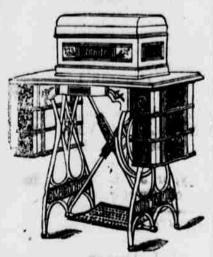
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If so, do not send your money away from home, but deal right, if there is anything

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The Best Burning Oil That Can be

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. _t is ore-eminently a family safety

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GALLERY OVER

HARTMAN'S STORE.

A HUMAN CHRONOMETER.

Tee Wonderful Instinct of a Man Who Tells Time Without a Watch. To measure time to the second ir periods of a minute—that is, with an accuracy of at least 98.3 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

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 en-

abling him to judge his pace.
It is well known that the time recorded by the watchers 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 orten to the personal equation of the timer or observer, that is the dif-ference between the observed result and the true depending on the personal quadities 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 me-dium 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 with a reliable dealer right dashed through the tape. It was only here, who will make things necessary for him to keep cool. Of the whole mechanism was thereby disturbed, and he was no more trustworthy than the timekeeper.

Smith would start his watch and holding 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 map 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, how-ever, and the real time indicated by the watch would be the personal equa-tion of the timer.—N. Y. Herald.

A LIKELY STORY. The Old Hayseed Was Not to Be Fooler

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 every-day affairs of this busy old "Mr. Conductor, what time do we get

into Parkersburg?"
"Ten-twenty," replied the official po-

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 clo'es suggest whip-poorwills and penny-royal. I'm serious."

So am I, my good friend. You can ake it all right." "W-a-11, now, how?"

"Just keep your seat." "And leave town an hour before I get nto 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. o' the receipts, but when you claim to have a reversip lever on the sun, you're off, decidedly

"But the time changes an hour at the

"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 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 dished 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 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 lisposal 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.

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This great Temperance drink; Beer
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 savere lung affection, and that dread disease Communition, is anxious to make known to his fellow sufferers the means of cure. To those who desire it, he will cheerstully send free or charged a copy of the prescription used, which they will find a sure cure for Communition, Asthman, Catarrin, Bromehitis and all throat and lung Madates it 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,

Its wearing qualities are unsurpassed, actually cutlasting two boxes of any other brand. Not effected by heat, 13 GET THE GENUINE. FOR SALE BY DEALERS GENERALLY. TUP

PHILADELPHIA & READING RAILROAD.

AFTER MAY 13, 1893.

Trains leave Bloomsburg as follows: Sundays excepted.)

For New York, Philadelphia, Reading Pottsville, Tamaqua, etc., 6.10, 11.15 a. m.

For Williamsport, 7.15 a. m., 3.22 p. m. Sunday, 7.55 a. m., 4.25 p. m.

For Danville and Millton, 7.15 a. m., 3.32, 11.10 p. m. Sunday, 7.57 a. m., 4.27 p. m.

For Catawissa 6.10, 7.45, 11.15 a. m., 12.15, 5.00, 6.30, 11.10 p. m. Sunday, 1.23 a. m., 7.23 p. m.

For Rupert 6.10, 7.45, 11.15 a. m., 12.15, 3.15, 5.00, 6.30, 11.10, 11.35 p. m. Sunday 7.53, 10.21 a. m., 4.27 7.33 p. m.

Trains for Bloomsburg

Leave New York via of Philadelphia 8.00 a. m., 4.00 p. m. and via Easton 8.45 a. m., 4.30 p. m.

Leave Philadelphia 10.00 a. m., 6.00 p. m.

Leave Pottaville 12.30 p. m.

Leave Gamaqua 1.20 a. m., 225 p. m.

Leave Catawissa 7.00, 8.20 a. m., 4.25 p. m.

Leave Catawissa 7.00, 8.20 a. m., 1.30, 3.18, 6.10

11.16 p. m. Sunday, 7.46 a. m., 4.15 p. m.

Leave Rupert 6.21, 7.08, 8.37, 11.24 a. m., 1.37, 2.77, 5.19, 11.24 p. m. Sundays, 7.53, 10.12 a. m.

