

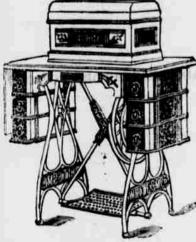
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Do you want a

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Do you want a Sewing Machine?



be you want any kind of a MUSICAL IN-STMUMENT?

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 other botanical grammants. wrong.

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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 ore-eminently a family safety

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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.,

--:0:----

BLOOMSBUR GSTATION, BLOOMSBURG, PA.

His Dull Season "You're a professional ball player, ain't you?" inquired the seedy looking

party leaning against the bar. "Yes," sweated the man with the gorgeous neektie and diamond pin. "And you're a good one, too. I've seen you in the box.'

"You know me, do you?"
"You bet, Remember that game you pitched against Brooklyn when they didn't get a hit till the seventh in-

"Yes. Did you see that game?"
"Did I see it? Well, I say, do you recollect that 4 to 1 game with the Philadelphys when you put out the side twice handrunning with only three pitched balls each time?"

"You saw that, too, did you?"
"Did I? You haven't forgot that time when you went in the box in the eighth inning, after the Boston's thought they'd got a dead cinch on the game, and you pulled it away from 'em, 9 to 7 have you? I saw that, too."

have you? I saw that, too.

"That was a great game."

"It was immense. I'm a professional myself, by the way, but I'm in hard lack this season. I can do good work in my position, too, pard, and I haven't got any bad habits, but I don't seem to catch on. I haven't bad a job since the warm weather begun."
"Broke?"

" Hain't got a red."

"Here's a dollar, and I'll set up the

After the seedy looking party had concealed the coin about his person, and disposed of a cocktail likewise, the man with the gorgeoustie asked him: "What nine did you play with last?"

"Me? I'm not a ball player."
"You're not? What the Sam Hill are you?"

"I'm a racer." "A racer? In what line?" "Ico yachts."-Chicago Daily Tri-

A Catchy "Ad."



Everybody familiar with agricultural facts knows that the common elder, sambacus nigra, is a great pest to many farmers. Although its berries, fresh and dried, sometimes constitute an article of trade, and from them is made the elder-berry wine often advertised. yet it is not a favorite. Once rooted in a soil, it chokes out everything else, and takes such firm hold as to be almost incradicable.

Henry Taylor, a thrifty farmer with a taste for decorating his grounds, gave an agent an order for a quantity of ornamental shrubs, making selections from a book of plates and descriptions, one of sambucus, "a beautiful, flowering | time at reduced rates. tree," said the description, but giving the lint of the common name. Taylor no hint of the commo was not a botanist, and did not suspect that it was the elder. Three specimens at two dollars apiece was his order for the shrub, besides quite a number of

Spring arrived, and also the agent with the trees. One after another was examined, compared with the bill, and accepted. At length the sambucus was brought forth. Taylor eyed the shrubs with puzzled brow, smelled of them, and tasted the bark.

For two days he and his hired men with two teams and a subsoil plough had been rooting out the "hateful elder-bushes" from a certain field, while sore hands and aching muscles attested the severity of the task.

"Sambucus! sambucus!" muttered he. "I guess not, Mr. Agent. I've got several thousand dollars' worth of shambucus already, and it is a cussed sham, that's a fact. No more for me."

Practice Makes Perfect.

Wit seems often to be the compensating quality to those who have been afflicted by nature with impediment of speech. A New York man, meeting for the first time in some years a stuttering classmate, observed :

Why, Morrow, you do not seem to stutter as badly as you used to."

Name-no," returned the stutterer.

I h-buh-have h-huh-had so much-much practice that I fut-find it v-vuyvery easy t-tut-to stut-stammer now. E-asier thu-than spit-speaking stut-tut-straight."—Harper's Magazine.

Incorruptible. "Look here, waiter! Didn't i give

you a dollar when I first came in?" "Yes, san

"And you've kept me here nearly throe-quarters of an hour?"

"Yes, sah. I done dat to show you dat I couldn't be bribed, sah."-Washington Evening Star!

All the Same.

The Cook's PUZZLE

How to avoid sodden pastry?

The PROBLEM IS SOLVED by the broduction of

COTTOLENE Which makes light, crisp, healthful, wholesome bastry. Mrs. Mc Bride, Marion Harland, and other expet Cooking authorities endorse COTTOLENE. YOU can't afford to do without GITOLENE.

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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. 8, 1895. CHEW LANGE'S PLUGS, The Great Tobacco

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HARTMAN'S STORE.

