Animals in Conversation. In 1857 Jules Richard had occasion to visita sick friend in a hospital, where he made the acqualatance of an old official of the institution from the south of France, who was exceedingly fond of France, who was exceedingly fold of animals, his love of them being equaled only by his hatred of priests, writes Prof. E. P. Evans in Popular Science Monthly. He claimed also to be perfectly familiar with the languages of cats and dogs, and to speak the language of apes even better than the apes themselves.

Jules Richard received this statement with an incredulous smile, whereupon the old man, whose pride was evidently touched by such skepticism, invited him to come the next morning to the zoological garden.

"I met him at the appointed time and place," says Mr. Richard, "and we went together to the monkeys' eage, where he leaned on the outer railing and began to utter a succession of guttural sounds, which alphabetical signs are scarcely adequate to represent-Kirrun, kirrikin, kuruki, kirikin'-repeated with slight variation and differences of accentation.

"In a few minutes the whole company of monkeys, a dozen in number, assembled and sat in rows before him with hands crossed in their laps or resting on their knees, laughing, gesticulating and answering." The conversation continued for a

full quarter of an hour, to the delight of the monkeys, who took a lively part in it. As their interlocutor was about to go away they all became intensely when he finally departed and disappeared more and more from their view. they ran up to the top of the cage, and elimbing to the frieze made motions as if they were bidding him good-by. It reems, added Mr. Richard, as though they wished to say: "We are sorry to part, and hope to meet again, and if you can't come drop us a line."

#### A NEW ENGLAND FARMER.

He Tells How He Came to Be Possessed of a Snug Little Pile of Cash.

He was waiting for the Grand Trunk train at Lewiston Junction- a little bowed man with a fringe of frosty whiskers under his chin. He told his life-story in five minutes, says the Lewiston Journal. Some men would need volumes, and even then could 11-21-4f. boast of but a little of the patient heroism and unwinking diligence possessed by the little old man. Just before the war opened he bought a farm in Massachusetts. Up to that time he had been a carpenter and by frugality had saved \$2,500. He was just old enough to escape the draft. The farm was valued at \$4,000, and therefore when he had paid in his hoard he still owed \$1,500. The farm was not stocked and he had no money. He explained his situation to a business man and the latter lent him \$500 on a personal note. "I went is a the Brighton market with that mo y," said the old man, "and I spent it all. But I got some good stock. I paid as high as 180 for a cow. Then when I had my stock I had no horses and no farming tools. I bought all these on tiek. When I got ready for business the outlook seemed sorter blue, and I didn't know how I was coming out, but I went to work and kept at work. I had help only in buying time. All the rest of the work I did alone and was always up before light when the days were short. I lived on that farm for thirty wars. were short. I lived on that farm for thirty years. I gave it to my son n little while ago, and we figured it at \$5,000, but it's worth more'n that. Furthermore, though I ain't saying it to brag, I've got \$13,000 invested in mortrages, and all drawing seven per cent. interest."

## MICE RUN MACHINERY.

Gentleman in Scotland Utilizes Their Tiny

A gentleman in Scotland has trained a couple of mice, and invented machinery for enabling them to spin yarn. The work is done on the trendmill principle. It is so constructed. says London Tid-Bits, that the common house mouse is enabled to make atonement to society for past offenses by twisting and reeling from 100 to 120 threads a day. To complete it the lit-tle pedestrian has to run ten and onehalf miles. This journey it performs every day with case. An ordinary mouse weighs only half an ounce. A halfpenny worth of catmeal at the for the peck serves one of these treadually culprits for the long period of five weeks. In that time it makes 110 threads a day, being an average of 3,950 threads of 55 Inches, which is nearly nine lengths of the reel. A pen-ny is paid to women for every cut in the ordinary way. At this rate a mouse earns od every five weeks, which is I farthing per day, or 7a 6.1 per annem. Take 6d off for board, and ls for machinery, there will arise 6s clear profit from every mouse yearly.

He Found Out.