Por Baltimore, Washington and the West via B. S.O. R. R. through trains leave Girard Ave-nue Station, Phila. (P. & R. R. R.) 3.50, 8.01, 11.36 a. m., 3.56, 5.12, 7.16 p. m. Sundays 3.50, 8.02 11.28 a. m., 3.56, 5.42, 7.16 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha

FOR ATLANTIC CITY.

Weekdnys—Express, 906 a. m., 2.60, 3.00 4.00 5.00 p. m, Accommodation, 8.60 a.m., 5.45 p. m. Sanday—Express, 9.60, 16.00 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 a. m. and 3.30 p. m. Accommodation, 8.15 a. m., 4.30, p m. Sunday—Express, 4.00, 8.00 p. m. Accommoda-tion, 7.15 a. m. and 4.20 p. m.

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

LOOMSBURG & SULLIVAN R. P Taking effect MONDAY, NOV. 17, 1890.

	SOUTH.	NORTH.		
STATIONS, P. Bioomsburg, Main Street Irondale. Paper Mill Lightstrest. Orangeville Forks. Zaner's Stillwater Benton, Edsons, Codes Crock Sugarioaf, Laubachs, Central. Jamison City	8 28 12 10 7 15 6 18 12 04 7 07 6 18 12 00 7 04 6 18 12 00 7 04 6 08 11 52 6 6 08 11 52 6 6 43 5 5 7 11 38 6 43 5 5 7 11 12 4 6 30 5 37 11 12 6 13 6 15 5 28 11 09 6 16 5 28 11 04 6 11 5 5 20 11 02 6 14 6 10 10 10 10 10 10 10 10 10 10 10 10 10	A.M. P. R. P. M. S 35 2 15 6 47 8 48 8 48 2 45 6 50 6 8 8 55 6 68 7 12 44 9 47 8 46 7 7 20 9 15 8 7 44 8 42 7 48 9 48 8 60 7 57 9 48 8 60 7 57 9 48 8 60 7 50 9 8 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 8 60 7 50 9 6 8 60 8 60 8 60 8 60 8 60 8 60 8 60		

RAILROAD TIME TABLE

DELAWARE LACKAWANNA &

WESTERN RAILROAD.

BLOOMSBURG DIVISION.

- A CONTRACTOR	ATTORNA			***	
NORTHUMBERLAND	6 30	P. M.	A. H.	r . 1	
Cameron	6 35			5	
Chulasky	6 40	****	*****	5	
Danville	6 48	9 12	10 26	6	
Catawissa	7 05	9 91	10 39	6	
Rupert	7 19	2 81	10 44	6	
Bloomsburg	7 90	2 86	10 49		
Espy	7 17	2 43		6	
Lime Ridge	7.34	2 50		6	
Willow Grove	7.38	2 54	*****	6	
Briarcreek	7 41			6	
Berwick	7.46	3 04	11 12	6	
Beach Haven	7 54	3 10	11 18	7	
Hick's Ferry	8 00	3 17	227	7	
Shickshinny	8 10	3 29	11 33	7.3	
Huniock's	8 21	3 39	11:12	133	
Nanticoke	8 26	3 46	11 49	7	
Avonds le	8 30	3 51	177-	20	
Plymouth Junction	B 40	3 56 4 00	11 56	20	
Kingston	8 45	4 05	12 03	7 1	
Bennett	8 49	4 08	12 06	8	
Maitby	8 59	4 12	14 00	8 (
Wyoming	8 56	4 17	12 13	8 1	
West Pittston	9.01	4 99		8	
Pittston	9 06	4 30	12 22	5 1	
Duryea	9 12	4 34	******	8 1	
Lackawasna	9 16	4 37	*****	8.3	
Taylorville	9.25	4 45	19 35	8.4	
Bellevue	9 31	4 50		8 4	
SCRANTON	9 85	4 55	12 45	8 4	
	A. M.	P. M	P. M.		
STATIONS.	10000		UTH.	and in	
Winds a branching	A. M.	A. M.		4	
SCRANTON	6 00	9 50	1 35	6 0	
Rellevue.	6 05	9 55	****	277	
Lackawanna	6 16	10 00	1 45	6 1	
Duryea	6.22	10 10	1 52	6 2	
Pittston	6 58	10 14	2 00	6 3	
West Pittston	6 35	10 20	2 06	6.3	
Wyoming	6 40	10 25	2 11	6 4	
Maltby	6 44	10 28	***	0.4	
Bennett	6 48	10 32	2 19	6.3	
Kingston	6 54	10 35	2.35	6.5	
Plymouth Junction	6 59	10.39	2 29		
Plymouth	7 04	10 44	2 34	7.0	
Avondale	7.09	10 48	2 33	70	
Nanticoke	7 14	10 52	9 42	T 1	
Hunlock's	7 20	10 59	2 50	1 2	
Shickshinny	7 81	11 09	8 01	7.3	
Hicks Ferry	I 44	11 23	8 17	7.4	
Beach Haven	7 54	11 32	3 25	7.4	
Berwick	A 02	11 40	3 33	7.5	

