PRICE 10 CAND 25 C.

Look Here!

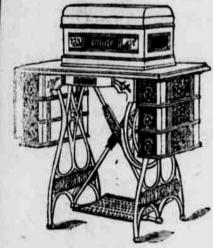
8

Do you want a

Do you want an ORGAN



Do you want a Sewing Machine?



Do you want any kind of a MUSICAL IN-STRUMENT?

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 ore-eminently a family safety

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., BLOOMSBUR GSTATION,

BLOOMSBURG, PA.

THE BIG CITY ON THE SPREE.

Third in Population in Europe—How is Laid Out and Built. We of the western world are just beginning to realize that Berlin is the third city of Europe in population, high up in the list of the world's great capitals. The present city spreads over twenty-five square miles. The main channel of the Spree runs a little north of the center of Berlin, through a winding course acress the town; and

winding course across the town; and its branches have been banked up and connected into a system of serviceable canals, whose sides form shady promonades and busy thoroughfares. Until a few years ago Berlin grow with the slowness and decorum of an oldtime European city; but within the last few decades it has spread with the rapidity and with all the modern airs of the newest American town.

The most striking contrast between the outward appearance of Berlin and that of American cities—never forget-ting its military air—consists in the character of its houses and their style of ornament. Berlin is made of flat or apartment houses. This adds wonderfully to the appearance of the town, for they are massive, high and regular. In place of red brick there is a tone of cober grey. In America the taste of individuals is allowed fuli play, so that in the same square you will see build-ings of a dozen different styles of architecture. In Berlin, partly from Old World habits of routine, partly from severe building inspection laws, and partly because they think it is good taste, great uniformity of style prevails. This may be a cause of monotony, but still the result is impressive and admir-ably in keeping with the military pre-cision of everything one sees and hears. The Parisian, forgetful of the stucco which adores his own great city, may indeed complain that the buildings are not of cut stone, as they seem, but brick cemented over and even adorned with caryatids of painted zinc, to sup-port eaves, lintels and balconies. But one should not forget Berlin is new.

Berlin has over 1,600,000 inhabitants, and is still growing. The most notice-able thing about the streets of the suburbs is the immense building opera-tions now going on. In whatever direction one goes on the outskirts, he is met by blocks of new apartment houses, in such number that it would seem new

towns were springing up.

To the southwest of the city there is a new boulevard that makes one think of Chicago. It is 200 feet wide. It has one track of Belgian blocks, a dirt road for horseback riders, a macadamized road for carriages, and a steam railway -which makes no noise-side by side of each other. When this boulevard leaves Berlin it forgets to stop and placidly continues—not through fields of Indian corn, indeed—but through potato patches and fields of rye and tracts of pine and scrub. Yet whenever you look around you may see here and there great blocks of apartment houses built or going up. Only in this way can Berlin make room for its daily in-

creasing population. Signs of general education are more conspicuous here than in any other city of the world. I can say this plainly. Not only in every section of the city do you find great primary school buildings, but some quarters are positively imposing with the number and magni-tude of higher schools. The chances for technical education are better here than in any of the great capitals. At Charlottenburg there is one boarding time at reduced rates. school where over 2,000 boys are given advanced instruction in the different arts and trades. In the city there are many Real Schules for the higher training of commercial and practical life.

All this educational character of the city marches hand-in-hand with the military character of the whole empire. Everything is intelligently and thoroughly ordered "from above." Everything is done "by highest command" or "by highest request"—a curious formula which I have known to provoke smiles when it was applied to a special performance of the ballet of Coppelia at the old opera house, on an occasion

when the Emperor was to be present.

Whether the making of Berlin has resulted in something admirable or not, I am sure that its people and its ruler are determined that it shall stay what it is. For I have also known foreigners, with too free a use of their tongues, to leave Berlin "by highest request."— Corr. Philadelphia Press.

A Family Friend. An old man was leading a thin old horse across the commons in the northern part of the city when a passer-by asked him where he was going, says the Detroit Free Press.