A youth in the employment of a large manufacturing concern in Pitt-burgh left one Friday evening to stay over Sunday. On Monday he wanted to stay a little longer, and telegraphe to the firm: "Do you need me? If not, I shall stay." No response was received, which so alarmed him that he hurried back at noon. Finding everything all right, he was reproach-ing himself for his haste, when his unele, one of the heads of the firm, sent for him. He found the old gentlement bolding the telegram. "My boy," he said, sharply, "this telegram, I understand, is from you. It reads: 'Do you need me? If not, I shall stay.' Did you send it?" "Yes, sir," came the answer, meekly. "You did! Then let me tell you, sir," thandered the uncle, "that I have been here forty years, and they don't need me." The telegram was laid down, and the head of the establishment picked up his pen. The nephew knew that 1 2 interview was over, and, just as he was closing the door, he heard his uncle mutter, scornfully: "Jo they need me!"

#### Legal Advertisements.

#### ELECTION NOTICE.

The annual meeting of the stockholders of o'The Parmers' National Bank of Bloomsburg, Pa. f r the election of a board of directors for the ensuing year, will be held in the directors from of the bank on Thesday. January 9, 1891, between the hours of two and four P. M.

FRANK IKELER,

128-H.

#### NOTICE.

In the matter of the division of the school property of catawissa Township. No. 25, May Sess., 1893.

Sess., 1881.

The undersigned Commissioner and Examiner, appointed by court to take testimony, adjust the claims and report to said court the difference of indebtedness between Township and Horough, hereby gives notice to all parties that he will meet at the office of Win. H. Rhawn Esq., at Catawissa, Pa., on Thursday, the 15th day of February, A. D., 1891, at 10 o'clock in the forenoon for the purpose of his appointment, when and where a I purties interested must appear and all those having claims must present the same or be forever thereafter debarred from the same as ording to the Act of Assembly, of June 1814, 1878.

Eloomsburg, Pa.

Com. & Ex.

Eloomsburg, Pa. Nov. 6, 1893,

#### NOTICE.

C. H. Campbell, Register and Becorder of Columbia County, gives notice that histerm of office expires on Monday, the first day of January, 1891, that all hapers in his possession at that time that have been duly recorded and not yield for will be left at an office of the Justice of the Peace for collection, and after parties have been duly notified and neglected to remit, they will be sued and an effort madic collect them. Interest from date of record will be charged on all papers not paid before January 1, 1891.

1. C. H. CAMPBELL.

C. H. CAMPBELL. Register and Recorder of Columbia County.

#### DISSOLUTION NOTICE.

Notice is hereby given that by virtue of a resolution of the Stockholders of the sliver to go away they all became intensely excited, climbing up the balustrade and uttering cries of lamentation; became to the court of temmon Pleas of columbia County on a turday the 16th day of December A. D., 1893 at 10 olefock A. N., praying for the dissolution of sold Corporation.

AARON BOONE President, C. M. CREVELING, Fecretary and Treasurer, ty, 11-24-tf.

#### CHARTER NOTICE.

CHARTER NOTICE.

Notice is hereby given that an application will be made to the Governor of the State of Pennsylvania on Sonday, December 18, A, D., 1893, by George R. Stevens, Pavid S. Cann, James P., 1889, George E. Saul, Charles W. Hoffman, Pierre Routhof, wm. J. Greenbough, Wm. Hill and others, under Act of Assembly of the Co monwealth of Pennsylvania, entitled an Act to provide for the incorporation and regulation of cervain corporations, approved April 29th, A. D., 1874 and the several supplements thereto for the tharter of an intended corporation to be called the Fenn Elevator Engineering ompany, the character and object of which is for the manufacture of civarent and spectal machinery and for these purposes to have, p. 28-288, and enjoy all the rights, benefits and privileges of the said Act of Assembly and its supplements.

C. W. MILLER, 18-24-44. Solictor

#### W. L. DOUGLAS \$3 SHOE NOT RIP. Do you wear them? When next in need try a pair. Best in the world.



If you want a fine DRESS SHOE, made In the lates If you want a fine DRESS SHOE, made in the latest styles, don't pay \$6 to \$8, try my \$3, \$3.50, \$4.00 or \$5 Shoe. They fit equal to custom made and look and wear as well. If you wish to economize in your footwear, do so by purchasing W. L. Douglas Shoes. Name and price stamped on the bottom, look for it when you buy.