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

Pennsylvania Railroad.

P. & R. R. R. DIV. AND N. C RY 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 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 Shorsolines, and the Philadelphia for all Sea Shorsolines, arriving at Philadelphia and passenger coaches to Philadelphia faltimore. Parior car to Philadelphia.

1:53 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. 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 10:55 p. m. New York 3:30 a. m., Haltimore 10:40 p. 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 8 cept undisturbed until 7 a. m.

1:50 a. m.—4 (Daily.) for Harrisburg and intermediate stations, arriving at Philadelphia seo and n. New York 2:30 a. m., Baltimore 6:30 a. m., Washington 2:30 a. m., Baltimore 6:30 a. m., New York 2:30 a. m., Pullman sleeping cars to Philadelphia and Baltimore.

4:36 a. m.—Train 16 (Daily.) for Harrisburg datelphia and Baltimore.

to Philadelphia and passenger coaches to raise delphia and Baltimore.

4:36 a. m.—Train 18 (Dally,) for Harrisburg and intermediate stations arriving at Balti-more ::55 a.m. and Washington 10:16 a. m. and Pullman sleeping cars 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 Puilman 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 Puilman palace cars to Erie and Elmira and passenger coaches to Erie and Elmira and passenger coaches 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 stationa, 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.

9:25 p. m.—Train 1, (Daily except Sunday)
Renovo, Elmira and intermediate stations.

THROUGH TRAINS FOR SUNBURY PROM THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphia 4:39 s. m., Baltimore 4:40 a. m., Harrisburg, 3:15 a. m., daily arriving at Supbury 2:54 a. m.,

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

ours, 3:15 a. m., daily arriving at Sugoury 9:58 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, 1:33
with Parior car from Philadelphia and passenger coaches from Philadelphia and Baltimore.

Train 1—Leaves New York 9:00 a. m., Philadelphis 1:57 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 5:15 p. m., Baltimore
4:19 p. m. arriving at Sunbury 9:35 p. m.

"brough Coach and Parior car from Philadelphia.

Through Coach and Parlor car from Philadelphia.

Train 9 leaves New York 6:30 p. m., Philadelphia 8:30 p. m., Washington 7:40 p. m., Baltimore 8:45 p. m., (Dally except Saturday,) artiving at Sunbury, 2:04 a. m. with Pullman sloeping 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., (Dally,) arriving at Sunbury 5:08 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.

Cally 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 8:25 p. m., Wilkes-Barre 7:80 p. m. Hazleton 7:56 p. m. Pottsville 9:05 p. m.

Through Coach Williamsport to Wilkes-Barre.

Trains 16 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:00 a. m., Hazleton 7:16 a. m., arriving at Bloom Ferry 8:37 a. m., Sunbury 9:3 a. m.

Through Coach Wilkes-Barre to Williamsport

Train 10 leaves Pottsville 1:50 p. m. Hazleton 5:04 p. m. Wilkes-Barre 2:25 p. m., arriving at Bloom Ferry 8:37 p. m., sunbury 9:5 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-Warre 4:40 p. m., arriving at Bloom Ferry 6:05 p. m., Sunbury 7:00 p. m. S. M. PRETOST.

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Penn'a. Phila. \$400,000 \$3,839,15 \$1,400,500

Queen, of N. Y. 500,000 \$3,83,915 \$1,401,500

Westchester, N. Y. 300,000 \$1,730,089 \$2,364,780

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These old corporations are well se sound 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, and liable to the hazard of fire only.

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