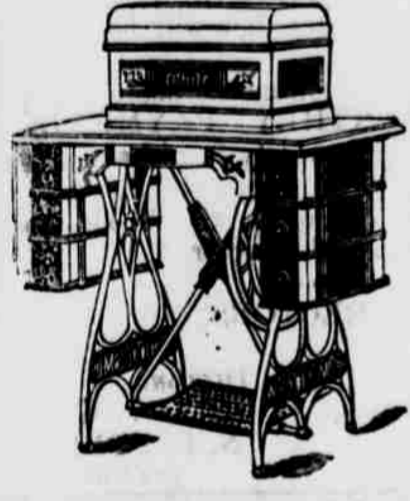


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GALLERY OVER

HARTMAN'S STORE.

10-7-17.

THE STORY PAID HIM.

Self-Gratification an Eminent Attorney's Fees.

The most eminent consulting lawyer of Paris at one time in the last century was the Abbe May, says the Manchester Times. His opinion had great weight in forming the decision of the judges, and he was often consulted in important matters outside the law. His fee for an opinion was usually a large one. The story of one of his exceptional fees is related by M. de Bois Saint Just in his history of Paris.

A cure from the country called on the abbe one day, and after complimenting him with earnestness and sincerity on his creditable and deserved reputation, said that he was involved in a lawsuit which he did not understand. He asked the abbe to advise him whether he was in the right or in the wrong, and whether he had better carry on the suit. So saying he delivered to the great jurist an enormous package of papers covered with almost illegible hand-writing. The abbe cheerfully accepted the task and told the cure to call again in two weeks. He was pleased with the good, simple-hearted man and devoted his best energies to clearing up the case though he was obliged to put other matters aside in order to do so.

The cure called on the day appointed, took the abbe written opinion and read it through critically. He was delighted with the enthusiasm and clearness with which his rights were set forth. He embraced the abbe gratefully and cried: "Ah, monsieur, no one could be better pleased than I am, and I want you to be satisfied also. Here is money, monsieur. Please take what is due you," and he threw a three-franc piece on the table. Not to humiliate the good man, the abbe picked up the coin, took thirty-six sous from his purse and handed his client the change. Someone said, when he told the story, that as usual he had lost by his disinterestedness.

"Lost!" said the abbe. "And do you count the pleasure of telling the story nothing?"

What Singers Eat.

Not long ago a list was published of the drinks favored by the great singers of modern times. Different wines were regarded by different vocalists as possessing desirable qualities, and London stout was the prime favorite of a very large proportion of vocalists. A writer in a musical journal attaches as much importance to what singers eat as to what they drink; and as he has had a large experience in engaging singers for important tours in this country, his opinion is worth listening to. He says he never loses time in looking for a fine vocalist in a country where fish and meat diet prevail. He has found that vocal capacity disappears in families as they grow rich, because they eat more meat.

The Italians who eat the most fish—those of Naples and Genoa—have few fine singers among them. In Ireland the sweet voices are found in women of the country, but not of the towns. Norway is not a country of singers, because the people eat too much fish; but Sweden is a country of grain and song. The carnivorous birds croak; grain-eating birds sing.

This is a very sweeping indictment, but it does not alter the fact that many of the best singers of the day include a moderate quantity of meat in their daily bill of fare. Precept and practice, however, do not always go together. A reporter of a New York paper called on an eminent tenor one night at an opera house for the purpose of ascertaining his views on the question whether or not smoking was injurious to the voice. The singer, who had just come off the stage after a long and exhausting scene, said he considered that smoking was a decidedly bad thing for the voice; and having given this opinion he lit one for himself.

Her Branch of Promise Case.

A well-known attorney in Detroit, when he first hung out his shingle, didn't know anywhere near as much as he knows now about the mysteries of the profession, if the Free Press is to be relied upon.

His first client was a young woman who wanted to bring a suit for breach of promise.

He asked her to tell him all the circumstances, and she did. When her story was finished he shook his head doubtfully.

"I don't know much about this," he said. "You say he asked you to be his wife?"

"Yes, sir."

"And you said you would?"

"Yes, sir."

"Then he left and didn't come back any more?"

"Yes, sir."

"Um-um," hesitated the attorney; "did you ask him to be your husband?"

"Of course I didn't."

"Did he promise to be?"

"No, sir."

"Did he say anything further than for you to be his wife?"

"No, sir."

"Well, my dear miss, I don't see where there was any breach of promise, do you? The fact is you were careless, and I don't see how you can win this case. You'll have to be more particular next time. You—but she didn't wait to hear any more of his advice; she bounced out and got another attorney."