"I'm searching for a bit of green for the poor beast," he answered. "I'd send him to the boneyard or the glue factory," said the other, contemptu-

"Would you?" asked the old man in a trembling voice; "if he had been the best friend you had in the world and helped you to earn food for your family for nearly twenty-five years? If the children that's gone and the children that's livin' had played with their arms around his neck and their heads on his

for a pillow when they had no other?

"Sir, he's carried us to mill and to meetin', an' praise God he shall die like a Christian, an' I'll bury him with these old hands. Nobody'll ever abuse old Bill, for if I goes afore him there are those as are paid to look after him."

"I beg your pardon," said the man who had accested him, "there's a differ-

ence in people."
"Aye, and in horses, too," said the old man as he passed on with his fourfooted friend.

Prohibition Item.

Intending Settler—There seems to be a great deal of drunkenness here.

Agent (frankly)—Yes, there is. The boys love their booze.

"Did you ever try local option?"
"I never did; old Kentucky whiskey is plenty strong enough for us, mister."

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.

Mr. John L. C. Brady, Brookville, Pa., had a stroke of "Bell's" palsy on one side of his face so badly that he lost the use of that side, not being able to shut his eye. He at once used Salva-tion Oil, and it made a complete cure. Feb. 8, 1893.

CHEW LANGE'S PLUGS, The Great Tobacco

DUFFEY'S MARKET SQUARE GALLERY, BLOOMSBURG, PA.

Headquarters for fine Photographs and Crayons. Copying and enlarging done in our artistic manner. All negatives made by Roshon are preserved and duplicates can be had at any

GALLERY OVER

HARTMAN'S STORE

PHILADELPHIA & READING RAILROAD.

AFTER NOV 13, 1894.

Trains leave Bloomsburg as follows: undays excepted.)

For New York, Philadelphia, Reading Pottaville, Tamaqua, etc., 4.10, 11.35 a. m.

For New York, Philadelphia, Reading Pottaville, Tamaqua, etc., 4.10, 11.35 a. m.

For Williamsport, 7.45 a. m., 3.15 p. m.

Bunday, 7.55 a. m., 4.25 p. m.

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

p. m. Sunday, 7.55 a. m., 4.28 p. m.

For Carawissa 4.10, 7.45, 11.36 a. m., 12.15, 5.00, 6.30, 11.35 p. m.

Sunday, 7.58 a. m., 4.38 p. m.

For Rapert 8.10, 7.45, 11.36 a. m., 12.15, 5.00, 6.30, 11.35 p. m.

Sunday, 7.03 p. m.

Trains for Bloomsburg
Leave New York vis. of Philadelphia 7.46 a. m., 4.09 p. m.

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

Leave Pottaville 13.50 p. m.

Leave Tamaqua 1.91 a. m., 6.30 p. m.

Leave Tamaqua 1.91 a. m., 6.32 p. m.

Leave Catawissa 7.00, 8.70 a. m., 1.30, 3.19, 6.10

11.15 p. m. Sunday, 7.45 a. m., 4.15 p. m.

Leave Catawissa 7.00, 8.70 a. m., 1.30, 3.19, 6.10

11.15 p. m. Sunday, 7.45 a. m., 4.15 p. m.

Leave Hupert 8.21, 7.58, 8.27, 11.45 s. m., 1.87, 2.27, 6.19, 11.39 p. m. Sunday, 7.50 a. m., 4.50 p. m.

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

For Haltimore, Washington and the West via R. & O. R. R., through trains leave Girard Ave-nue Station, Phila. (P. & R. R. R.) 2.50, 8.01, 11,26 a. m., 3.56, 5.42, 7.16 p. m. Sundays 3.50, 8,02 11,26 a. m., 3.56, 5.42, 7.16 p. m.

ATLANTIC CITY DIVISION. Leave Philadelphia, Chestnut Street Wha South Street Warf.

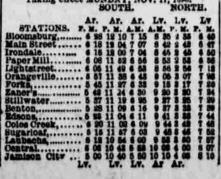
FOR ATLANTIC CITY.

Werkdayz—Express, 9 oo a. m., 2.00, 3.00 4.00 5.00 p. m. Accommodation, 8.00 a.m., 8.45 p. m. Sunday—Express, 9.00, 10.00 a. m. Accomodation, 8.00 a. m. and 4.30 p. m. Returning leave Atlantic City Depot, corner Atlantic and Arkansas avenues.

