

of Somerindyck Flatt were truly Athenian in their tastes. They were constant and persevering in their endeavors either to hear or to tell of some new

thing. It was their habit to assemble, nightly, under the hospi-table roof of the

popular namesake of the flatt, Zebulon Somerindyck, Esq.-an illustrious trinity of merchant, mayor and postmaster-and there enliven the passing hours with incidents of homely pathos and thrilling adventures, from their own experiences, on the western frontier. To be sure some of these incidents were entirely fresh to the narrators, as well as to the audience. But in such cases the freshness belonged entirely to the story-teller and his tale, and not to his audience; and somehow spurious yarns were seldom repeated.

When each man was settled into his familiar place on box, barrel or chair, and the magnetic circle of fellowship became fully established, each passing circumstance would revive the memory of some experience, and the current of recollections would remain unbroken until the small hours of the night.

On one ocaasion of this kind, as a of the earliest arrivals had "dropped in," a faint squeal was heard from a remote corner of the room, and the "store cat" emerged from behind a pile of boxes, with a big mouse in her mouth. She proudly marched before the spectators, to display her prize. After rubbing her sides affectionately against such boot-legs as were within her reach, and receiving many admiring strokes, she deposited her victim on the floor and began to tease and torment it by allowing it to almost escape—only to be drawn back again by a sharp and crafty paw. After watching these maneuvers for a time an old guide broke the silence. He was universally known by the capressive title of "Lonesome Lively," in celebration of his abnormal desire to escape from everybody's society, and of his phenomenal deliberation.

"How'd ye like to hev a grizzly play with ye like that?" said he, watching the cat. Silence is commonly supposed to give consent; but as no one acquiesced in the proposition, he seemed to take it for granted that he was called upon to defend and prove that the cir-cumstances suggested were not desir-

"A lot of us fellers had worked the 'Solitare' pocket till there wasn't a solitary speck o' dust in her pocket, nuther in ours,—an' we perceeded to pack our duds and make fur t'other side uv Jordan creek. The rest on 'em were soured on the kentry and swore ez they wouldn't eat nor drink 'till they'd crossed over onto t'other side. Ef they'd a made the last part o' thet resolooshun sometime afore, an' stuck to et, they'd a punished a mighty sight less o' poor whisky on this side o' Jordan, I recallect.

"So it war late that night when we snatched a bit o' supper an' stretched out ez tired a dozen legs as ever made spokes around a camp fire.

'I'd made up my mind that the back end o' the next day would find us with more to eat er fewer to eat it. 'Kordingly, next mornin', when we struck a big patch of chaparral, I switched off from the party an' told 'em ter keep straight ahead fer a clump big pines, t'other side th' chaparral; an' if I didn't jine 'em in five hours they might back track an' hunt me up. Meantime I was about to try my luck fer game. They agreed, an' we parted.

"The chaparral were a mighty solid growth, sort o' tunneled through here an' thar by the trails. I pegged right along fer an hour or more, all the time keepin' my eyes an' ears open fer signs o' game. The trail I was follerin'



"HOW'D YE LIKE TO HAVE A GRIZZLY PLAY WITH YE?"

turned a sharp corner, a few yards ahead o' me, an' afore I reached the turn, I heered the brush crackin' and somethin' boundin' along the path. Course I couldn't see the creeter until I could git around the corner; but I thought sartin' it war a buck. It took me about three jumps ter get thar, an' I drew up ter let fly at the buck, who war skippin' down the trail, when the biggest grizzly I ever seen stepped into the trail from a lertle openin' at one side, not two rods ahead o' me. He warn't the least excited by the suddint interduction, but jest stopped a minnit an' looked me over as tho' he war goin' ter take in the whole sitoonshun afore he made any false moves.

"I gathered up my idees, lively as I could, an' drew a bead on the brute's

Snap went my gan! It missed fire. I made a jump for the open space ahead, intendin' ter make for a tree near by; but the galaxly war too spry fer me, an' grabbed me in his arms, as

I tried to pass him. Instead of losin' no time in squeezin' the life out o' me, he kind o' lopped down on to the ground, an' lay, for a bit, with his big paw across my chest. It war mighty tender an considerit of him, but bar'ly enjoyable! A'ter a leetle, he had a bite, an' riz up ter scratch his lousy

"I lay flat on my back, an' he set back on his haunches, an' fairly looked me in the eye. Course I didn't dare to stir a muscle 'till we had come to a better onderstandin'.

