1:57 11:19 6:35
Line Ridge.....	7:34 2:04 11:26 6:42
Willow Grove.....	7:38 2:08 11:30 6:46
Harrisburg.....	7:41 2:11 11:33 6:49
Berwick.....	7:48 2:18 11:40 6:56
Beach Haven.....	7:54 2:24 11:46 7:02
Hick's Ferry.....	8:00 2:30 11:52 7:08
Shickshinny.....	8:10 2:40 12:02 7:18
Hungerford.....	8:21 2:51 12:13 7:29
Nanticoke.....	8:30 3:00 12:22 7:38
Avondale.....	8:35 3:05 12:27 7:43
Plymouth.....	8:35 3:05 12:27 7:43
Plymouth Junction.....	8:40 3:10 12:32 7:48
Kingston.....	8:45 3:15 12:37 7:53
Bentley.....	8:50 3:20 12:42 7:58
Malby.....	8:52 3:22 12:44 8:00
Wyoming.....	8:56 3:26 12:48 8:04
West Pottsville.....	9:01 3:31 12:53 8:09
Avondale.....	9:05 3:35 12:57 8:13
Durycia.....	9:10 3:40 13:02 8:18
Lackawanna.....	9:16 3:46 13:08 8:24
Taylorville.....	9:25 3:55 13:17 8:33
Bellefonte.....	9:31 4:01 13:23 8:39
Scranton.....	9:35 4:05 13:27 8:43

STATIONS.	SOUTH.
Scranton.....	6:00 9:50 1:35 6:07
Bellefonte.....	6:05 9:55 1:40 6:12
Lackawanna.....	6:10 10:00 1:45 6:17
Durycia.....	6:15 10:05 1:50 6:22
Pittston.....	6:20 10:10 1:55 6:27
Kingston.....	6:25 10:15 2:00 6:32
Wyoming.....	6:30 10:20 2:05 6:37
Malby.....	6:35 10:25 2:10 6:42
Bentley.....	6:40 10:30 2:15 6:47
Hick's Ferry.....	6:45 10:35 2:20 6:52
Shickshinny.....	6:50 10:40 2:25 6:57
Hungerford.....	6:55 10:45 2:30 7:02
Nanticoke.....	7:00 10:50 2:35 7:07
Avondale.....	7:05 10:55 2:40 7:12
Hunlocks.....	7:10 11:00 2:45 7:17
Shickshinny.....	7:15 11:05 2:50 7:22
Hick's Ferry.....	7:20 11:10 2:55 7:27
Beach Haven.....	7:25 11:15 3:00 7:32
Berwick.....	7:30 11:20 3:05 7:37
Harrisburg.....	7:35 11:25 3:10 7:42
Willow Grove.....	7:40 11:30 3:15 7:47
Line Ridge.....	7:45 11:35 3:20 7:52
Espy.....	7:50 11:40 3:25 7:57
Bloomsburg.....	7:55 11:45 3:30 8:02
Rupert.....	8:00 11:50 3:35 8:07
Catawissa.....	8:05 11:55 3:40 8:12
Danville.....	8:10 12:00 3:45 8:17
Chantasky.....	8:15 12:05 3:50 8:22
Baltimore.....	8:20 12:10 3:55 8:27
Northumberland.....	8:25 12:15 4:00 8:32
Corry and Erie.....	8:30 12:20 4:05 8:37

Connections at Rupert with Philadelphia & Harrisburg, and with Philadelphia & Reading. Connections at Harrisburg with Philadelphia & Reading, and with Philadelphia & York. Connections at Northumberland with P. & E. Div. P. R. R. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

Pennsylvania Railroad.