Weekdays—Express, 7.00, 7.45 9.00 s. m. and 3.30 p. m. Accommodation, 7.15 a. m. and 4.30 p. m. Accommodation, 7.15 a. m. and 4.30 p. m.

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

D LOOMSBURG & SULLIVAN R. R Taking effect MONDAY, NOV. 17, 1880. SOUTH. NORTH.



RAILROAD TIME TABLE

DELAWARE LACKAWANNA &

WESTERN RAILROAD. BLOOMSBURG DIVISION.

NORTH.

The state of the s	A. M. P. M. A. M. P. M.
NORTHUMBERLAND	6 20 1 60
Cameron	6 85 5
Chulasky	6 40 5 59
Catawissa	6 48 2 12 10 26 5 58 7 05 2 26 10 89 6 05
Rupert	7 19 9 31 10 44 6 23
Rupert	7 20 2 36 10 49 3 29
RMDT	7 27 2 48 6 86
Willow Grove	7 34 2 50 6 42
Willow Grove	7 38 2 54 6 46
Briarcreek	7 45 8 04 11 18 6 56
Berwick	7 48 8 04 11 12 6 56 7 54 8 10 11 18 7 09
Hick's Ferry	8 CO 8 17 7 09
Hick's Ferry	8 10 8 29 11 28 7 20
Huniock's	8 21 3 39 7 32
Nanticoke	
Avondale	8 8 3 3 56 11 56 7 48
Plymouth Junction	8 40 4 00 7 52
Kingston	8 45 4 05 19 03 7 57
Rannett	8 49 4 08 12 06 8 02
Maltby	8 52 4 12 8 07
Wyoming	8 56 4 17 12 13 8 12
Pittston	9 01 4 22 8 17 9 08 4 30 19 29 8 25
Durvea	9 12 4 34 8 29
Lackawapha	9 16 4 97 8 32
LackawaphaTaylorville	9 25 4 45 19 35 8 42
Bellevue	9 31 4 50 8 47
SCRANTON	9 85 4 55 12 45 8 62
STATIONS.	A. M. P. M P. M. M
GIATIONS.	A. M. A. M. P. M. P. W.
SCRANTON	6 90 9 50 1 35 6 07
Bellevue	6 05 9 55
Taylorville	6 16 10 00 141 6 17
Lackawanna	6 18 10 07 1 52 6 24 6 22 10 10 1 55 6 25
Pittaton	6 98 10 14 2 00 6 31
West Pittaton	6 35 10 20 2 06 6 38
Wyoming	6 40 10 25 2 11 6 43
Maltby	6 44 10 28
Bennett	6 48 10 32 2 19 6 40
Kingston	# ** ** ** * * **
Plymouth Junction	704 10 44 9 84 7 03
Avondal*	7 09 10 48 2 33 7 07
Nanticoke	7 14 10 52 9 49 7 12
Hunlock's	7 20 10 59 2 50 7 20
Shickshinny	7 81 11 09 8 01 7 80 7 44 11 23 8 17 7 41
Hici is Perry Beach Haven	7 44 11 23 8 17 7 41 7 54 11 32 8 25 7 47
Berwick	8 02 11 40 2 35 7 53
Briar Creek	8 09 8 40
Willow Grove	813 11 10 8 44 8 02
L'me Ridge	8 17 11 56 8 59 8 06
Espy	8 24 19 04 3 58 5 19 8 21 12 12 4 05 8 18
Rupert	837 1918 412 423
Bloomsburg	642 1293 418 838
Danville.	8 57 12 37 4 39 8 43
Chulasky	9 03 4 46
Cameron	9 07 12 46 4 51 8 53
NORTHUMBERLAND	9 22 1 00 5 05 9 07
Connections at Rupert	with Philadelphia
Then die a trailment de la little	manand Tamanu

Connections at Rupert with Philadelphia & Realing Hailroad for Tamanerd, Tamaqua, W Hamsrort, Sunbury, Pottsville, etc. At Northumberland with P. & E. Div. P. R. H. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

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

Pennsylvania Railroad.