The Hysterical Hen.—What the blazes is the matter with that hen?
Farmer—"Nothin'." She has just laid an egg.
City Man—Great Scott! one would suppose she had laid the foundation of a brick block.—Texas Siftings.

Columbus was a weaver.

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On application.

PHILADELPHIA & READING RAILROAD.

AFTER MAY 13, 1893.

Trains leave Bloomsburg as follows: Sundays excepted.
For New York, Philadelphia, Reading, Pottsville, Pottsville, etc., 6.10, 11.15 a. m.
For Philadelphia, 1.15 a. m., 5.25 p. m. Sunday, 7.25 a. m., 1.15 p. m., 5.25 p. m.
For Danville and Milton, 7.15 a. m., 3.25, 11.10 p. m. Sunday, 7.15 a. m., 4.25 p. m.
For Pottsville, 7.15 a. m., 4.25 p. m., 11.10 p. m. Sunday, 7.15 a. m., 4.25 p. m., 11.10 p. m.
For Columbia, 7.15 a. m., 4.25 p. m., 11.10 p. m. Sunday, 7.15 a. m., 4.25 p. m., 11.10 p. m.
For Reading, 7.15 a. m., 4.25 p. m., 11.10 p. m. Sunday, 7.15 a. m., 4.25 p. m., 11.10 p. m.
For Easton, 7.15 a. m., 4.25 p. m., 11.10 p. m. Sunday, 7.15 a. m., 4.25 p. m., 11.10 p. m.
For New York via of Philadelphia 2.00 a. m., 8.00 p. m. and via Reading 2.00 a. m., 8.00 p. m. Leave Reading 11.50 a. m., 7.31 p. m. Leave Pottsville 11.50 a. m., 7.31 p. m. Leave Columbia 1.25 a. m., 7.55 p. m., 1.15 p. m., 4.15 p. m. Leave Danville 1.25 a. m., 7.55 p. m., 1.15 p. m., 4.15 p. m. Leave Milton 1.25 a. m., 7.55 p. m., 1.15 p. m., 4.15 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha South Street Ward.

FOR ATLANTIC CITY.

Weekdays—Express, 9.00 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., Accommodation, 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 a. m., and 3.30 p. m., Accommodation, 8.15 a. m., 4.30 p. m. Sunday—Express, 4.00, 5.00 p. m., Accommodation, 7.15 a. m. and 4.30 p. m.

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

BLOOMSBURG & SULLIVAN R. R.

Taking effect MONDAY, NOV. 17, 1890.

SOUTH. NORTH.

STATIONS.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Bloomsburg	8:30	12:10	7:15	8:25	9:35	6:45
Main Street	6:40	12:00	7:00	8:10	9:20	6:35
Ironton	6:10	11:30	6:30	7:40	8:50	6:05
Paper Mill	6:00	11:20	6:20	7:30	8:40	5:55
Lightstreet	5:50	11:10	6:10	7:20	8:30	5:45
Orangeville	5:30	11:00	5:50	7:00	8:10	5:25
Fork	5:40	11:10	6:00	7:10	8:20	5:35
Zaner's	5:40	11:10	6:00	7:10	8:20	5:35
Sullivan	5:30	11:00	5:50	7:00	8:10	5:15
Benton	5:20	10:50	5:40	6:50	8:00	5:05
Edson	5:10	10:40	5:30	6:40	7:50	4:55
Colebrook	5:00	10:30	5:20	6:30	7:40	4:45
Sugarloaf	4:50	10:20	5:10	6:20	7:30	4:35
Laubachs	4:40	10:10	5:00	6:10	7:20	4:25
Central	4:30	10:00	4:50	6:00	7:10	4:15
Jamison City	4:20	9:50	4:40	5:50	7:00	4:05
Lv. Lv.						

RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD.

BLOOMSBURG DIVISION.

STATIONS.	NORTH.
NORTHUMBERLAND	6:20 1:50
Clemens	6:30 2:00
Chulaick	6:40 2:10
Danville	6:50 2:20
Catawissa	7:00 2:30
Rupert	7:10 2:40
Bloomsburg	7:20 2:50
Rep	7:30 3:00
Lime Ridge	7:40 3:10
Willow Grove	7:50 3:20
Briar Creek	8:00 3:30
Bellevue	8:10 3:40
Bloch	8:20 3:50
Hick's Ferry	8:30 4:00
Kingston	8:40 4:10
Nanticoke	8:50 4:20
Hancock	9:00 4:30
Nanticoke	9:10 4:40
Avondale	9:20 4:50
Plymouth	9:30 5:00
Plymouth Junction	9:40 5:10
Kingston	9:50 5:20
Bennett	10:00 5:30
Maitoy	10:10 5:40
Wyoming	10:20 5:50
West Pittston	10:30 6:00
Pittston	10:40 6:10
Durys	10:50 6:20
Lime Ridge	11:00 6:30
Taylorville	11:10 6:40
Bellevue	11:20 6:50
Bellevue	11:30 7:00
Bellevue	11:40 7:10
Bellevue	11:50 7:20