W. L. DOUGLAS, Brockton, Mass. Sold by



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the often desired information concerning eminent persons; facts concerning the countries, cities, towns, and natural fea-tures of the globe; particulars concerning noted fictitious persons and places; trans-lation of foreign quotations, words, and proverbs; etc., etc., etc. This Work is Invaluable in the

ousehold, and to the teacher, scholar, pro-essional man, and self-educator.

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13-10-14

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SUBSCRIBE FOR THE COLUMBIAN.

#### 1894. Harper's Bazar. ILLUSTRATED.

Hatter's Bazar is a journal for the home. It gives the follest and latest information about Pasifions: and its numerous illustrations, Paris designs, and pattern-sheet supplements are indispensible alike to the home dress-maker and the professional modiste. No expense is spared to make its artistic attractivenees of the highest order. Its bright stories, amusing considers, thoughtful essays satisfy all tastes, and its last page is famous as a budget of wit and humor. In its weekly issues everything is included which its of interest to women. The serials for 1894 will be written by William Black and Walter Bersant. Short stories will be written by Mary E. Wilkins, Maria Louisr Fool, Ruth McEnray Strant. Marion Harlaxb, and others. Out-door Sports and In-door Games, Social Entertainment, Embredery, and other interesting topics will receive constant atention. A new series is promised of "coffee and Repartee."

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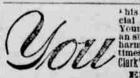
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E. C. ALLEN & CO., Box 420, AUGUSTA, MAINE.

PHILADELPHIA & READING

RAILROAD. AFTER NOV. 19, 1893.

Trains leave Bloomsburg as follows: Sandays excepted.)

For New York, Philadelphia, Heading Potts ville, Tamaqua, etc., 11.5 a m.

For Williamsport, 7.45 a, m., 3.15 p. m. Sunday, 7.5 a, m., 4.28 p. m.

For Danville and Milton, 7.15 a, m., 12.15, 3.15, 5.00, 6.20, p. m. Sunday, 7.5 a, m., 4.28 p. m.

For Catawissa 7.45, 11.15 a, m., 12.15, 3.15, 5.00, 6.20, p. m. Sunday, 10.39 a, m. 7.15 p. m.

For Rupert 7.45, 11.15 a, m., 12.15, 3.15, 5.02, 6.20, p. m. Sunday, 7.59, 10.30 a, m., 4.28, 7.02 p. m.

Trains for Bloomsburg
Leave New York via of Philadelphia 8.00 a, m., and via Easton 8.45 a, m.

Leave Reading 11.50 a, m.

Leave Halladelphia 10.30 a, m.

Leave Halladelphia 10.30 a, m.

Leave Tamaqua 1.40 a, m.,

Leave Williamscort 9.35 a, m., 4.25 p. m. Sunday, 5.00 a, m., 4.25 p. m.

Jeave Catawissa 7.00, 8.90 a, m. 1.30, 3.15, 6.10 sunday, 7.45 a, m., 4.15, p. m.

Leave Rupert 7.08, 8.27, 11.21 a, m., 1.37, 27, 8.00 Sundays, 7.35, 10.13 a, m.

Leave Rupert 7.08, 8.27, 11.21 a, m., 1.37, 27, 8.00 Sundays, 7.85, 10.13 a, m. Trains leave Bloomsburg as follows: Sundays

For Baltimore, Washington and the West via B & O. R. R., through trains leave Glrard Ave-nue Station, Phila. (P. & R. R. R.) 3.50, S.01, 11.36 a. m., 2.56, 5.42, 7.16 p. m. Sundaya 3.50, S.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, 8.00 a. m., 5.45 p. m. Sundays-Express, 9.00 a.m., Accommodation, 8.00 a. m., and 4.30 j. m.

Returning leave Atlantic City Depot, corner Atlantic and Arkaneas avenues. Weekdays. Express, 7.50, 8.50 a.m., and 4.60 p. m. Accom-monation, 8.10 a.m., and 4.50 p. m. Sundays. - Express, 4.00, 5.15 p. m. Aucom-nodation, 7.15 a. m., and 4.15 p. m. Parlor Cars on all Express trains.

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

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

STATIONS. P. M. P. M. A.M. A.W. P. M. P. M.

