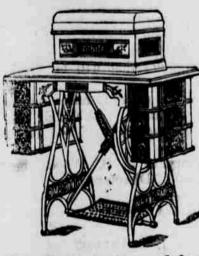
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POINT LACE AND SEALING WAX. Renalesance of Elegant New Old Fashions in Polite Society. All sorts of old-fashioned gentle art are revived in the great renaissance. There is the wearing of old inces, which calls for a fine and accurate knowledge of meshes and patterns and a refined taste in preferring a bit of adornment that is real and beautiful in itself rather than a profusion of machine-made decoration. Even in the days of the greatest decadence in the wearing of lace, when the precious lengths of gossamer thread were folded away in blue paper in many a woman's treasure box, there was a certain caste of literary gentlewomen that made of it al-most an insignia of rank, as it was always a feature of their full dress. Julta Ward Howe wears a bit of old point plaited in the neck of her plain black gows, and another woman reformer cariles to the meetings when she pre sides a priceless fan with mother-of-pearl sticks and a cover of point duck-

esse. Another gentlewoman of the old school, reduced in circumstances, adds an indisputable touch of gentility to her plain, home-made gowns with a scarf of point or frills of fine old Brussels lace, which, with her quaintly set old-fashioned diamonds, small but brilliant, somehow makes the most modish French gowns look crude and commonKnabe,

6-16-1t

place beside her plainer attire. Now another old new fashion, sur vival of the days of elegant case and moderation, is that of sealing letters with wax stamped with one's seal or crest. Any woman can scribble off the modern note and fasten the gummed envelope without much care, but there is something individual in the seal. It calls for deliberation, is opposed to vulgar haste, and savors of graceful leiswre and elegance. The new sticks of wax are large like the old ones; the seal is large and round and requires deftness in manipulation, which distinguishes the note elegant from the grocer's bill or the business letter. The taper in its silver stick is a pretty addition, too, to the writing table .-N. Y. Sun.

THE BEAUTY OF LONDON FOGS

And Other Artistic Attractions a Prench man Notes of the Great City. M. Augustin Filon, in an article on the buildings and characteristics of the British metropolis contributed to a contemporary, has discovered that a London fog, with the sun trying to filter through it. is idealistic and suggestive, as well as sometimes more artistic in its effects than the monotonous luminosity of the south. A Thames fog, in fact, bathes London landscapes in a charming vagueness of outline. London, on the whole, is, in the estimation of the French author, an admirable city, despite the ugliness of its monu-ments and the sordid leprousness of its slums. Its parks are not gardens, but wools and meadows, bits of living nature thrown like oases into the desert of bricks and mortar. Even if Londoners had the folly to build in Hyde Park or Regent's Park, they would always have the Thames, so rich in varied aspect that an artist once said to the

writer on a steamboat between Graves-end and London Bridge that he had seen during the river journey two hundred pictorial masterpieces.

There is likewise a subject for wonder, according to M. Filon, in the immensity of the place which imparts a special sensation and gives the idea of a life completed, and at the same time peaceful, laborious, subdued and submissive to law. The French author has also some interesting remarks to offer on London buildings of note, A Parisian in London took the Law Courts for a big church, and made the same mistake about Whitehall. M. Filon calls St. Paneras Station a feudal chateau of the beginning of the six-teenth century, while Euston is a Babylonian or Cyclopeso hulidios, resembling the tomb of a prehistoric conqueror.-London Telegraph.



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INSECTS AND FLOWERS.

Explanation of the Feculiar Brillioney of the Flora of the Higher Alpa

A curious instance of what might be called a device of nature to secure the continued existence of certain forms of life under disadvantageous circumstances has recently attracted atten-tion in a discussion of the brilliancy of the colors of Alpine flowers. It is known that insects are most important agents in the fertilization of flowers, and this is true of the flowers that bloom among the snows of the Alps as well as of those that cover the massiows far below.

far below. But it has been observed, at the same, time, that the beas and butterdies, which accend the mountains in order to visit the brightly colored flowers, growing there perish by the thousand in the sudden cold that envelopes the peaks and glaciers at nightfall. It is only the extraordinary attrac-tiveness of the beautiful mountain flowers that induces their insect admir-

flowers that induces their insect admirers to venture into the perilous realm of snow and ice.

