expected Visit. Thomas A. Edison's father, on one of his visits to Menlo park, brought with him a surprise to his son, a tame hear that he had captured with his own hands, says the New York World. It was very late when he arrived, and, finding that his son was on one of usual midnight experimental sprees," he determined not to bother , him, and went to bed after first carefully looking the cub in the cellar.

The experiments on which the "wizard" was at work were the final ones in the invention of the phonograph.

Mr. Edison was kneeling on the door listening to the reproduction of an old song, and his assistants were bunched behind him, with every nerve strained to eatch the far-off, curious sounds. So intent were they that the shambling of heavy footsteps up the stairs and the opening of the laboratory door were unnoticed, and it was only when a heavy "woof" drowned the imitation song that the little group beenme aware that a stranger was among

The next instant the laboratory shelves bore, instead of bottles, half a dozen of the worst-scared scientists in

Seeing the lack of disposition to show him the hospitalities of the place, the bear started on a tour of inpection of his own. He used his paws as the farmer from "Wayback uses his umbrella in art galleries, and soon had the well-arranged workshop in compound disorder. The shelved scientists were wishing every minute that he would selze a high-voltage circuit which would give him a temporary trance. But he was too wise for that, and it began to look as if the greatest problem Edison would have to solve that night was how to escape the clutches of a bear.

The beast was having a veritable pienic in the electrical sanctum when Mr. Edison, Sr., stalked into the room. Explanations were soon made, the bear was led downstairs and the electrigians descended from their perches.

## TRAVELING IN FRANCE.

A Rallway Decision a fact Antagonizes the English and American Practice.

It is said, with some touch of scorn of our insular ways, that "Things are done differently in France," but not always better, remarks the London Ilinstrated News. The railway passenger, indeed, is better done there, but only in the sense of more completely done-done brown. His luggage is tolen and he gets no compensation; be finds the guard a very different being from that pink of civility in Engt, and he can never get accustomed to the customs. The last feat of a French stationmaster has been to decide that an article of luggage placed on the seat does not keep your place in a railway carriage. This to persons traveling alone and who have nobody to keep their place for them must be indeed delightful. In England this right is never questioned, though in me instances it is abused.

It is recorded of a certain hair-splitting bishop who was accustomed to compose his "charges" in the train, and whose desk was always placed opposite to him that he treated it as though it were a living visa-vis. The train being very full on ore occasion, a would-be passenger inuired if this place was taken, and the bishop, with his sunniest smile, expressed regret that there was no room. "I don't think that was quite right, my lord," said one of his fellow passengers, who, we may be sure, was not a curate. "What was not right?" inquired his lordship urbanely. "To say that the place was taken." "Pardon me; I did not say that it was taken. I was particularly careful to use the word 'occupied.' "

# PERFUMED MISTS.

A Natural Phenomenon That Occurs on the Coast of France.

On certain parts of the coast of France, including the channel, mists occasionally appear which are generally called "perfumed mists." They come in the morning, especially during the spring, and, strangely enough, only when the wind is in the northeast. Sometimes they only last for a few minutes, at others they hang about all day. They have a characteristic smell. similar to that of a lime kiln. The origin of these mists is a mystery, says the Paris Petite Revue. In one district the inhabitants thought the smell eame from some lime kilns some miles to the northeast and they may, have been right; but that was not an explanation of the phenomenon, because the smell from those lime kilns could not have been carried by a northeast wind to all the other places where the mists were seen and the smell noticed.

In one of those places the northeast wind comes from the sea, in another it comes from overland; the smell does not therefore necessarily come from the ground.

The best explanation given is that the blustering northeast and east winds sweep up the dust, gases and germs of the ground over which they pass and drive them toward the sen. When this wind has continued for some time it contains such a quantity of these things as to affect all our organs. That is the cause of the complaints which appear when the east wind blows, and it may be the cause of those "perfumed mists."

## Bell Chimes.

Of chiming bells, whereon music is, or rather tunes are, played, the finest set is in the tower of Les Halles, at Bruges, being forty-eight in number. But the greatest number of chimes at any one place is at Antwerp, where there are ninety-nine bells, on which the most elaborate music is performed every half hour. Peal ringing, as such, is not familiar to many Europeans, especially continental ones; the best are in England. Christ church, at Oxford, has twelve such, admittedly the finest in point of tone. The largest peal is that of St. Paul's the tenor of which weighs 7,168 pounds.

A Selfish World George-No matter how things gothe poor always suffer.

Jack-Yes, the unbobs who own rallroads don't think anything of running over a poor man's horse. "Yes, and the man who can afford to own a horse runs down the poor fellow

on a bleyele."

evele runs down the poor chap who has to walk." "That's it. And the man who walks

"Just so. And the fellow on the bi-

stumbles against the poor cripple who goes on crutches."