STATIONS. P. M. P. M. A.M. A.W. P. M. P. M.
Bloomsburg. 6 98 12 05 7 15 8 35 9 35 6 49
Main Street 6 18 11 57 7 07 8 42 9 42 6 47
Irondale. 6 16 11 55 7 04 8 45 9 45 6 50
Paper Mill. 6 08 11 47 5 5 8 8 22 2 5 5 6 88
Lightstreet 6 05 11 46 5 5 8 82 2 2 5 5 6 88
Lightstreet 5 05 11 13 5 6 43 9 04 3 15 7 10
Porks. 5 45 11 25 6 33 9 14 3 27 7 20
Orangeville 5 57 11 35 6 43 9 04 3 15 7 10
Porks. 5 45 11 17 6 30 9 18 8 30 7 94
Stillwater 5 37 11 12 6 25 9 25 3 0 7 12
Bonton. 5 28 11 00 6 16 9 26 4 10 7 39
Boston. 5 28 11 00 6 16 9 26 4 10 7 39
Bostons. 5 28 10 00 16 6 19 43 4 20 7 45
Sugariosf. 5 13 10 41 6 08 9 46 4 23 7 52
Laubachs. 5 12 10 38 5 00 9 00 4 25 7 57
Jamison City 5 00 10 20 5 50 10 05 4 50 8 10
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## RAILROAD TIME TABLE

DELAWARE LACKAWANNA &

WESTERN RAILROAD.

	BLOOMSBURG	i di	VISI	ON.	
N	STATIONS.	NORTH.			
밁	The second secon	A. M.		A. M.	P. M
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ä	Catawissa	6.48 7.03	2 12	10 36	5 5
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ð	Lime Rudge	7 34	2 50	****	6 8
Я	Willow Grove	7.38	2 54	*	6 4
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õ	Berwick	7.48	3 04	11 12	6 5
g	Beach Haven	T 54	8 10	11 18	7 18
1	Hick's Ferry	8.00	3 17	11 10	7 0
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1	Hunjock's	8 91	3 39	** 00	7 3
ı	Nanticoke	8 95	8 46	11 49	7 36
ı	Avondt le	8 50	3 51	French .	7 4
ŭ	Pirmouth	8 3	8 56	11 56	7 48
ă	Plymouth Junction	8 40	4 00		7 5
ğ	Kingston	8.45	4.05	12 03	7 17
ï	Bennett	5 49	4 08	19 06	8 00
3	Malthy	8 59	4 12		8 07
9	Wyoming	8 56	4 17	12 13	9 12
3	West Plutston	9.01	4 99	****	8 17
ı	Pittston.	9.08	4 30	12 22	H 93
8	Duryea	9 18	4.34	*****	8 23
ą	Lackawauna	9 16	4 17	* On King	8 32
8	Taylorville	9 25	4 45	19 35	8 44
Н	Betlevue	9 31	4.50		8 47
ı	SCRANTON	9.35	4 55	12 45	8 44
9	Marin National State of the Control	A. M.		P. M.	M
ă	STATIONS.	SOUTH.			
Ø	man 1992 1 - 19	A. M.		P. M.	
ı	SCHANTON	6.00	9 50	1.85	6 07
ı	Bellovue	6 05	9.55	****	****
ı	Taylorville	6 10	10 00	1 45	6 17

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

#### Pennsylvania Railroad. P. & E. R. R. DIV. AND N. C R'Y

In effect Nov. 19, 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 5:53 p. m.; Baitimote, 3:10 p. m.; Washington 4:30 p. m. connecting at Philadelphia for all Sea Shopoints. Passengur conches to Philadelphia Baitimore. Parior car to Philadelphia.

1:55 p. m. Train s. (Daily except Sunday.) for Harrisburg and intermediate stations, arriving at Philadelphia at 8:50 p. m.; New York 10:08 p. m.; Baitimore 7:20 p. m.; Washington 3:31 p. m. Parlor cars to Philadelphia and Baitimore.

5:25 p. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate peints, arriving at Philadelphia 11:15 p. m. New York 3:53 a. m., Baitimore 16:40 p. m., Passenger coach to I hiladelphia and Sea Sidelphia 11:15 p. m. New York 3:53 a. m., Baitimore 16:40 p. m., Passenger coach to I hiladelphia 1:20 a. m.; New York 7:33 a. m. Pullman sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7 a. m.