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

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

8:48 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 8, (Daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia as 6:50 p. m.; New York, 9:35 p. m.; Baltimore 6:45 p. m.; Washingto 5:15 p. m. Parior 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 16:55 p. m. New York 2:50 a, m.; Baltimore 10:40 c. m., Washington 4:10 a. m.; Passenger coach to Philadelphia.

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

1:30 a. m.—4 (Daily,) for Harrisburg and intermediate stations, arriving at Philadelphia and New York. Philadelphia und New York. Philadelphia passengers can remediate stations, arriving at Philadelphia and New York. Philadelphia passengers can remediate stations, arriving at Philadelphia 6:50 a. m. New York 9:30 a. m. Beltimore 8:20 a. m. Washington 7:30 a. m., Pullman Sleepling cars to Philadelphia and Baltimore.

4:36 a. m.—Train 16 (Daily,) for Harrisburg and intermediate stations arriving at Baltimore 8:55 a. m. and Washington 10:18 a. m. and Pullman sleepling cars to Baltimore, Washing ton, and Passenger coaches to Baltimore, washing ton, and Passenger coaches to Baltimore.

WESTWARD.

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 Emira and passenger coaches to Erie and Rochester.

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

1:38 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 Farlor car to Rochester.

5:34 p. m.—Train 1, (Daily except Sunday) Resovo, Elmira and intermediate stations.

2:35 p. m.—Train 1, (Daily except Sunday) for Williamspert and intermediate stations.

7:10 p. m.—Train 12, Sunday only for Williamspert and intermediate stations.

THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphia 4:20 a. m., Baitmord 4:40 a. m., Harrisburg, 3:10 a. m., daily arriving at symbury 5:50 a. m.,

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

desphia 4:30 a. m., daily arriving at Sunbury 5:56 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 Pasitimore.

Train 1—Leaves New York 9:00 a. m., Philadelphia 11:40 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Sunday) arriving at Sunbury 5:39 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 13 leaves New York 2:00 p. m., Philadelphia 4:35 p. m., Washington 8:15 p. m., Baltimore 4:40 p. m. (Daily except Sunday) arriving at Sunbury 8:35 p. m. Through Coach and Parior car from Philadelphia.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:30 p. m., Washington 7:40 p. m., Baltimore 8:45 p. m., (Daily except Saturday,) arriving at Sunbury 2:36 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore.

Train 3 leaves New York 8:00 p. m., Philadelphia 11:90 p. m., Washington 10:40 p. m., Baltimore 11:40 p. m., (Daily,) arriving at Funbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.

Train 21—Leaves New York 12:50 noon, Philamore.

Train 21—Leaves New York 12:50 noon, Philamore.

Train 21—Leaves New York 12:00 noon, Phila-delphia 2:25 p. m., Washington 1:10 p. m., Batti-more 2:15 p. m., Sunday only, arriving at Sun-bury 7:10 p. m.

SUNBURY HAZLETON, & WILKESBARKS RAILROAD, AND NORTH AND WEST BHANCH RAILWAY.

BRANCH RAILWAY.

(Daily except Sunday.)

Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:48 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 5:35 p. m. arriving at Bloom Ferry 6:36 p. m., Wilkes-Barre 7:25 p. m. Hazleton 1:56 p. m. Pottsville 9:05 p. m. Through Coach Williamsport to Wilkes-Barre. Train 5 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:00 a. m., Hazleton 7:10 a. m., arriving at Bloom Ferry 8:47 a. m., Sunbury 9: 3 a. m. Pottsville 6:00 a. m., Hazleton 7:10 a. m., arriving at Bloom Ferry 8:47 a. m., Sunbury 9: 3 a. m. Through Coach Wilkes-Barre to Williamsport Train 10 leaves Fottsville 1:50 p. m. Hazleton 3:04 p. m. Wilkes-Barre 5:12 p. m., arriving at Bloom Ferry 8:43 p. m., Sunbury 5: 3 p. m. Through Coach Wilkes-Barre to harrisburg.

SUNDAY TRAINS.

J. R. WOOD, Gen. Paus, Agt.

FOR THE ANTIGUARIAN.

But Not a Profitable Country For Pro-fessional Foreigners.