"I war willin' to compromise, but felt a leetle delikit 'bout makin' the fust proposish'. After eyein' me fer a spell, he put his old nose down, an' began ter smell me over; an', I vow I tho't ev'ry minnit, soon's he'd satisfied himself that I war fit to kill, he'd start in on me. But he didn't! He jest kept on smellin', an' finally stock his snoot sort o' under me, like a rootin' pig, an' rolled me over. I reckon his old pard', at home, had larned him not ter fetch meat home from market 'til he'd smelled uv both sides uv it! I war mighty willin' ter roll over, ye can depend!-specially as it war down hill t'ward the pine tree in the openin'. But I concluded that I wouldn't be too brisk to start in on, so I laid low, an' made no start ter roll out ov his reach

"The old chap seemed to enjoy that kind of performance furst-rate, an would slouch along after me, keepin' his nose close unto me all the time. When I didn't roll fast enough to suit him, he'd give me a leetle poke with

"Fact is 'fore we got through that thar circus, I'd come to the conclusion that the brute was a genowin' old wag, an' knowed a joke when he got his nose unto one. Ef I could a jest stool



"I JEST LAID ON MY BACK."

off a leetle to one side, an' seed that performance I'd a laughed ter splitan', ef I hadn't ben quite so clost, I'd a done it as 'twas, but I reckoned as 'twouldn't be discreet-least way I'd better save it a few minnits. We navigated down that 'ar slope 'till I struck a big flat roe's that formed a shelf, leavin' a drop of about eight feet to the next rock belosy.

"Soon's we got onto the first rock the grizzly clawel a halt. Leck war on my side, for when I stopped rollin', I war on my stomach-side, ready to

"The sun came down bilin'-hot, in the open space, an' it peard like the old chap had just had his breakfast, an' war about to take his mornin' nap when I disturbed him, an', now that the sunshine made him sleepy, he warn't goin' ter be cheated out ov it. So he loped down side o' me, an' went ter sleep, or ruther 'bout ez I had concluded that he war asleep. he'd roll up one eye, much ez ter say: 'O, I'm watchin' ye!' Ez these cat naps seemed ter grow longer, I made up my mind that the time had come to try my leetle game.

"I waited till both the brute's eyes war shut, an' then began to crawl for the edge of the rock. It war mighty slow work, an' I hadn't got mor'n three feet away when he pulled up the lid ter one eye, reached out his old paw, with the claws run out full length, an' hauled me back.

"It had ben a bad move, an', besides, I didn't know how much more uv that kind uv foolin' the old chap would stand without gettin' riled. So I jest laid on my back till I knowed I'd spile my complexshun an' make the ground tired. That wouldn't do, so I rolled over: one! two! three! - 1 can tell ye my heart thumped purty lively when I rolled over that third time-an' it could afford to, for the old brute anatched me up by the claws of one fore paw, ez handy on that ther cut picked up that mouse a minuit ago! It didn't prick none! Oh, no!

"Ef it didn't feel like ez though I had a pot hook run under my back bone, an' was being jerked around by it, then I don't know how it did feel. But the old ruffian war obleegin' enough to land me face down, an', from the time I lay with my nose agin that rock, it must have looked like ez tho' I war mighty interested in its geography.

"Howsomever, I concluded it war a mighty good place ter leave. This time I waited 'til the bar got well under way with his nap, then I jumped to my feet, leaped to the lower rock an' made fur the tree as fast as it war perlite to run in thet kentry. I could hear, an' nigh-a-most feel the old fury a turin' a'ter me like a cyclone. When I got ter the tree I made a jump for the lowest limb, caught it, an' swung up jest in time ter let his claws zip under

"I never saw man er beast half so erany on that bur war when he could ce me up thar in that tree, an' couldn't git me! You'd a tho't he'd a-out his self up-an' howli-you could a heerd him for two miles!

"The other boys heard the racket an' knowed what was up. They crept up on the old chap while he was chawin' an' clawin' away at my roostin' tree, an' sont five balls inside his hide, an' he went to sleep so sound that he wouldn't a woke up if the whole mountain hed turned over.