PHILADELPHIA & READING RAILROAD.

AFTER NOV 13, 1892.

Trains leave Bloomsburg as follows: undays excepted.)

For New York, Philadelphia, Reading Pottsville, Tamaqua, etc., 6-10, 11.36 a. m. a

For Williamsport, 7.45 a. m., 3.15 p. m. Sunday, 7.58 a. m., 4.28 p. m.

For Danville and Million, 7.45 a. m., 3.15, 11.10 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, 11.35 p. m. Sunday, 10.21 a. m. 10.3 p. m.

For Rupert 6.10, 7.45, 11.36 a. m., 12-15, 3.15, 5.00, 6.30, 11.30, 11.35 p. m. Sunday 7.58, 10.21 a. m.

Trains for Bloomsburg
Leave New York via of Philadelphia 7.45 a. m., 4.30 p. m.

Leave Philadelphia 10.30 a. m., 6.00 p. m.

Leave Reading 11.50 a. m. 7.57 p. m.

Leave Reading 11.50 a. m. 7.57 p. m.

Leave Fottsville 12-30 p. m.

Leave Williams: ort 9-50 a. m., 4.35 p. m. Sunday, 8.00 a. m., 4.25 p. m.

Leave Rupert 6.21, 7.08, 8.27, 11.43 a. m., 1.37, 3.75, 6.19, 11.24 p. m. Sunday, 7.45 a. m., 4.35 p. m.

Leave Rupert 6.21, 7.08, 8.37, 11.43 a. m., 1.37, 3.75, 6.19, 11.24 p. m. Sundas, 7.57, 10.12 a. m.

For Baltimore, Washington and the West via Trains leave Bloomsburg as follows: undays

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.) 3.50, 8.61, 11.26 a. m., 3.56, 5.42 7.16 p. m. Sundays 3.50, 8.62 11.56 a. m., 3.56, 5.42, 7.16 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha South Street Wart.

FOR ATLUNTIC CITY.

Weekdays—Fxpress 90e a m , 200 3.00 4.00 5.00 p. m, Accommodation, S.00 a.m., 5.45 p. m. Sunday—Express 9.00, 10.00 a.m. Accommodation, 8.00 a.m. and 4.30 p. m.

Returning leave Atlantic City Depot, corner Atlantic and Arkanas avenues.

Weekdays—Express, 7.00, 7.45 9.00 a. m. and 3.30 p. m. Accumodation 8.15 a. m. 4.50 p. m. Sunday—Express, 4.00, 8.30 p. m. Accumodation, 7.15 a. m. and 4.50 p. m.

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

BLOOMSBURG & SULLIVAN R. R
Taking effect MONDAY, NOV. 17, 1890.
NOBTH.

RAILROAD TIME TABLE

DELAWARE LACKAWANNA &

WESTERN RAILROAD. BLOOMSBURG DIVISION.

4 55 12 45 852 F. M. F. M. M SOUTH. A. M. F. M. F. M. 9 50 1 35 6 07 9 55 1 15 6 62 10 07 1 45 6 17 10 07 1 55 6 28 10 10 4 2 00 6 31 10 20 6 6 36 STATIONS. 4 M.
SCRANTON 600
Bellevis 605
Taylorville 616
Lackswains 518 | A. M. A. M. P. M West Pittston.
Wyoming
Maitby
Bennett...
Kingston
Plymouth Junction.
Plymouth...
Avondale.
Nanticoke
Hunjock's
Shickshinny
Hick's Perry.
Beach Haven
Berwick
Briar Creek.
Willow Grove.
Lime Ridge

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

Pennsylvania Railroad. P. & E. R. R. DIV. AND N. C R'Y

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

RASTWARD.

9:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 3:00 p. m.; New York 5:50 p. m.; Baltimore, 3:10 p. m.; Washington 4:30 p. m.; Connecting at Philadelphia for all sea Shore points. Passenger coaches to Philadelphia Baltimore. Parior car to Philadelphia.

1:55 p. m. Train S. (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. Parior cars to Philadelphia and Baltimore.

5:25 p. m. Train 12 (Daily except Sunday) for Harrisburg and Intermediate points, arriving at Philadelphia 16:55 p. m. New York 3:50 a. m., Basitimore 16:40 p. m., Washington 4:10 a. m., Passenger coach to I hiladelphia.

8:22 p. m.—Train 6. (Daily.) for Harrisburg and all intermediate stations, arriving at Philadelphia and New York. Philadelphia passengers can remais in a seeper midsturbed until 7.a. in.