"That's the way. And the cripple on erutches spends most of his time jamming his sticks down on other people's corns. It's a sadly selfish world."—N. Y. Weekly.

A LETTER FROM THE FAIR.



This is the man who writes to his wife from the world's fair: "I spend my time in the Electricity building and Machinery hall watching the great wheels of progress-and that mighty power, 'electricity,' spreading its influence," etc., etc.-Chicago Her-

### A Little Mistake.

Mrs. De Fashion-Bridget says she overheard you talking awfully about her to Nelly Nexdoor.

Little Daughter-We wasn't talkin' 'bout her at all. We was playin' keep house, an' p'etended we had servants. and I was makin' a s'ciety call.-Good

### He Asked for No Apology.

Ontraged Wife-You ought to be ashamed of yourself and the way you go on. I haven't a cent of money, and there isn't a mouthful to eat in the

Husband-That's all right. I'll get my dinner at the restaurant.-Truth.

### Utilized Talents.

"What's your young friend, the clerk in Goods & Notions' store, doing?" "Writing verses for the magazines." "And Kentsworth, the poet?"

"Oh, he's writing advertisements for a drygoods store,"—Chicago Record.

Milte-What is the difference between you and the load of dirt you are

Pat-I don't know-what is? Mile-You're a son of toll and it's a ton of soil. -The Inter Urban.

Ills Curlesity Aroused. Mr. Newlywed-What is this, my

Mrs. Newlywed-Sponge cake, darl

ing.
"What was it you started out to make?"—Brooklyn Life.

# Another Great Discoverer.

First Traveler-Why is that pompous fellow strutting about so absurdly? Second Traveler-He found some ham in his railway sandwich.-Chiengo

# Fresh.

"Where are you going, my pretty maid?" "I'm going in bathing, sir," she said.
"Can I go with you, my pretty maid?" "The water's too salt for you," she said.

Pair Enough. Customer—How is this? You have charged me twice the usual price for shaving.

Barber-My razor was dull, and it took me twice as long .- N. Y. Weekly.

The Double-Barreled Fool-Killer, "It isn't loaded. I'll bet my life!" Nor did he, trusting, less it go at that, but blew into The muzzle—and loss his bet.

# Feeling His Way.

Tramp-Madam, have you an ax? Lady of the House-No. "Have you a saw?" "No, I have no saw."

"Then give me a little semething to eat, please."—Brooklyn Life.

# Always Liked Company.

Mr. Wifins (who detests society)-You didn't care anything for company when I was courting you. Mrs. Wifins (who likes society)-

# You were company then.-N. Y

Socratic Sincerity. Xantippe-You are the most provok-

ing man I ever saw. Socrates (kindly)-Would the gods had been kinder to you, and sent you one less so, my dear.-Detroit Free

# Qualified.

Voter-Do you think you are capable of making telling speeches in con-

Candidate-Goodness, yes! I know for I've just had my lungs tested.-Chicago Record.

# A Poor Metaphor.

Eugene-Marfa, you is sweeter dan a marshmiller. Martha-He! he! You bettah call me

yo' chocolate drop. Don't similitude me to yo' soft white trash.—Truth.

# The Only Way.

Suitor (toying with his sweetheart's hand)-I hope this little hand is not Miss Belle (quickly)-The best way

to find out is to ring it.-Judge. A Word of Warning. "Aw, no, I haven't proposed to Miss

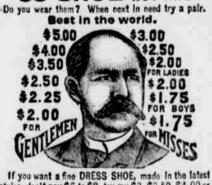
Clawa yet." "I thought not. I hear you still call on her."-Life.

The second edition of the Cosmopolitan for September brought the total edition up to 211,000 copies, without doubt the largest edition of any magazine in the world for this month. It remained for the Cosmopolitan to have the World's Fair treated in a single number by twelve different writers. As the exposition of 1893 must remain one of the leading events in the history of the United States, the most distinguished men were asked to prepare this magazine volume, which is destined to become valuable as one of the most perfect descriptions of the World's Fair. Among the number of those who contribute are our only ex president, Walter Besant, the most distinguished of the English literary men who visited the exposition, and a host of others. Besides the usual fiction, including a story by Mark Twain, entitled, "Is He Living or Is He Dead," and the regular departments. The Cosmopolitan contains nearly one hundred illustrations devoted to the World's Fair, including eleven full pages. It is pronounced of the most remarkable of the publications yet issued regarding the Fair. It is a completely illustrated guide or souvenir, as one prefers to call it, by the most famous writers of the day, put before the reader at the price of 121 cents, and more than the equal of the books of the Fair which sell for

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### PHILADELPHIA & READING RAILROAD. AFTER MAY 13, 1893.

\* Trains leave Bloomsburg as follows: Sundays excepted.)

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

For Williamsport, 7.15 a.m., 3.32 p. m. Sunday, 7.55 a.m., 4.25 p. m.

