

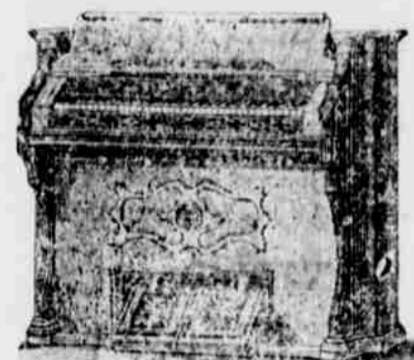
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GINGER, ROSE ALMOND,
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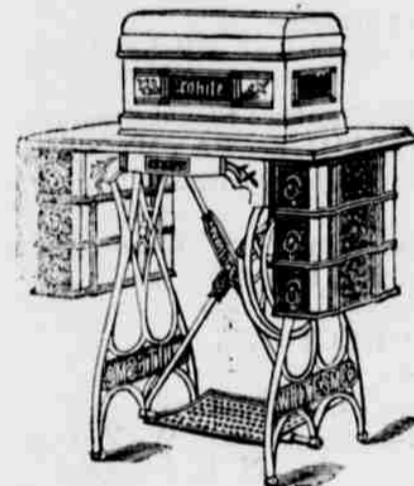
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Do you want an
ORGAN?



Do you want a
Sewing Machine?



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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.

Challenge Comparison with any other illuminating oil made.

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

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IN THE WORLD.
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The Atlantic Refining Co.,

BLOOMSBURG STATION,
BLOOMSBURG, PA.

OUR WORLD'S FAIR LETTER.

(From our Special Correspondent.)
CHICAGO, May 22, 1893.

The Exposition grounds are fast becoming a clean and handsomely adorned pleasure grounds. The gardeners have done a great deal of night work this week, and the grounds are almost complete. There has been no rain all week and much work has been accomplished all over the grounds. By the first of the month there will be nothing left unfinished in the way of building and decorating.

This has been an interesting week at the fair. Many notable events have taken place. The women have held their Woman's Congress all the week in the Columbian Art Gallery down on the lake front. Many noted women have spoken, and the attendance has been unusually large. Modjeska and Clara Morris gave some very fine talks on stage life and its representatives. Never before in the history of woman's progress has there been such perfect harmony in the vast army of spectators as was apparent at the congresses held in the memorial art palace. Every space was crowded, but every body expected they would be and so they were good natured and stood the crowding.

Miss Susan B. Anthony spoke Thursday on the progress of women in the commercial and professional world since the time when Horace Greeley astounded the world of men by devoting column after column of the New York Tribune, to the first suffrage meeting held in Boston. Miss Anthony was followed by Lucy M. Stone, Helen H. Gardener and other noted women, on the suffrage question. To day is the last day of their congress.

There were quite a number of dedications this week. The Tyrolean booth in the Transportation building was dedicated on Monday. This quaint little booth is an exact representation of a Tyrolean home in the Alps and is formed of great stones and limbs of trees. A fine painting forty feet long stands at the back, and represents a Tyrolean village on a mountain side. It is very pretty.

Tuesday the Egyptian temple was dedicated. This is a very solemn affair, and but very little to it as we could see. There were four Egyptian girls dressed in their queer costumes sitting on a raised platform at the rear of the long dark hall. They never spoke a word all the time, but once in a while they would twang their instruments in a doleful manner. A number of men were lounging around on the platform and floor. These the manager told us were the high priests, and the girls were young priestesses. They were silently worshipping their gods. Wednesday the Norwegians dedicated their building. May 17th, is to them what our fourth of July is to us. It was on that day 1814, that they became independent of Denmark, and they chose to dedicate their building on that day although it was not near done. It was a grand sight to watch them marching toward their building. There were over five thousand Norwegians in the line.

Prof. Julius E. Olson of the University of Wisconsin delivered the principal address. His subject was "Our day of Independence." His eloquent words brought his hearers to their feet in loud applause. The program closed by singing Norwegian hymns.

The Illinois State building was dedicated on Thursday. The Governor of the state, the mayor of Chicago, and the president of the State Board of World's Fair Commissioners, with very elaborate ceremonies presented the building to the exposition authorities.

The Illinois State building as every one knows, is the largest state building on the grounds. It stands facing the lagoon from the north. More than three thousand feet of space is allotted to this state. The building is in the form of a greek cross. The south arm contains the offices, while the north end is called the memorial hall, and contains the relics and battle flags loaned by the State Historical Society. The women of Illinois have done much to make the building beautiful. The Legislature appropriated the sum of \$50,000 with which to make a collective exhibit of the work of Illinois women. A board of lady managers was organized and they, with their untiring efforts and ingenuity, have made as fine an exhibit of woman's work as there is on the grounds.