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

In effect Dec. 15, 1892. Trains leave Sunbury 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 with Philadelphia for all other points. Passenger coaches to Philadelphia, Harrisburg, Baltimore, and Washington.
1:35 p. m. Train 8 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia at 6:50 p. m.; New York, 9:35 p. m.; Baltimore 6:45 p. m.; Washington 5:15 p. m. Parlor cars to Philadelphia and Baltimore.
5:25 p. m. Train 12 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 10:55 p. m.; New York 12:30 a. m.; Baltimore 10:40 p. m.; Washington 8:10 a. m. Passenger coach to Philadelphia.
8:25 p. m. Train 6 (Daily, for Harrisburg and intermediate stations, arriving at Philadelphia 4:25 a. m.; New York 7:10 a. m.; Philadelphia and New York. Philadelphia passenger coach remains in a separate car until 7 a. m. at Philadelphia and New York.
1:30 a. m. (Daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:00 a. m.; New York 9:30 a. m.; Baltimore 6:30 a. m.; Washington 5:20 a. m. Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.
4:30 a. m. Train 15 (Daily) for Harrisburg and intermediate stations arriving at Baltimore 8:55 a. m. and Washington 10:16 a. m. and Pullman sleeping cars to Baltimore, Washington, and passenger coaches to Baltimore.

WESTWARD.

9:00 a. m. Train 9 (Daily except Sunday) for Canadawaga, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Buffalo and passenger coaches to Rochester.
9:10 a. m. Train 3 (Daily) for Erie, Canadawaga and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Erie and Elmira, and passenger coaches to Buffalo and Rochester.
8:55 p. m. Train 15 (Daily) for Lock Haven and intermediate stations.
1:35 p. m. Train 11 (Daily except Sunday) for Canadawaga and intermediate stations, Rochester, Buffalo, and Niagara Falls with through passenger coaches to Kane and Rochester and Parlor car to Rochester.
5:25 p. m. Train 1 (Daily except Sunday) for Renovo, Elmira and intermediate stations.
9:25 p. m. Train 13 (Daily except Sunday) for Williamsport and intermediate stations.
11:10 p. m. Train 11 (Daily) for Williamsport and intermediate stations.
THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.
Train 15—Leaves New York, 12:15 night, Harrisburg 4:30 a. m., Baltimore 4:40 a. m., Philadelphia, 8:10 a. m., daily arriving at Sunbury 9:55 a. m.
Train 11—Leaves Philadelphia 8:50 a. m., Washington 7:50 a. m., Baltimore 8:45 a. m., Harrisburg 10:10 a. m., Sunbury 12:10 p. m., daily except Sunday, arriving at Sunbury 5:25 p. m. with passenger coaches from Philadelphia and Baltimore.
Train 13—Leaves New York 9:00 p. m., Philadelphia 11:00 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Sunday) arriving at Sunbury 5:25 p. m. with passenger coaches from Philadelphia and Baltimore.
Train 11—Leaves New York 9:00 p. m., Philadelphia 11:00 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily) arriving at Sunbury 5:25 p. m. with Pullman sleeping cars from Philadelphia and Baltimore, and passenger coaches from Philadelphia and Baltimore.
Train 9—Leaves New York 6:30 p. m., Philadelphia 8:30 p. m., Washington 7:40 p. m., Harrisburg 9:10 p. m., (daily except Sunday) arriving at Sunbury 2:04 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore.
Train 3—Leaves New York 6:30 p. m., Philadelphia 8:30 p. m., Washington 7:40 p. m., Harrisburg 9:10 p. m., (daily) arriving at Sunbury 2:04 a. m. with Pullman sleeping cars from Philadelphia and Baltimore, and passenger coaches from Philadelphia and Baltimore.
Train 21—Leaves New York 12:00 noon, Philadelphia 2:30 p. m., Washington 1:10 p. m., Baltimore 9:15 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 Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m., Hazleton 12:15 p. m., Pottsville 1:25 p. m., Through Coach Williamsport to Wilkes-Barre.
Train 11 leaves Sunbury 5:25 p. m., arriving at Bloom Ferry 6:10 p. m., Wilkes-Barre 7:30 p. m., Hazleton 7:35 p. m., Pottsville 8:05 p. m., Through Coach Williamsport to Wilkes-Barre.
Train 3 leaves Sunbury 7:55 a. m., Pottsville 8:30 a. m., Hazleton 8:35 a. m., arriving at Bloom Ferry 9:47 a. m., Sunbury 9:35 a. m., Through Coach Wilkes-Barre to Williamsport.
Train 9 leaves Sunbury 12:50 p. m., Hazleton 2:00 p. m., Wilkes-Barre 3:12 p. m., arriving at Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m., Through Coach Wilkes-Barre to Harrisburg.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10:00 a. m., arriving at Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m., Train 26 leaves Wilkes-Barre 4:40 p. m., arriving at Bloom Ferry 6:05 p. m., Sunbury 7:00 p. m., CHAS. R. PUGH, J. H. WOOD, Gen. Manager, Gen. Pass. Agt.

