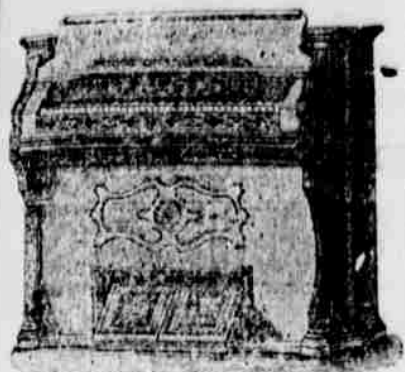
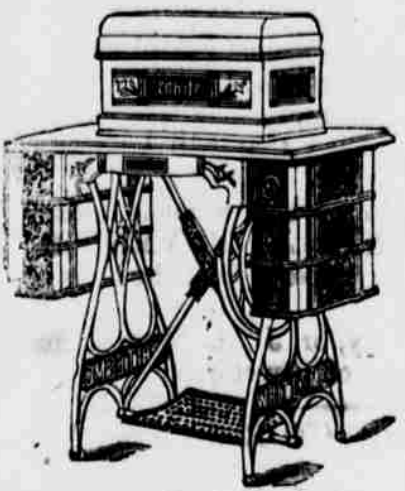


# Look Here!

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.

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.

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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 time at reduced rates.

GALLERY OVER

HARTMAN'S STORE, 10-7-137.

### A HUMAN CHRONOMETER.

The Wonderful Instinct of a Man Who Tells Time Without a Watch.

To measure time to the second in periods of a minute—that is, with an accuracy of at least 99.3 per cent.—would be regarded by most persons as a remarkable, though not perhaps a particularly valuable accomplishment. There is a man, however, according to a correspondent, who can do better than this. He is a veritable human chronometer. He can time a sprint race more accurately than most of the stop watches used for that purpose, and is a great deal more reliable than a majority of the men who officiate as timers at foot races, even when they hold good watches. Smith—which, by the way isn't his name—can "call the turn" of the watch to the fifth part of a second.

Smith owns an elaborately constructed split second watch of Swiss manufacture, which was presented to him by the athletic club to which he belongs for winning more prizes in a year than any other athlete in the club. To test the watch he used to time all sorts of things until timing became a habit with him.

In his leisure moments Smith would tick off the seconds mentally as he watched the long timing hand move over the fifth second divisions on the dial of his watch. In a short time he found he could count the seconds without the help of the watch.

When Smith competed in a race he could tell the official timers just how fast he had run. Of course his accomplishment was of great service to him both in training and in racing in enabling him to judge his pace.

It is well known that the time recorded by the watches at a foot race as well as the more careful observations of astronomers vary usually a fraction of a second. Sometimes this is due to the construction of the watch, but often to the personal equation of the timer or observer, that is the difference between the observed result and the true depending on the personal qualities or peculiarities. Thus the personal equations of well-known astronomers are matters of record, and timekeepers, too, are "fast" and "slow." When Smith timed a race without a watch, however, this personal equation was eliminated.

Timekeepers see the flash of the pistol that starts the race and the breaking of the tape that ends it instantaneously. It is in transferring these impressions from the mind to the watch through the comparatively slow medium of nerve and muscle that mistakes creep in. Smith didn't need to make this transfer from the mind to the watch. He was the watch. The mental timing hand in his brain moved simultaneously with the flash of the pistol, and stopped as the runners dashed through the tape. It was only necessary for him to keep cool, of course if he got excited over a big race the whole mechanism was thereby disturbed, and he was no more trustworthy than the timekeeper.

Smith would start his watch and hold it in such a position that he was unable to see the face, could say exactly where the hand was. If another started the watch on a signal from Smith, unless Smith heard the snap of the spring that set the mechanism working, he could not tell exactly how much time had elapsed when the watch was stopped. The variation between the time he announced, however, and the real time indicated by the watch would be the personal equation of the timer.—N. Y. Herald.

### A LIKELY STORY.

The Old Haysend Was Not to Be Fooled by a Conductor.

On board a Baltimore train pulling into Parkersburg was a man whose demeanor conveyed the impression that he was matter-of-fact all the way through. No foolishness, no trifling with or in the everyday affairs of this busy old life.

"Mr. Conductor, what time do we get into Parkersburg?"

"Ten-twenty," replied the official politely.

"Yes. Well; what time can I get a train on west?"

"Nine-twenty."

"To-morrow."

"To-night."

"Conductor, don't take me for a fool because my beard grows the wrong way and my clothes suggest whip-poor-wills and penny-royal. I'm serious."

"So am I, my good friend. You can make it all right."

"Wa-ll, how, now?"

"Just keep your seat."