STATIONS.	SOUTH.
SCRANTON	4:30 8:00
Bellevue	4:40 8:10
Taylorville	4:50 8:20
Lackawanna	5:00 8:30
Durys	5:10 8:40
Pittston	5:20 8:50
West Pittston	5:30 9:00
Wyoming	5:40 9:10
Hick's Ferry	5:50 9:20
Kingston	6:00 9:30
Plymouth Junction	6:10 9:40
Plymouth	6:20 9:50
Avondale	6:30 10:00
Nanticoke	6:40 10:10
Hancock	6:50 10:20
Hick's Ferry	7:00 10:30
Beach Haven	7:10 10:40
Bellevue	7:20 10:50
Bellevue	7:30 11:00
Bellevue	7:40 11:10
Bellevue	7:50 11:20

Connections at Rupert with Philadelphia & Reading Railroad for Tamaqua, Pottsville, etc. At Philadelphia 7:30 p. m. for Scranton, etc. At Northumberland with P. & R. Div. P. R. R. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

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

Pennsylvania Railroad.

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

In effect May 21 1893. 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 5:50 p. m.; Baltimore 3:10 p. m.; Washington 4:30 p. m., connecting at Philadelphia for all Best Sea points. Passenger coaches to Philadelphia Baltimore. Parlor car to Philadelphia.

1:35 p. m.—Train 4 (Daily except Sunday) for Harrisburg and intermediate stations, arriving at Philadelphia 7:50 p. m. New York 10:30 p. m.; Baltimore 6:45 p. m.; Washington 8:15 p. m. Parlor cars to Philadelphia. Passenger coaches to Philadelphia and Baltimore.

5:25 p. m.—Train 12 (Daily except Sunday) for Harrisburg and intermediate stations, arriving at Philadelphia 12:30 p. m. New York 3:30 a. m.; Baltimore 10:40 a. m.; Washington 4:10 a. m. Passenger coach to Philadelphia.

8:25 p. m.—Train 10 (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 Philadelphia to Harrisburg. Passenger coaches remain in a separate undisturbed unit 7 a. m.

12:00 a. m.—Train 13 (Daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:00 a. m.; New York 9:30 a. m.; Baltimore 4:00 a. m.; Washington 7:30 a. m. Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

4:30 a. m.—Train 16 (Daily) for Harrisburg and intermediate stations, arriving at Baltimore 8:50 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.

5:13 a. m.—Train 3 (Daily) for Erie, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Erie and passenger coaches to Erie and Rochester.

9:55—Train 16 (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 passenger coaches to Kane and Rochester and Parlor car to Rochester.

5:25 p. m.—Train 13 (Daily except Sunday) for Erie, Canandaigua and intermediate stations, Rochester, Buffalo, and Niagara Falls with passenger coaches to Erie and passenger coaches to Erie and Rochester.

8:25 p. m.—Train 10 (Daily for Harrisburg and all intermediate stations, arriving at Philadelphia 1:30 a. m.; New York 7:10 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and Philadelphia to Harrisburg. Passenger coaches remain in a separate undisturbed unit 7 a. m.

12:00 a. m.—Train 13 (Daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:00 a. m.; New York 9:30 a. m.; Baltimore 4:00 a. m.; Washington 7:30 a. m. Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

4:30 a. m.—Train 16 (Daily) for Harrisburg and intermediate stations, arriving at Baltimore 8:50 a. m. and Washington 10:10 a. m. and Pullman sleeping cars to Baltimore, Washington, and passenger coaches to Baltimore.

SUNDAY TRAINS.
Train 7 leaves Sunbury 10:00 a. m., arriving at Bloomsburg 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 6:25 p. m., arriving at Bloomsburg 7:00 p. m., Wilkes-Barre 7:50 p. m., Hazleton 7:55 p. m., Pottsville 9:05 p. m., Through Coach Williamsport to Wilkes-Barre. Train 13 leaves Sunbury 1:50 p. m., arriving at Bloomsburg 2:35 p. m., Wilkes-Barre 3:30 p. m., Hazleton 3:35 p. m., Pottsville 4:45 p. m., Through Coach Williamsport to Harrisburg.

PROFESSIONAL CARDS.

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BLOOMSBURG, PA.

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B. FRANK ZARR,
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Clark's Building, cor. Main and Centre Sts.,
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Can be consulted in German.

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