To the educated young American who seeks to better his fortunes Peru is an impossible field of action. He can gain no foothold in the professions. In law, all examinations are held in Spanish. Should he pass, he would probably find that his knowledge was based on the wrong system, for in Peru the courts employ the Roman or Jus-tinian code. His endeavor in medicine would be equally unsatisfactory. The doctors are all licensed by the Spanish authorities, who with jealous care see to it that no foreigners hang up a shingle. So that you can see that a young man would be far better off out of Peru than in it—that is, if he thinks of going down there from a speculative or business standpoint, particularly as the trip is a long and expensive one. But to the scientist and the antiquarian l'eru offers a wide field for study, and study, too, of the most fascinating sort. Among the interesting remains that point to another and now vanished race, are the thousands and thousands of graves. Who made these old tombs and by whom they are filled are problems that offer the scientist material for reflection. In the graves are found pottery, bits of silver, copper and gold, implements of precious metals and specimens of weaving, showing that by whomsoever the work was done he or she must have lived in the midst of a primitive but well-developed civiliza-tion. The bodies in the graves are muramified by the belt of saltpeter which abounds on the Peruvian coast. Recently the remains of Pizarro were removed to a costly shrine in the cathedral, for the pious Limaens thought to highly honor the founder of their city. The bones were mounted and set together with springs, so as to present a life-like appearance. Pizarro, according to the custom of his time, had been buried in this soil impregnated with saltpoter. To-day, the twive or may look upon the relics of and king and conqueror, mummified and preserved and life-like to a high degree, although three hundred and fifty years have vanished since the spirit fled.

Get Plenty of Sleep.

Early rising promotes cheerfulness of temper, opens up new capacities of enjoyment and channels of delight to which the sluggard must be insensible. It increases the sum of human existence by stealing from indolence hours that would else be utterly wasted, and, better still, unquestionably conduces to longevity. All long livers have been early risers. Now, the habit of retir-ing to bed at late hours will hardly admit of early rising, therefore the necessity of refraining from the one in order to secure the advantages of the other. From six to eight hours are generally held to be sufficient, and no doubt on the average are so.

Our sleep is regulated much by the season. In winter people lie longer on account, as they say, of its being too dark to get up early. There is some plausibility in the reason, but the system in cold and dark weather is more prone to sleep than in light and sunny times. Invalids need generally plenty of bed rest, but they should secure it by going early to bed. There is more health and strength to be found in the practice of seeing the sun rise than in looking at the other part of the day.

it would be a great help to mothers and would save not only much needless anxiety but many a doctor's bill, and sometimes even a life, if the distinction between a slight and a serious allment were more generally understood. Overcaution and not undercaution is apt to be the prevailing tendency. A child or young person complains of severe pain in the chest, and the mother at once fancies it is pneumonia; or if the trouble is in the bowels, peritonitis is the dreaded enemy, and so on. "Pain without fever," said a well-known physician, "may be very severe and may cause much suffering, but in acute atcause much suffering, but in soute attacks it is not dangerous. If you had this amount of pain that you complain of," he said to the patient who had hastily summoned him, "in any inflammatory disease, you would be in a raging fever; if you have no fever you need never worry." Most serious illnesses are preceded by a chill. This is a sympton that should never be disregarded, and it is always safe to put a child to bed and stop his food. Warmth and dieting will be found to be the best remedy for any ordinary indisposition. remedy for any ordinary indisposition, while for the beginning of serious trouble it is often the only thing that can be done until the disease declares

The World's Food for One Day. The average healthy man eats nearly two and a half pounds of solid food in a day. Some races eat much more than others, but against this we can set the smaller consumption of children and the delicate members of civilized communities. Now, as there are, according to the most careful computations, 1,497,-000,000 human beings on the planet, we may conclude that 3,607,770,000 pounds, or about 1,610,612 tons of pounds, or about 1,610,612 tons of solid foods are eaten every day the world over. With regard to the drinking capacity of the human race, as the proper individual allowance is nearly two and three-quarter pints a day, we may take it that the above named quantity of food is washed down with about 4,047,888,000 pints of liquid in some form or other, that is to say. some form or other, that is to say, enough to fill a reservoir 144 yards long, 144 broad and 144 deep.