For Danville and Milton, 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, 10.21 a.m. 7.03 p. m.

For Rupert 6.10, 7.45, 11.13 a.m., 12.15, 5.00, 6.30, 11.10 p. m. Sunday, 10.21 a.m., 7.03 p. m.

For Rupert 6.10, 7.45, 11.13 a.m., 12.15, 5.15, 5.00, 6.30, 11.10, 11.35 p. m. Sunday 7.53, 10.21 a.m., 4.28 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., 4.30 p. m.

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

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

Leave Philadelphia 10.30 a.m., 6.20 p. m.

Leave Tamaqua 1.20 a.m., 9.25 p. m.

Leave Tamaqua 1.20 a.m., 9.25 p. m.

Leave Catawissa 7.00, 8.20 a.m. 1.30, 3.15, 6.10

11.16 p. m. Sunday, 7.45 a.m., 4.25 p. m.

Leave Rupert 6.21, 7.08, 8.27, 11.24 a.m., 1.27, 3.27, 6.19, 11.24 p. m. Sundays, 7.52, 10.12 a.m., 4.22 p.m., 6.54.

For Baltimore, Washington and the West via 8.40 c. R. R. through trains leave Girsrd Ave-Trains leave Bloomsburg as follows: Sundays

For Baltimore, Washington and the West via B. & O. R. R., through trains leave Girard Ave-nue Station, Phila. (P. & R. R. B.) 3.50, 8.01, 11.36 a. m., 2.56, 5.42, 7.16 p. m. Sundays 3.50, 8.02 11.26 a. m., 3.56, 5.42, 7.16 p. m.

# ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wharf and South Street Wharf.

FOR ATLANTIC CITY.

Weekdays—Express, 9.00, a. m., 4.00, 5.00 p. m. Accommodation, 8.03 s. m., 5.45 p. m. Sundays-Express, 9.00 a.m., Accomodation, 8.00 a. m., and 4.30 t.m.

Returning leave Atlantic City Depot, corner Atlantic and Arkansas avenues. Weekdays, Express, 7.30, 8.50 a. m., and 4.00 p. m. Accommodation, 8.10 a. m., and 4.00 p. m.

Sundays.—Express, 4.90, 5.15 p. m. / 200m modation, 7.15 a. m., and 4.15 p. m. Parlor Cars on all Express trains.

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

SOUTH.

	STATIONS. F. M. P. M. A.K. A.W. P. M.	Lv
	STATIONS. P. M. P. M. A.K. A.M. P. M.	P. M.
Ì	Bloomsburg 6 28 12 05 7 15 5 05 2 35 Main street 6 18 11 57 7 07 6 42 2 42 Irondale 6 16 11 85 7 04 8 45 2 45	6 (0
	Paper Mill 6 08 11 47 6 56 8 22 2 65 Lightstreet 6 05 11 45 6 53 8 55 2 58	6 3
	Orangeville 8 57 11 85 6 43 9 04 3 15 Porks 5 45 11 25 6 83 9 14 3 27	1 10
	Zaner's 5 42 11 17 6 30 9 18 3 30 Stillwater 5 37 11 12 6 25 9 25 3 40 Benton 5 28 11 00 6 16 9 36 4 10	7 29
	Rdsons 5 23 10 47 6 11 9 40 4 15 Coles Creek, 5 20 10 45 6 69 9 43 4 20	7 44
١	Sugarioaf, 5 15 10 41 6 03 9 46 4 23 Laubachs, 5 19 10 38 6 00 9 50 4 25	7 52
	Jamison City 5 00 10 20 5 50 10 00 4 40	8 07
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# RAILROAD TIME TABLE

DELAWARE LACKAWANNA &

WESTERN RAILROAD.

BLOOMSBURG DIVISION. STATIONS. | NORTHUMBERIAND | A.M. F.M. A.M. P. Cameron | 6.20 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | A. M. P. M. A. M. P. M. 6:30 1:50 

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

# Pennsylvania Railroad.

P. & E. R. R. DIV. AND N. C RY in effect May 31 1883. Trains leave Sunbury

### EASTWARD.

BASTWARD.

9:48 a. m. Train 14 (Dally except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 3:99 p. m.; New York 5:50 p. m.; Saltimore, 3:19 p. m.; Washington 4:30 p. m.; connecting at Philadelphia for all Sea Sho points. Passenger coaches to Philadelphia fallimore. Parlor car to Philadelphia.

1:55 p. m. Train 8, (Dally except Sunday.) for Harrisburg and Intermediate stations, arriving at Philadelphia at 6:30 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.

2:25 p. m. Train 12 (Bally except Sunday) for Harrisburg and Intermediate points, arriving at Philadelphia 19:35 p. m. New York 3:30 p. m.; Haltimore 19:35 p. m. Washington 4:10 p. m.; Passenger coach to Polladelphia.