The North Dakota building was dedicated yesterday. This is a really beautiful little building. And here again the women have come to the front. The neat and tasty parlors show just what dear little house-wives those northern farmers have. Many fine pictures made of the grains and grasses that grow in the state adorn the walls, while specimens of the oar are arranged in pretty little cabinets around the room. The building was crowded yesterday to hear the speeches made by several noted men from North Dakota. The building is all done and ready for inspection.

"There is a salve for every wound."
We refer to De Witt's Witch Hazel Salve, cures burns, bruises, cuts, indolent sores, as a local application in the nostrils it cures catarrh, and always cures piles. W. S. Rishton, Druggist.
10-14-197.

HE LOVED
good bread, pie,
and pastry, but his
stomach was delicate.
SHE LOVED
to cook, but was
tired and sick of the
taste and smell of lard.
She bought Cottolene,
(The new shortening) and
THEY LOVED
more than ever, be-
cause she made better
food, and he could eat it
without any unpleasant
after effect. Now
THEY ARE HAPPY, in
having found the BEST,
and most healthful short-
ening ever made -
COTTOLENE.

Made only by
N. K. FAIRBANK & CO.,
CHICAGO and 135 N. Delaware Ave., Phila.

SALVATION OIL.

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 Salvation Oil, and it made a complete cure. Feb. 8, 1893.

CHEW LANCE'S PLUGS. The Great Tobacco Antidote - Price 10 Cts. At all dealers.

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GALLERY OVER HARTMAN'S STORE.
107-197.

PHILADELPHIA & READING RAILROAD.
AFTER MAY 13, 1893.

Trains leave Bloomsburg as follows: Sundays excepted.
For New York, Philadelphia, Reading, Potomac Station, P. & R. R. 8:10, 11:15 a. m.
For Williamsport, 7:15 a. m., 3:22 p. m.
For Danville and Middletown, 7:15 a. m., 3:22, 11:10 p. m. Sunday, 7:57 a. m., 4:37 p. m.
For Catawissa, 6:10, 7:45, 11:15 a. m., 12:15, 3:00, 6:30, 11:10 p. m. Sunday, 10:21 a. m., 1:08 p. m.
For Rupert, 6:10, 7:45, 11:15 a. m., 12:15, 3:15, 6:00, 11:10, 11:30 p. m. Sunday, 7:54, 10:21 a. m., 4:37, 7:03 p. m.
Trains for Bloomsburg
Leave New York via Philadelphia 5:00 a. m., 4:00 p. m. and via Easton 8:45 a. m., 4:30 p. m.
Leave Philadelphia 10:30 a. m., 6:00 p. m.
Leave Reading 11:30 a. m., 7:57 p. m.
Leave Tamques 1:30 p. m., 8:24 p. m.
Leave Williamsport 9:35 a. m., 4:25 p. m. Sunday, 6:00 a. m., 4:25 p. m.
Leave Catawissa 7:00, 8:30 a. m., 1:30, 3:15, 6:10, 11:10 p. m. Sunday, 7:45 a. m., 4:15 p. m.
Leave Rupert 6:51, 7:08, 8:27, 11:30 a. m., 1:37, 3:37, 6:19, 11:24 p. m. Sundays, 7:54, 10:21 a. m., 4:22 p. m., 6:54.
For Baltimore, Washington and the West via B. & O. R. R. through trains leave Grand Avenue Station, Phila., P. & R. R. 8:30 a. m., 11:30 a. m., 3:56, 7:16 p. m. Sundays 3:50, 9:32, 11:30 a. m., 3:56, 5:42, 7:16 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha South Street Ward.
FOR ATLANTIC CITY.
Weekday-Express, 9:00 a. m., 2:00, 3:00, 4:00, 5:00 p. m., Accommodation, 8:00 a. m., 3:45 p. m., Sunday-Express, 9:00, 10:00 a. m., Accommodation, 8:00 a. m., 4:30 p. m.
Returning leave Atlantic City Depot, corner Atlantic and Arkansas avenues.
Weekday-Express, 7:00, 7:45, 9:00 a. m., and 3:30 p. m., Accommodation, 8:15 a. m., 4:30 p. m. Sunday-Express, 4:30, 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. 17, 1893.
NORTH.
STATIONS. A. M. P. M. A. M. P. M.
Main Street..... 6:15 12:04 7:07 8:42 9:42 6:47
Iroquois..... 6:16 12:04 7:04 8:40 9:40 6:45
Fayer Mill..... 6:08 11:52 6:56 8:52 9:52 6:38
Lightfoot..... 6:05 11:49 6:53 8:49 9:49 6:35
Orangeville..... 6:07 11:38 6:45 8:36 9:36 6:27
Forks..... 5:45 11:27 6:33 8:15 9:15 6:17
Zanesville..... 5:45 11:24 6:30 8:12 9:12 6:14
Stillwater..... 5:29 11:09 6:16 8:07 9:07 6:09
Benton..... 5:29 11:09 6:16 8:07 9:07 6:09
Sodus..... 5:29 11:04 6:11 8:01 9:01 6:04
Coles Creek..... 5:30 10:59 6:09 8:04 9:04 6:05
Sugarloaf..... 5:15 10:37 6:03 7:48 8:48 5:52
Labrador..... 5:19 10:54 6:09 8:03 9:03 6:07
Central..... 5:19 10:45 6:03 7:58 8:58 6:07
Junction City..... 5:00 10:40 5:50 10:40 6:07
Lv. Lv. Lv. Ar Ar Ar

RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD.
BLOOMSBURG DIVISION.
STATIONS. NORTH.

NORTHUMBERLAND.....	6:20 1:50	.....	5
Candor.....	6:40 2:10	.....	5:58
Chuliasky.....	6:48 2:18	.....	6:06
Danville.....	6:56 2:26	.....	6:14
Catawissa.....	7:12 2:42	.....	6:30
Rupert.....	7:20 2:50	.....	6:38
Bloomsburg.....	7:30 3:00	.....	6:48
Esopus.....	7:37 3:07	.....	6:55
Wilmington.....	7:45 3:15	.....	7:03
Willow Grove.....	7:51 3:21	.....	7:09
Briar Creek.....	7:58 3:28	.....	7:16
Berwick.....	8:04 3:34	.....	7:22
Beach Haven.....	8:10 3:40	.....	7:28
Hick's Ferry.....	8:16 3:46	.....	7:34
Shickshinny.....	8:20 3:50	.....	7:38
Hudson.....	8:21 3:51	.....	7:39
Nanticoke.....	8:28 3:58	.....	7:46
Plymouth.....	8:35 4:05	.....	7:53
Plymouth Junction.....	8:41 4:11	.....	7:59
Kingston.....	8:45 4:15	.....	8:03
Bennett.....	8:49 4:19	.....	8:07
Mallory.....	8:52 4:22	.....	8:10
Wynantskill.....	8:56 4:26	.....	8:14
West Pittston.....	9:01 4:31	.....	8:19
Pittston.....	9:08 4:38	.....	8:26
Durysa.....	9:16 4:46	.....	8:34
Lackawanna.....	9:24 4:54	.....	8:42
Taylorville.....	9:25 4:55	.....	8:43
Bellevue.....	9:31 5:01	.....	8:49
Scranton.....	9:38 5:08	.....	8:56

STATIONS. SOUTH.

SCRANTON.....	6:05 9:35	.....	6:07
Bellevue.....	6:10 10:00	.....	6:12
Taylorville.....	6:18 10:07	.....	6:20
Lackawanna.....	6:26 10:15	.....	6:28
Pittston.....	6:34 10:23	.....	6:36
West Pittston.....	6:40 10:29	.....	6:42
Wynantskill.....	6:43 10:32	.....	6:45
Bennett.....	6:48 10:37	.....	6:50
Kingston.....	6:54 10:43	.....	6:56
Plymouth Junction.....	6:58 10:47	.....	7:00
Plymouth.....	7:04 10:53	.....	7:06
Avondale.....	7:09 10:58	.....	7:11
Nanticoke.....	7:14 11:03	.....	7:16
Hick's Ferry.....	7:19 11:08	.....	7:21
Shickshinny.....	7:21 11:09	.....	7:23
Hick's Ferry.....	7:24 11:12	.....	7:26
Beach Haven.....	7:24 11:12	.....	7:27
Berwick.....	7:26 11:14	.....	7:29
Briar Creek.....	7:29 11:17	.....	7:32
Willow Grove.....	7:31 11:19	.....	7:34
Time Ridge.....	7:31 11:19	.....	7:34
Rupert.....	7:32 11:20	.....	7:35
Bloomsburg.....	7:33 11:21	.....	7:36
Esopus.....	7:34 11:22	.....	7:37
Danville.....	7:35 11:23	.....	7:38
Chuliasky.....	7:36 11:24	.....	7:39
Candor.....	7:37 11:25	.....	7:40
NORTHUMBERLAND.....	7:38 11:26	.....	7:41

Pennsylvania Railroad.