"No, thank'e! I don't care ter play mouse ter a grizzly agin!"

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For New York, Philadelphia, Reading Potts ville, Tamaqus, etc., 11.15 a. m.
For Williamspore, 7.45 a. m., 3.15 p. m. Sunday, 7.5s a. m., 4.28 p. m.
For Danville and Milton, 7.15 a. m., 3.32. Sunday, 7.5 a. m., 4.28 p. m.
For Catawisser 7.45, 11.15 a. m., 12.15, 3.15, 5.00, 5.00, p. m. Sunday, 10.20 a. m., 7.5 p. m.
For Hupert 7.45, 11.15 a. m., 12.15, 3.15, 5.0, 6.50, p. m. Sunday 7.59, 10.20 a. m., 6.23, 7.29 p. m.

5.9c, 6.39, p. m. Sunday 7.59, 10.20 a. m., 6.23
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 Philadelphia 10.00 a. m.
Leave Philadelphia 10.00 a. m.
Leave Potesville 12.30 p. m.
Leave Potesville 12.30 p. m.
Leave Paranaqua 1.50 a. m.,
Leave Williamsrort 9.35 a. m., 4.25 p. m. Sunday, 8.00 a. m., 4.25 p. m.
Leave Catawissa 7.00, 8.20 a. m. 1.30, 3.18, 6.10
Sunday, 7.45 a. m., 4.25, p. m.
Leave Catawissa 7.00, 8.20 a. m. 1.30, 3.18, 6.10
Sunday, 7.45 a. m., 4.25, p. m.
Leave Kupert 7.08, 8.27, 11.24 a. m., 1.37, 8.27, 6.20. Sundays, 7.53, 10.13 a. m.
4.23 p. m., 6.38.
For Baltimore, Washington and the West via

For Baltimore, Washington and the West via B. & O. R. R., through trains leave Glrard Ave nue Station, Phila. (P. & R. R. R.) 2.50, 8.01, 11,26 a. m., 3.56, 5.12, 7.16 p. m. Sundays 3.50, 8.02 11.26 a. m., 3.56, b. 42, 7.16 p. m. ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestout Street Wharf and South Street Wharf.

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Weekdays--Express 9.00, a.m., 4.00, 5.60 p. m Accommodation, 8.00 a. m., 5.45 p. m. Sundays-Express, 9.60 a.m., Accompdation, 8.00 a.m., and 4.30 i.m.

Returning leave Atlantic City Depot, corner Atlantic and Arkaneas avenues. Weekdays, Express, 7.30, 8.50 a. m., and 4.60 p. m. Accommodation, 8.10 a. m., and 4.30 p. m. Sundays.—Express, 4.00, 5.15 p. m. / ccom-modation, 7.15 a, m., and 4.15 p. m. Parter Cars on all Express trains.

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Eloomsburg D. L. & W. Dep. 6 10 7 12 P. & R. Depot 6 13 7 23 Bicomsburg Main Street 6 15 7 33 AM P.

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RAILROAD TIME TABLE

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STATIONS.

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

In effect Dec, 31, 1893 Trains leave Sunbury

EASTWARD.

In effect Dec, 31, 1893 Trains leave Sunbury EASTWARD.

9:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 3:50 p. m.; New York 5:53 p. m. valtimore, 3:10 p. m.; New York 5:53 p. m. connecting at Philadelphia for all Sea Shopoints. Passenger coaches to Philadelphia faltimore. Parlor car to Philadelphia at 8:30 p. m. Train 8, (Daily except Sunday.) for Harrisburg and intermediate stations, arriving at Philadelphia a 8:30 p. m.; New York, 19:38 p. m. Parlor cars to Philadelphia and passenger coaches 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 11:15 p. m. New York 3:53 a. m., Baltimore 19:30 p. m., Passenger coach to Inlindelphia.

8:17 p. m.—Train 6, (Daily.) for Harrisburg and all intermediate stations, arriving at Philadelphia and 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.

1:30 a m.-Train 4 (daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:50 a. m., New York 9:31 a. m. weakdays; (9:35 a. m., Sunday. Baltimore 6:20 a. m. Wasiington 7:40 a. m., Pullman Sleeping car to Philadelphia and passenger coaches to Philadelphia and Baltimore.