"And leave town an hour before I get into it?"

"That's the idea, my good friend—"

"Look h'yer. You may be a good conductor, an' know all the stations, an' the spotters, an' how to knock down forty per cent. of the receipts, but when you claim to have a reversal lever on the sun, you're off, decidedly off."

"But the time changes an hour at the river."

"Then, at this rate, if I go on to San Francisco, I'll get there some time last week. I guess I'll get off and wait till I catch up with myself."—Cleveland Plain Dealer.

How to Serve Strawberries.

Little individual side dishes that have so long accompanied the usual dinner set, making twelve of its one hundred and forty-four more or less pieces, are no longer suitable for use in a really tasteful table service, either for fruit or vegetables. Vegetables are to be cooked sufficiently dry, so that they can be placed upon the plate, and fruit—that is, berries—are to be served up into larger saucer-shaped dishes, varying somewhat in shape and size; or, still better, they are passed around the table, each person helping himself upon an ordinary dessert plate previously placed before him, eating them with either a fork or a dessert spoon, both of which have been placed at his disposal and for his choice, according to whether he prefers his berries with cream or without it. If berries are served with their hulls on they are eaten with the fingers, each one dipped separately into sugar on the side of the plate.—N. Y. Herald.

## J. R. SMITH & Co.

LIMITED.

MILTON, Pa.,

DEALERS IN

# PIANOS,

By the following well-known makers:

Chickering,

Knabe,

Weber,

Hallet & Davis.

Can also furnish any of the cheaper makes at manufacturers' prices. Do not buy a piano before getting our prices.

Catalogue and Price Lists

On application.



### I KEEP COOL

inside, outside, and all the way through, by drinking

## HIRE'S Root Beer

This great Temperance drink is as healthful, as it is pleasant. Try it

TO CONSUMPTIVES.

The undersigned having been restored to health by simple means, after suffering for several years with a severe lung affection, and that dread disease Consumption, is anxious to make known to his fellow sufferers the means of cure. To those who desire it, he will cheerfully send (free of charge) one of the prescriptions which they will find a sure cure for Consumption, Asthma, Catarrh, Bronchitis and all throat and lung troubles. He hopes all sufferers will try his remedy, as it is invaluable. Those desiring the prescription, which will cost them nothing, and may prove a blessing, will please address:

Rev. Edward A. Wilson, Brooklyn, New York, Sep. 16, 1 year.

## FRAZER AXLE GREASE

BEST IN THE WORLD. Strewing qualities are unsurpassed, actually outlasting two boxes of any other brand. Sold by dealers generally.

## PHILADELPHIA & READING RAILROAD.

AFTER MAY 13, 1896.

Trains leave Bloomsburg as follows: Sundays excepted.

For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc. 7:50 a. m., 11:15 a. m., 3:30 p. m., 5:58 p. m., 8:27 p. m.

For Danville and Milton, 7:15 a. m., 3:30 p. m., 11:10 p. m.

For Pottsville, 7:50 a. m., 11:15 a. m., 12:15 p. m., 3:30 p. m., 5:58 p. m., 8:27 p. m.

For Catwissa, 7:10 a. m., 11:15 a. m., 12:15 p. m., 3:30 p. m., 5:58 p. m., 8:27 p. m.

For Danville and Milton, 7:15 a. m., 3:30 p. m., 11:10 p. m.

For Pottsville, 7:50 a. m., 11:15 a. m., 12:15 p. m., 3:30 p. m., 5:58 p. m., 8:27 p. m.

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## RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD.

BLOOMSBURG DIVISION.

STATIONS. NORTH.

STATIONS.	NORTH.
NORTHUMBERLAND	6:30 1:00
Cameron	6:35 1:05
Chickering	6:40 1:10
Danville	6:45 1:15
Catawissa	6:50 1:20
Rapids	6:55 1:25
Bloomsburg	7:00 1:30
Espy	7:05 1:35
Lime Ridge	7:10 1:40
Willow Grove	7:15 1:45
Briar Creek	7:20 1:50
Berwick	7:25 1:55
Beach Haven	7:30 2:00
Hick's Ferry	7:35 2:05
Shickshinny	7:40 2:10
Hunok	7:45 2:15
Nanticoke	7:50 2:20
Avondale	7:55 2:25
Plymouth	8:00 2:30
Plymouth Junction	8:05 2:35
Kingston	8:10 2:40
Bennett	8:15 2:45
Maitby	8:20 2:50
West Pittston	8:25 2:55
Pittston	8:30 3:00
Durys	8:35 3:05
Scranton	8:40 3:10

STATIONS. SOUTH.