P. & E. R. R. DIV. AND N. C. R. Y.
In effect May 21, 1893. Trains leave Sunbury

EASTWARD.

9:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 10:00 p. m.; New York 5:50 p. m.; Baltimore 6:45 p. m.; Washington 10:15 p. m., connecting at Philadelphia for all sea and coast points. Passenger coaches to Philadelphia Baltimore. Parlor car to Philadelphia.
1:55 p. m. Train 6 (Daily except Sunday) for Harrisburg and intermediate stations, arriving at Philadelphia at 6:50 p. m.; New York 9:35 p. m.; Baltimore 9:45 p. m.; Washington 12:15 p. m. Parlor coach to Philadelphia and passenger coaches to Philadelphia and Baltimore.
5:55 p. m. Train 12 (Daily except Sunday) for Harrisburg and intermediate stations, arriving at Philadelphia 10:55 p. m.; New York 8:30 a. m.; Baltimore 10:40 a. m.; Washington 1:10 a. m. Passenger coach to Philadelphia.
8:22 p. m. Train 8 (Daily) for Harrisburg and all intermediate stations, arriving at Philadelphia 1:30 a. m.; New York 7:10 a. m.; Pullman sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passenger coach remains in a coper undisturbed until 7 a. m.
1:30 a. m. Train 1 (Daily) for Harrisburg and intermediate stations, arriving at Philadelphia 4:50 a. m.; New York 9:30 a. m.; Baltimore 10:30 a. m.; Washington 1:30 a. m. Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.
4:38 a. m. Train 14 (Daily) for Harrisburg and intermediate stations, arriving at Baltimore 8:55 a. m.; 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.
8:13 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 Train 15 (Daily) for Lock Haven and intermediate stations.
1:35 p. m. Train 14 (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.
5:34 p. m. Train 1 (Daily except Sunday) Renovo, Elmira and intermediate stations.
8:25 p. m. Train 13, for Williamsport and intermediate stations.
THROUGH TRAINS FOR SUNBURY FROM
Train 15-Leaves New York 12:15 night, Philadelphia 4:30 a. m., Baltimore 4:40 a. m., Harrisburg 8:18 a. m., daily arriving at Sunbury 9:54 a. m.
Train 11-Leaves Philadelphia 8:30 a. m., Washington 7:50 a. m., Baltimore 8:45 a. m., (daily except Sunday) arriving at Sunbury 1:35 with Pullman car from Philadelphia and passenger coaches from Philadelphia and Baltimore.
Train 1-Leaves New York 9:00 a. m., Philadelphia 11:31 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Sunday) arriving at Sunbury 8:20 p. m. with passenger coaches from Philadelphia and Baltimore.
Train 4:30 p. m., Washington 8:15 p. m., Philadelphia 4:30 p. m., arriving at Sunbury 9:25 p. m. through Coach and Parlor car from Philadelphia.
Train 9 leaves New York 8:30 p. m., Philadelphia 9:20 p. m., Washington 7:40 p. m., Baltimore 8:45 p. m., (Daily except Saturday) arriving at Sunbury 2:04 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore.
Train 3 leaves New York 8:00 p. m., Philadelphia 11:30 p. m., Washington 10:40 p. m., Baltimore 11:40 p. m., (Daily) arriving at Sunbury 5:28 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 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 12:10 p. m., Pottsville 1:25 p. m. Through Coach Williamsport to Wilkes-Barre.
Train 11 leaves New York 2:35 p. m., arriving at Bloom Ferry 6:23 p. m., Wilkes-Barre 7:30 p. m., Hazleton 7:58 p. m., Pottsville 9:00 p. m.
Through Coach Williamsport to Wilkes-Barre.
Train 8 leaves New York 4:20 a. m., arriving at Bloom Ferry 8:07 a. m., Hazleton 7:10 a. m., Pottsville 8:00 a. m., Wilkes-Barre 9:18 a. m.
Train 10 leaves Pottsville 1:50 p. m., Hazleton 2:04 p. m., Wilkes-Barre 3:12 p. m., arriving at Bloom Ferry 4:31 p. m., Sunbury 5:30 p. m. Through Coach Wilkes-Barre to Harrisburg.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10:00 a. m., arriving at Bloom Ferry 10:48 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.
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ATTORNEY-AT-LAW,
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Queen of N. Y., 500,000 3,500,000 1,021,800
Westchester, N. Y., 500,000 3,500,000 1,021,800
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