"Good-By" and "Good-Night." Good and God spring from the same root, are the same in meaning. "Good-by" is only "God be with you." "Good night" is really "God night," or "God guard the night."

Every year the population of the United States is increased one million.

Dr. W. H. HOUSE,

SURGEON DENTIST, Office, Barton's Building, Main below Market BLOOMSBURG, PA.

All styles of work done in a superior man and all work warranted as represents THETH EXTRACTED WITHOUT PART by the use of Gas, and free of charge -To be open all hours during the des

C. WATSON MCKELVY,

FIRE INSURANCE AGENT. (Successor to B. F. Hartman.)

OFFICE IN I. W. MCKELVY'S STORE. Losses promptly adjusted and paid.

M. P. LUTZ & SON, (SUCCESSORS TO FREAS BROWN) INSURANCE AND REAL ESTATE AGENTS AND BROKERS.

N. W. Corner Main and Centre. Streets BLOOMSBURG, PA.

Represent Seventeen as good Companies as there are in the World and all losses promptly adjusted and paid at their Office.

CHRISTIAN, F. KNAPP,

FIRE INSURANCE, BLOOMSBURG, PA.

Home, of N. Y.; Merchants of Newark, N. J.; Clinton, N. Y.; Peoples', N. Y.; Reading, Pa; German American Ins. Co., New York; Greenwich Insurance Co., New York; Jersey City Fire Ins. Co., Jersey City, N. J. These old corporations are well se soned by age and fire tested, and have never yet had a loss settled by any court of law. Their assets are all invested in solid securities. assets are all invested in solid securities, and

liable to the hazard of fire only.

Losses promptly and honestly adjusted and paid as soon as determined, by Christian F. Knapp, Special Agent and Adjuster, Blooms-

burg, Pa.

The people of Columbia county should patronize the agency where losses, if any, are settled and paid by one of their own

CLYDE C. YETTER. FIRE INRURANCE AND REAL ESTATE AGENT.

BLOOMSBURG, PA.

Farm property a specialty. 4-22-17. LIFE AND FIRE INSURANCE

AGENCY. New York Life Insurance Co. 125,947,290.82 Surplus, 15,141,023.32

SHUMAN & EDWARDS. Office 1st National Bank Building, (Successor to H. C. Chamberlin and I. Edwards COMPANIES REPRESENTED.

Firemans Fund, of San Francisco, Spring Garden, of Philadelphia, American Central, of St. Louis, North British and Mercantile, of London and Edinburg, Eng. U. S. Branch, New York City,

LOSSES PROMPTLY ADJUSTED AND PAID AT THIS AGENCY.

EXCHANGE HOTEL

JAMES MCCLOSKEY Proprietor, (Opposite the Court House) BLOOMSBURG, PA.

Large and convenient sample rooms. Be

WAINWRIGHT & CO.,

WHOLESALE GROCERS.

Teas, Syrups, Coffees, Sugars, Molas Rice, Spices, Bicarb Soda, Etc., N. E. Corner Second and Arch Streets PHILADELPHIA, PA.

Orders will receive prompt attention.

E. A. RAWLINGS.

-DEALER IN-All Kinds of Meat.

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

CENTRE STREET. C. H. REICE'S OLD STAND. BLOOMSBURG, PA.

WE TELL YOU

nothing new when we state that it pays to em in a permanent, most healthy and pleasant it ness, that returns a profit for every day's we such is the business we offer the working of we such is the business we offer the working of we such is the business we offer the working of we such it is the business we offer the working of the such it is the making of \$300.00 a month. Every one who takes hold now and works surely and speedily increase their carnings, it can be no question about it; others now at we are doing it, and you, reader, can do the such is the best paying business that you ever had the chance to secure. You will ma grave mistake if you fail to give it a trisk at o if you grasp the situation, and act quickly, will directly find yourself in a most prospe business, at which you can surely make and large sums of money. The results of only a hours' work will often equal a week's we whether you are old or young, man or womes makes no difference, — do as we tell you, and cess will meet you at the very start. Ne experience or capital nocassary. Those who for us are rewarded. Why not write to-de full particulars, free? E. C. Alleen & Oo.