1:50 a. m.—4(Daily.) for Harrisburg and intermediate stations, arriving at Philadelphia and New York. Philadelphia passengers can remediate stations, arriving at Philadelphia and New York. Philadelphia passengers can remediate stations, arriving at Philadelphia and New York. Philadelphia passengers can remediate stations arriving at Philadelphia and Saltimore.

1:50 a. m.—4(Daily.) for Harrisburg and intermediate stations arriving at Philadelphia and Baltimore.

2:33 a. m.—Train 16 (Daily.) for Harrisburg and intermediate stations arriving at Baltimore sc55 a. m. and Washington 10:16 a. m. and Pullman scepting cars to Baltimore, Washington, and Passenger coaches to Baltimore.

WESTWARD.

WESTWARD.

WESTWARD.

2:34 a. m.—Train 9 (Daily except Sunday) for Canandeigua, Rochester, Buffalo and Niagara Falls, with Pulman sleeping cars to Buffalo and Passenger couches to Rochester.

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

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

1:35 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 1, (Daily except Sunday) Renovo, Elmira and intermediate stations.

9:25 p. m.—Train 13 (Daily, except Sunday) for Williamspert and intermediate stations.

7:10 p. m.—Train 2; sunday only for Williamspert and intermediate stations.

THEOUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphia 4:30 a. m., Baltimore 4:40 a. m., Harriaburg, 3:10 a. m., daily arriving at Sunbury 9:54 a. m.

Train 11—Leaves Philadelphia 8:50 a. m.,

delphia 4,30 a. m., daily arriving at Sunbury 2.56 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, 1:35

with Parior car from Philadelphia and Baltimore.

Train 11—Leaves New York 2.00 a. m., Philadelphia 11:40 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Sunday) arriving at Sunbury 5:29 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 13 leaves New York 2.00 p. m., Philadelphia 4:35 p. m., Washington 3:15 p. m., Philadelphia 4:35 p. m., Washington 3:15 p. m., Raltimore 4:20 p. m. (Daily except Sunday) arriving at Sunbury 9:25 p. m. Through Coach and Parlor car from Philadelphia 9:25 p. m., Washington 7:40 p. m., Baltimore 8:45 p. m., (Daily except Saturday,) arriving at Sunbury, 2:04 s. m. with Fullman sleeping cars and passenger coaches from Washington and Raltimore.

Train 3 leaves New York 8:00 p. m., Philadelphia 11:30 p. m., Washington 10:40 p. m., Baltimore 11:30 p. m., Washington and Raltimore and passenger coaches from Philadelphia and Baltimore and passenger coaches from Philadelphia and Baltimore.

Train 21—Leaves New York 18:00 noon, Philadelphia 2:25 p. m., Washington 11:10 p. m., Baltimore.

more. Train 21—Leaves New York 12:00 noon, Phila-delphia 22:5 p.m., Washinston 1:10 p. m., Baitt-more 2:15 p. m., Sunday only, arriving at Sun-bury 7:16 p. m.

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

Train 7 leaves Sunbury 10:90 a. m. arriving at Eloom Ferry 10:48 a. m., Wilkes Barre 12:16 p. m. Hazleton 12:15 p. m., Pottsville 1:25 p. m. Through Coach Williamsport to Wilkes-Barre. Train 11 leaves Sunbury 5:35 p. m. arriving at Bloom Ferry 6:25 p. m., Pottsville 9:95 p. m.

Through Coach Williamsport to Wilkes-Barre. Train 8 leaves Wilkes-Barre 1:50 p. m. Hazleton 7:56 p. m. Pottsville 9:95 p. m.

Through Coach Wilkes-Barre 7:22 a. m. Fottsville 6:00 a. m., Hazleton 7:10 a. m., arriving at Bloom Ferry 8:37 a. m., Sunbury 9:3 a. m.

Through Coach Wilkes-Barre to W. damsport—Train 10 leaves Pottsville 1:50 p. m. Hazleton 3:04 p. m. Wilkes-Barre 8:12 p. m. arriving at Bloom Ferry 8:31 p. m., Sunbury 9:3 p. m.

Through Coach Wilkes-Barre to _arrisburg.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10.00 a. m., arriving at Bloom Ferry 19.48 a. m., Wilkes Barre 12:10 p. m. Train 26 leaves Wilkes-Barre 4:40 p. m., arriv-ing at Bloom Ferry 6:08 p. m., Sunbury 7:00 p, m.

J. R. WOOD, Gen, Pass, Agt.

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