WANTED—Salesman; salary and expenses from start; steady work; good chance for advancement. BROWN BROS. Co., Nurserymen, Rochester, N. Y. 9-21-tf.

PROFESSIONAL CARDS.

N. U. FUNK,
ATTORNEY-AT-LAW,
Mrs. Ent's Building, Court House Alley,
BLOOMSBURG, PA.

A. L. FRITZ,
ATTORNEY-AT-LAW,
Post Office Building, 2nd floor,
BLOOMSBURG, PA.

C. W. MILLER,
ATTORNEY-AT-LAW,
Wirt's Building, 2nd floor,
BLOOMSBURG, PA.

W. H. SNYDER,
ATTORNEY-AT-LAW,
Office 2nd floor Columbian building,
BLOOMSBURG, PA.

ROBERT R. LITTLE,
ATTORNEY-AT-LAW,
Columbian Building, 2nd floor,
BLOOMSBURG, PA.

GRANT HERRING,
ATTORNEY-AT-LAW,
Clark's building, 2nd floor,
BLOOMSBURG, PA.

GEO. E. ELWELL,
ATTORNEY-AT-LAW,
Columbian Building, 2nd floor,
BLOOMSBURG, PA.

THOMAS B. HANLY,
ATTORNEY-AT-LAW,
Columbian Building, 2nd floor,
BLOOMSBURG, PA.

H. V. WHITE, A. N. YOST,
ATTORNEYS-AT-LAW
Wirt Building, Court House Square,
BLOOMSBURG, PA.

H. A. MCKILLIP,
ATTORNEY-AT-LAW,
Columbian Building, 2nd Floor,
BLOOMSBURG, PA.

FRED IKELER,
ATTORNEY-AT-LAW,
Office back of Farmers' National Bank,
BLOOMSBURG, PA.

JOHN M. CLARK,
ATTORNEY-AT-LAW AND JUSTICE OF THE PEACE,
Moyer Bros. Building, 2nd floor,
BLOOMSBURG, PA.

J. H. MAIZE,
ATTORNEY-AT-LAW, INSURANCE AND REAL ESTATE AGENT,
Lockard's Building, 2nd floor, Corner Main and Centre Sts.,
BLOOMSBURG, PA.

B. FRANK ZARR,
ATTORNEY-AT-LAW,
Clark's Building, cor. Main and Centre Sts.,
BLOOMSBURG, PA.

W. H. RHAWN,
ATTORNEY-AT-LAW,
Office, corner of Third and Main Streets,
CATAWISSA, PA.

J. B. MCKELVY, M. D.,
SURGEON AND PHYSICIAN,
Office, North side Main St., below Market,
BLOOMSBURG, PA.

DR. J. C. RUTTER,
PHYSICIAN AND SURGEON,
Office, North Market Street,
BLOOMSBURG, PA.

J. S. GARRISON, M. D.,
HOMEOPATHIC PHYSICIAN AND SURGEON,
Office over I. W. Hartman & Son's Store, Residence, N. E. Corner Centre and Fourth Streets.

HONORA A. ROBBINS, M. D.,
Office, West First Street,
BLOOMSBURG, PA.

Special attention given to the eye and the fitting of glasses.

J. J. BROWN, M. D.,
Office and Residence, Third Street, West of Market, near M. E. Church,
BLOOMSBURG, PA.

Office hours every afternoon and evening. Special attention given to the eye and the fitting of glasses. Telephone connection.

DR. W. H. HOUSE,
SURGEON DENTIST,
Office, Barton's Building, Main below Market BLOOMSBURG, PA.

All styles of work done in a superior manner, and all work warranted as represented. **TEETH EXTRACTED WITHOUT PAIN,** by the use of Gas, and free of charge when artificial teeth are inserted. To be open all hours during the day.

B. F. HARTMAN
REPRESENTS THE FOLLOWING

AMERICAN INSURANCE COMPANY

North American, of Philadelphia, Franklin, of Philadelphia, Pennsylvania