STATIONS.	SOUTH.
Scranton	6:05 9:55
Bellevue	6:10 10:00
Taylorville	6:15 10:05
Lackawanna	6:20 10:10
Durys	6:25 10:15
Pittston	6:30 10:20
West Pittston	6:35 10:25
Wyoming	6:40 10:30
Maitby	6:45 10:35
Bennett	6:50 10:40
Kingston	6:55 10:45
Plymouth Junction	7:00 10:50
Plymouth	7:05 10:55
Avondale	7:10 11:00
Nanticoke	7:15 11:05
Hunok	7:20 11:10
Shickshinny	7:25 11:15
Hick's Ferry	7:30 11:20
Beach Haven	7:35 11:25
Berwick	7:40 11:30
Briar Creek	7:45 11:35
Willow Grove	7:50 11:40
Lime Ridge	7:55 11:45
Espy	8:00 11:50
Bloomsburg	8:05 11:55
Rapids	8:10 12:00
Catawissa	8:15 12:05
Danville	8:20 12:10
Cameron	8:25 12:15
NORTHUMBERLAND	8:30 12:20

Connections at Rupert with Philadelphia and Reading Railroad for Tamaqua, Tamaqua, W. Hampson, Sunbury, Pottsville, etc. At Northampton and Easton with the Delaware and Potomac Railroad for Havre, Emporium, Warren, Corry and Erie.

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

## Pennsylvania Railroad.

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

In effect May 21, 1896. Trains leave Sunbury EASTWARD.

8:45 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 3:30 p. m.; Washington 4:30 p. m., connecting at Philadelphia for all sea shore points. Pullman sleeping coaches to Philadelphia. Parlor car to Philadelphia.

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 passenger coaches to Philadelphia and Baltimore.

5:25 p. m. Train 12 (Daily except Sunday) for Harrisburg and intermediate points, arriving at Philadelphia at 10:25 p. m.; New York 12:15 a. m.; Baltimore 7:40 p. m.; Washington 6:10 p. m. Pullman sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passenger car remains in sleeper undisturbed until 7 a. m.

1:50 a. m.—Train 4 (Daily) for Harrisburg and all intermediate stations, arriving at Philadelphia 5:50 a. m.; New York 8:30 a. m.; Baltimore 3:10 a. m.; Washington 2:30 a. m. Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

3:56 a. m.—Train 16 (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.

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.

6:13 a. m.—Train 3 (Daily) for Erie, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Erie and Elmira, and passenger coaches to Erie and Rochester.

9:25 a. m.—Train 13 (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.

5:38 p. m.—Train 1 (Daily except Sunday) for Renovo, Elmira and intermediate stations.

9:25 p. m.—Train 13 (Daily) for Williamsport and intermediate stations.

THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Train 15—Leaves New York 12:15 night, Philadelphia 4:30 a. m., Baltimore 3:40 a. m., Harrisburg 5:15 a. m., daily arriving at Sunbury 8:36 a. m.

Train 11—Leaves Philadelphia 8:30 a. m., Washington 7:30 a. m., Baltimore 6:25 a. m., (daily except Sunday) arriving at Sunbury, 1:35 with Parlor car from Philadelphia and passenger coaches from Philadelphia and Baltimore.

Train 1—Leaves New York 9:30 a. m., Philadelphia 11:20 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Sunday) arriving at Sunbury 2:30 p. m. with Pullman sleeping cars from Philadelphia and Baltimore.

Train 13 leaves New York 2:00 p. m., Philadelphia 4:30 p. m., Washington 3:15 p. m., Baltimore 4:10 p. m., arriving at Sunbury 7:25 p. m. through Coach and Parlor 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 12:15 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore.

Train 5 leaves New York 8:00 p. m., Philadelphia 11:00 p. m., Washington 10:40 p. m., Baltimore 11:40 p. m., (Daily), arriving at Sunbury 5:38 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.

Train 3 leaves New York 8:30 p. m., Philadelphia 11:30 p. m., Washington 10:40 p. m., Baltimore 11:40 p. m., (Daily), arriving at Sunbury 5:38 a. m., with Pullman sleeping cars and passenger coaches from Philadelphia and Baltimore.

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 5:35 p. m., arriving at Bloomsburg 6:20 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 8:00 p. m., arriving at Bloomsburg 8:45 p. m., Wilkes-Barre 10:15 p. m., Hazleton 10:20 p. m., Pottsville 11:25 p. m., through Coach Williamsport to Wilkes-Barre.

Train 15 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 17 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 19 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 21 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 23 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 25 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 27 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 29 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.

## PROFESSIONAL CARDS.

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

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

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

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THOMAS B. HANLY, ATTORNEY-AT-LAW, Mrs. Ent's Building, BLOOMSBURG, PA.

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