Here then, according to the view of Doctor Jolly, the principal of the sur-vival of the fittest in the struggle for existence comes into play. Those Alpine flowers which possess the most vivid colors succeed in attracting the insects whose visits are essential to their propagation, while the less beau-tifully colored blossoms are neglected. The result is that only the brighter flowers are able to survive, and hence the peculiar brilliancy of the flora of the high Alps.-Youth's Companion.

Steel Barrels.

The manufacture has been commenced, at Barrow, of steel barrels for the carriage of petroleum in the place of wooden casks. The barrels are made in halves by means of dies and compression while the thin plates of steel are hot. These halves are welded gatives made by Roshon are preserved and duplicates can be had at any time at reduced rates. mates. The new process is one possessing great interest, not only to those engaged in steel manufacture, but to those engaged in the shipping trade, and particularly the bulk petroleum trade.—Scientific American.

2 24 IVT. PHILADELPHIA & READING RAILROAD. AFTER MAY 13, 1893. Trains leave Bloomsburg as follows: Sundays

Trains leave Bloomsburg as follows: Sundays scopied.) For New York, Philadeiphia, Reading Potts-ville, Tamaqua, etc., 610, 11.15 a.m., Por Willismsport, 7.15 a.m., 3.32 p. m. Sun-day, T. 54 a.m., 4.32 p.m., For Danville and Milton, 7.15 a.m., 3.32, 11.10 p.m. Sunday, 7.57 s.m., 4.27 p.m., For Catawises 6.10, 7.45, 11.15 a.m., 12.15, 5.00, 6.30, 11.10 p.m., Sunday, 10.61 a.m., 1.03 p.m., For Rupert 4.10, 7.45, 11.13 a.m., 12.15, 3.15, 5.00, 6.30, 11.16, 11.35 p.m., Sunday, 7.53, 10.21 a. m., 4.95 7.03 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., 430 p.m. Leave Fulladelphia 10.00 a.m., 5.00 p.m., Leave Heading 11.50 a.m., 525 p.m., Leave Heading 11.50 a.m., 525 p.m., Leave Williamscort 9.35 a.m., 425 p.m., Leave Williamscort 9.35 a.m., 425 p.m., Leave Catawissa 7.00, 3.00 a.m., 1.30, 315, 6.10 11.0 p.m., Sunday, 7.65 a.m., 1.30, 315, 6.10 11.0 p.m., Sunday, 7.05, a.m., 1.34, a.m., 1.57, 1.14 a.m., 4.57, 1.15 p.m., Sundays, 7.59, 10.12 a.m., 1.15 p.m., Sundays, 7.59, 10.12 a.m., 1.57, 1.15 p.m

Baltimore, Washington and the West via Baltimore, Washington and the West via Baltimore, through trains leave Girard Ave-num Residon, Phila (P. & R. R. R. 30, 8.01, 11.26 m. 3.55, 5.12 7.16 p. m. Sundays 3.50, 8.02 11.55 m. 3.56, 5.42, 7.16 p. m.

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Returning leave Atlantic City Depot, corner Atlantic and Arkaneas avenues. Weekday - Express, 7:00, 7:49:00 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 4:30 p. m.

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

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

> SOUTE. NORTH.