2:27 p. m.—Train 6, Obally, for Harrisburg and all intermediate stations, arriving at Philadelphia and New York. Philadelphia passengerscan remain in sceper undistarbed until 7 a. m.

1:20 a. m.—(Dally,) for Harrisburg and intermediate stations, arriving at Philadelphia and New York 9:30 a. m., Baltimore 6:20 a. m. Washington 1:30 a. m., Baltimore, Washington Intermediate stations arriving at Baltimore 4:35 a. m. Arrin 16 (Dally,) for Harrisburg and Intermediate stations arriving at Baltimore 5:35 a. m. and Washington 10:16 a. m and Pullman sleeping cars to Baltimore, Washington, and Passenger coaches to Baltimore, to pull and passenger coaches to Baltimore, washing ton, and Passenger coaches to Baltimore,

2:04 a. m.—Train 9 (Daily except Sunday) for Canandaigua. Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Buffalo and pass-riger conches to Rochester.

5:13 a. m — Train 3 (Baily.) for Eric. Canandai gua and intermediate stations, Rochester, Buffaio and Niagara Falls with Puliman paiace carsto Eric and Elmira and passenger conches to Eric and Rochester. to Eric and Roomester, 9:56—Tr=in 15 (Dally,) for Lock Haven and 2:56—Tr-in 15 (Daily,) for Lock Haven and intermediate stations.

1:35 p. m.—Train 11 (Daily except Sunday) for Kane, Canandaigua and intermediate stations, Hochester, Buffalo, and Niagara Falls with through passenger coaches to Kane and Rochester and Farior car to Rochester.

5:34 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 4:20 a. m., Baitimore 4:40 a. m., Harrisburg, 8:15 a. m., daily arriving at Sunbury 9:56. m.

burg, 8:15 a. m., daily arriving at Sunbury 8:56 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, 1:35
with Parlor car from Philadelphia and passenger coaches from Philadelphia and Baltimore.
Train 1—Leaves New York 9:00 a. m., Philadelphia 11:50 a. m., Washington 10:15 a. m., Ealtimore 11:10 a. m., (daily except Sunday) arriving
at Sunbury 5:29 p. m. with passenger coaches
from Philadelphia and Baltimore.
Train 13 leaves New York 2:10 p. m., Philadelphia 4:35 p. m., Washington 3:15 p. m., Baltimore
1:12 p. m. arriving at Sunbury 9:25 p. m.
Through Coach and Parlor car from Philadelphia.

hita.

Train 9 leaves New York 6:30 p. m., Philadelphia 9:30 p. m., Washington 7:40 p. m., Baittmore 8:45 p. m., Oally exceet Saturday,) arriving at Sunbury, 2:04 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baitimore.

Train 3 leaves New York 8:00 p. m., Philadelphia 11:20 p. m., Washington 10:30 p. m., Raittmore 11:40 p. m., (Daily,) 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.

BRANCH RAILWAY.

(Dally except Sunday-)

Train 7 leaves Sunbury 10:90 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 6:24 p. m. Wilkes-Barre 7:50 p. m. Hazleton 7:58 p. m. Pottsville 9:05 p. m.

Through Coach Williamsport to Wilkes-Barre. Train 13 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:00 a. m., Hazleton 7:10 a. m. arriving at Bloom Ferry 8:47 a. m. Sunbury 9:35 a. m. Through Coach Wilkes-Barre to W. Hamsport Train 10 leaves Pottsville 1:50 p. m. Hazleton 3:54 p. m. Wilkes-Barre 5:12 p. m. arriving at Bloom Ferry 8:43 p. m., Sunbury 5:15 p. m. Through Coach Wilkes-Barre 5:12 p. m. arriving at Bloom Ferry 8:43 p. m., Sunbury 5:15 p. m. Through Coach Wilkes-Barre 10 ...arrisburg.

# 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 12:0 p. m., arriv-ing at Bloom Ferry 6:08 p. m., Sunbury 7:00 p. m.

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Penna, Phila. \$400,000 \$5,825,180 1,419,508
Queen, of N. Y. 500,000 \$5,88,915
Westchester, N. Y. 300,000 1,758,397 495,73
N. America, Phila. \$,000,000 9,730,689 2,384,72 OFFICE IN L. W. MCKELVY'S STORE.

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T. Losses promptly adjusted and paid.

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-0-Represent Seventeen as good Companies as there are in the World and all losses promptly adjusted and paid at their Office.

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Home, of N. V.; Merchants of Newark, N. J.; Clinton, N. V.; Peoples', N. V.; Read-ing, Pa.; German American Ins. Co., New York; Greenwich Insurance Co., New York; Jersey City Fire Ins. Co., Jersey City, N. J.
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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. Lesses promptly and honestly adjusted and

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