1:50 a w. Train 4 (daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:50 a. m., New York 3:31. m., weekdays; 16:23 a. m., Sunday. Baitimore 5:20 a. m. Was ington 7:40 a. m., Pullman Sleeping cars to Philadelphia and Baitimore.

4:36 a. m.—Train 16 (Daily.) for Harrisburg and Intermediate stations arriving at Philadelphia and Baitimore.

Baltimore.

4:36 a. m.—Train 16 (Dally.) for Harrisburg and intermediate stations arriving at Baltimore 5:55 a. m. and Washington 16:16 a. m. and Pullman sleeping cars to Baltimore, Washing ton, and Passenger coaches to Baltimore.

## WESTWARD.

WESTWARD.

1:35 a. m.—Train 9 (Daily except Sunday) for Canandaigua, Rochester, Buffalo and Niagara Falls, with Fullman Sicepling cars to Buffalo and passenger coaches to Rochester

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

2:56—Trein 15 (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.

5:44 p. m.—Train 1, (Daily except Sunday) for Renovo, Eimira and intermediate stations.

9:25 p. m.—Train 13 daily or Williamsport and Intermediate stations.

THEOUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphia 4:20 a. m., Baltimore 4:40 a. m., Harrisburg, 8:15 a. m., daily arriving at Sunbury 9:56 a. m.

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

ours, \$15 a. m., daily arriving at Suboury \$55 a. m.,
Train 11—Leaves Philadelphia \$50 a. m.,
Washington 7;50 a. m., Baltimore \$45 a. m.,
(daily except Sunday) arriving at Sunbury, 1:35
with Parior car from Philadelphia and passenger coaches from Philadelphia and Salitmore.
Train 1—Loaves New York 9:00 a. m., Fhiladelphia 12: 5 p. m., Washington 11:05 a. m., Baltimore 1:00 noon, (daily except Sunday) arriving
at Sunbury 5:39 p. m. with passenger coaches
from Philadelphia and Baltimore.
Train 13 leaves New York 2:10 p. m., weekdays: 4:30 p. m. Sunday. Philadelphia 4:50 p. m.,
Raitmore 4:23 p. m. daily arriving at Sunbury
9:35 p. m. Through Coach and Parior car from
hilad lphis.
Train 1 Bayes New York 6:00 p. m. Philadelphia.

Battmore step in the coach and Parlor car from 1 hitad lphis.

Train 1 Baves New York 6:00 p. m., Philadelphia 8:50 p. m., Washington 7:10 p. m., Baltimore 8:15 p. m., (Dally except Saturday,) arriving at Sunbury, 1:35 a. m. with Pullman sloeping cars and passenger coaches from Washington and Battlmore.

and Baltimore.

Train 3 iears New York 8:00 p. m., Philadelphia 11:20 p m., Washington 10:40 p. m., Haitimore 11:40 p. m., (Daily,) arriving at Sanbury 5:68 a. m., with Puliman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.

SUNBURY HAZLETON, & WILKESBARRS RAILHOAD, AND NORTH AND WEST BRANCH RAILWAY.

(Daily except Sunday)

Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 12 to p. m. Hazleton 12:15 p. m., Pottsville 1.25 p. m.
Train 11 leaves Sunbury 5:47 p. m. arriving at Bloom Ferry 6:33 p. m., Wilkes-Barre 8:00 p. m. Hazleton 7:54 p. m. Pottsville 6:05 p. m.
Through Coach Williamsport to Wilkes-Barre.
Train 8 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:06 a. m., Fazleton 7:19 a. m., arriving at Bloom Ferry 8:47 a. m., Sunbury 9:35 a. 10.
Through Coach Wilkes-Barre to W. Hazysport-Train 10 leaves Fottsville 1:50 p. m. Hazleton 7:01 p. m., Wilkes-Barre 2:12 p. m. arriving at Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m.

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 4:40 p. m., arriv-ing at Bloom Ferry 6:03 p. m., Sunbury 7:00 p. m. J. R. WOOD, Gen. Pass, Agt

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Mrs. Ents' Building.

BLOOMSBURG, PA.

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A. N. YOST.

Wirt Building, Court House Square. BLOOMSBURG, PA.

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REAL ESTATE AGENT. B. FRANK ZARR,

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