WESTWAID. 1:04 a. m.-Train 9 (Daily except Sunday) for franandaigua, Hochester, Buffalo and Niagara passoger conches to Rochester. 3:13 a. m. -Train 3 (Daily.) for Erie, Canandai gua and intermediate stations, Rochester, Buf-faio and Niagara Falis, with Puilman palace carsto Erie and Rochester. 2:56-Train 15 (Daily.) for Lock Haven and intermediate stations. 3:50 m. -Train 11 (Daily except Sunday) for Kane, Canandaigua and intermediate stations, 8:60-Train 15 (Daily.) for Lock Haven and intermediate stations. 3:51 m. -Train 11 (Daily except Sunday) for Kane, Canandaigua and Intermediate stations. 3:52 m. -Train 1; (Daily except Sunday) for Keney, Canandai and Niagara Falis with through passenger coaches to Kane and Rochester. 3:54 m. -Train 1; (Daily except Sunday) for Keney, Elmira and Intermediate stations. 3:54 m. -Train 1; (Daily except Sunday) Renov, Elmira and Intermediate stations. 3:54 m. -Train 1; (Daily except Sunday) Renov, Elmira and Intermediate stations. 3:54 m. -Train 1; (Daily except Sunday) Renov, Elmira and Intermediate stations. 3:54 m. -Train 1; (Daily except Sunday) Artific and Intermediate stations. 3:54 m. -Train 1; (Daily except Sunday) 3:55 m. daily arriving at subury fish 3:55 m. daily except sunday) arriving at subury fish 3:55 m. daily except sunday arriving at subury. 3:55 m. M. Washington 1:55 A. m. Maitimore fish A. m. 3:50 m. Maitimore fish A. m. Maitimore fish A. m. 3:50 m. Maitimore fish A. m. Maitimore fish A. m. 3:50 m. Maitimore fish A. m. Maitimore fish A. m. 3:50 m. Maitimore fish A. m. Maitimore fish A. m. 3:50 m. Maitimore fish A. m. Maitimore fish A. m. 3:50 m. Maitimore fish WESTWARD.

Through Coach and Parior car from Philadel-phia. Train 9 leaves New York 6:30 p. m., Philadel-phia 9:20 p. m., Washington 7:40 p. m., Balti-more 6:4a p. m., Oally exceet Saturday,) arriv-ing at Sunbury, 2:04 a. m. with Puilman sloeping cars and passenger coaches from Washington and Baltimore. Train 3 leaves New York 8:00 p. m., Philadel-phia 11:20 p. m., Washington 10:40 p. m., Balti-more 11:40 p. m., (Dally,) arriving at Sunbury 5:08 a. m. with Puilman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Balti-more.

SUNBURY HAZLETON, & WILKESBARRE RAILROAD, AND NORTH AND WEST BRANCH RAILWAY.

DARNOB RAILWAY. (Daily except Sunday) Train 7 leaves Sunbury 10:00 a. m. arriving at Bioom Ferry 10:48 a. m., Wilkes Barre 12:10 p. m. Hazieton 12:15 o. m., Pottsville 1.25 p. m. Through Coach Williamsport to Wilkes-Barre. Train 11 leaves Sunbury 5:35 p. m. arriving at Hoom Ferry 6:35 p. m. Pottsville 9:06 p. m. Hazieton 7:59 p. m. Pottsville 9:06 p. m. Through Coach Wilkes-Barre 7:53 a. m. Potts-tile 6:00 a. m., Hazieton 7:10 a. m. arriving at Hoom Ferry 6:37 a. m., Sunbury 9: 3a. m. Through Coach Wilkes-Barre to W. diamsport. Train 10 leaves Pottsville 1:50 p. m. Hazieton for m. Wilkes-Barre 5:12 p. m. arriving at Bioom Ferry 4:31 c. m., Sunbury 9: 3 p. m. Through Coach Wilkes-Barre to ... arrisburg. Bioom Ferry 4:31 c. m., Sunbury 9: 3 p. m. Through Coach Wilkes-Barre to ... arrisburg. SUNDAY TRAINS

Train 7 leaves Sunbury 10:00 a. m., arriving at Bioom Ferry 10:45 a. m., Wilkes-Barre 12:10 p. m., Train 26 leaves Wilkes-Barre 4:40 p. m., arriv-ing at Bloom Ferry 6:05 p. m., Sunbury 7:00 p. m.

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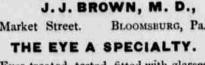
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