4:36 a. m.—Train 16 (Daily.) for Harrisburg and intermediate stations arriving at Balti.

Baltimore.

4:36 a. m.—Train 16 (Daily.) for Harrisburg and intermediate stations arriving at Balti-more 5:55 a. m. and Washington 10:18 a. m. and Pullman sieeping cars to Baltimore, Washing ton, and Passenger coaches to Baltimore.

WESTWARD.

1:85 a. m.—Train 8 (Daily except Sunday) for Canandaigua, Rochester, Buffalo and Niagara Falls, with Fullman sleeping cars to Buffalo and passeringer coaches to Rochester. 5:13 a. m.—Train 3 (Daily.) for Erie. Canandai gua and intermediate stations, Rochester, Buf-falo and Niagara Falls with Pulman palace cars and passenger coaches to Erie and Rochester.

cars and passenger coaches to Erie and Roshetter.

8:36—Tr-in 15 (Dally,) for Lock Haven and
intermediate stations.

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

5:44 p. m.—Train 1; (Daily except Sunday) for
Renevo, Raison and intermediate stations.

9:25 p. m.—Train 13 daily for Williamsp-st and
Intermediate stations.

THFOUGH TRAINS FOR SUNBURY FROM
THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphia 4:39 a. m., Baltimore 4:40 a. m., Harrisburg, 8:15 a. m., daily arriving at Sunbury 9:56
a. m.

burg, Sib a. m., daily arriving at Sunbury 8:56 a. m.

Train 11—Leaves Philadelphia 8:50 a. m., Washington 7:56 a. m., Baltimore 8:45 a. m., (daily except Sunday) arriving at Sunbury, 1:35 with Parlor car from Philadelphia and Baltimore.

Train 1—Leaves New York 9:00 a. m., Philadelphia 19:5 p. m., Washington 11:05 a. m., Baltimore 19:00 noon, (daily except Sunday) arriving at Sunbury 5:39 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 18 leaves New York 2:10 p. m., weekdays 2:00 p. p. Sunday, Philadelphia 4:40 p. m. weekdays 2:00 p. p. Sunday, Philadelphia 4:40 p. m. weekdays 2:50 p. p. Sunday, Philadelphia 4:50 p. m., Baltimore 4:12 p. m. daily, arriving at Sunbury 8:25 p. m. "hrough Coach and Parlor car from Philadelphia. Train 9 leaves New York 2:00 p. m., Philadelphia 8:50 p. m., washington 7:10 p. m., Baltimore 5:15 p. m., arriving at Sunbury, 1:35 a. m. weekdays, with Pullman alcepting cars and passenger coaches from Washington 6:30 p. m., Philadelphia 1:40 p. m., washington 6:30 p. m., Philadelphia 1:40 p. m., washington 6:30 p. m., Philadelphia 1:40 p. m., washington 6:30 p. m., Philadelphia, Washington 6:30 p

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(Daily except Sundary)

Train 7 leaves Sundary 10:00 a. m. arriving at bloom Ferry 10:15 a. m., Wilkes Barre 12:16 p. m. tasteon 12:15 p. m. Doilsville 1:25 p. m. arriving at Electron 12:15 p. m., Politsville 1:25 p. m. arriving at Electron 1:56 p. m. Wilkes-Barre 5:00 p. m. Hazieon 7:56 p. m. Fottsville 9:05 p. m.

Train 5 leaves Wilkes-Barre 7:25 a. m. Poltsville 9:05 a. m., Hazieon 7:10 a. m., arriving at Bloom Ferry 8:47 a. m., Sundary 8:35 a. m.

Train 10 leaves Fottsville 1:50 p. m. Hazieton 3:04 p. m. Wilkes-Barre 3:12 p. m. arriving at Bloom Ferry 4:31 p. m., Sundary 5:15 p. m. BUNDAY TRAINS.

Train 7 eaven Sunbury 10.00 s. m., arriving at Bloom Ferry 19:15 s. m., Wilkes-Barre 12:15 p. m. Train 26 leaves Wilkes-barre 4:40 p. m., arriv-ing at Bloom Ferry 6:03 p. m., Sunbury 7:00 pr. m.

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assets are all invested in solid securities, and

Farm property a specialty. 4-22-1y.