#### IN CONGRESS.

Choerful Feeling at Democratic Headquarters .- Not Disheartened at Republican Success in Maine and Vermont. - - Campaign Text Book full of Political Sermons .- Secretary Carlisle Surprising New York Lawyers .- Business Depression the Republican cry in the Face of Business Revival.

From our Regular Correspondent.

WASHINGTON, September 17, 1894.

A cheerful feeling prevails at Democratic headquarters, as may be judged by the talk of Secretary Lawrence Gardner, who said: "The result in Maine is hardly what we expected. considering the character of the fight made by the Republicans, the amount of money spent, and the speakers of national reputation thrown into the State. When compared with the little | O. that was done by the Democrats, it strikes me that the vote is ridiculously small. The Democrats in Maine had nothing to lose, whereas the Republicaus had everything to gain, not only in keeping up their majorities, but in increasing them for the effect else-where. Put back of it all is the personal State pride of a presidential boom. Personally, I feel delighted with the result, as I firmly believe it will have the same effect on the Democrats that the Democratic vote in that State in 1880 had on the Re publicans. The Democrats of the United States have determined to elect a majority of the members of the next House. They have not been rainbow-chasing with the hope of securing any votes from either Maine or Vermont, and are not to be panicstricken by any so-called phenonenal votes, showing great percentages of so-called Republican gains in Repub lican strongholds,"

Hon. Clifton R. Breckenridge, U. States Minister to Russia, was at the State Department this week to receive his final instructions. He expects to sail from New York on the 20 inst., and will stop in London a few days as the guest of Ambassador Bayard before going to St. Peters-

The Democratic campaign text book is ready for delivery, and it is a "hummer," as might have been expected from the fact of Representative Bynnm, of Indiana, having been its chier editor and compiler. The book is not for general distribution, but is intended to furnish ready unformation on campaign issues to speakers, editors, and political writers. It is supplied by the Congressional Campaign Gommittee.

Secretary Carlisle is daily proving that he is the right man in the right place. Here is the opinion of a New York tariff lawyer whose personal interests are being made to suffer by and liberal interpretation Secretary Carlisle is placing on the disputed features of the new tariff is causing grief among New York lawyers. You yers made large fortunes out of the the interpretation of the McKinley tariff by Republican Treasury officials. I don't know whether Mr. Carlisle was aware, of this, but judging from the promptness with which he has new law shall be construed by the customs officers, I should suspect that he was. As a matter of fact, he is saving the government thousands of dollars, even if he is knocking the lawyers out of business. And he is doing that with such easy freedom that about the only thing he has left them to fight over is the question whether goods imported between the 1st and 28th days of August shall be rated under the old or the new law, the first being the date stated in the bill for the new law to take effect and the last being the day upon which it actually became a law. The Secre-tary has ruled so decisively and quickly on the leading features that the courts will have practically nothing to do under the present law."
U. S. Treasurer Morgan returned

to Washington this week from a six week's tour of the Pacific coast. Mr. Morgan brings good reports, both political and business,

From a business point of view the calamity wail, which the Republican campaign managers have adopted as a party trade-mark, is indefensible and much to be regretted, as it will unquestionably have the effect of retarding the growth of the business revival now beginning to be felt thoughout the country; but from a partisan political point of view, it is a mighty good thing for the Democratic party, as it will convince the doubting voters that the men who are directing the Kepublican party prefer a continuance of the business stagnation, for which they are primarily responsible, to a revival of business which would be properly credited to the Democratic party, and will there-fore be worth thousands of votes to the Democratic party from those who are too patriotic to support a party But who will say that it is just and that is willing to talk down the business of the country for the purpose of trying to get the votes of thoughtless or ignorant people. A party that has

Children Cry for Pitcher's Castoria.

no better argument to offer to get to obtain such a result? To illustrate votes than the business misfortunes the point: Suppose (as the case also of the people, for which its own legislation was responsible, will never be districts, each owning a property valreturned to power in this country, nn-

#### HOW'S THIS!

We offer One Hundred Dollars reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & Co., Toledo, O.

We, the undersigned have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially mum occupation tax. In another disable to carry out any obligations made by their firm.

WEST & TRUAX. Wholesale Druggists,

Hall's Catarrh Cure is taken internally, acting directly upon the blood and musous surfaces of the system. Testimonials sent tree. Price 75c. per bottle. Sold by all Druggists.

#### THE PUBLIC SCHOOL SYSTEM.

Inasmuch, as the County Superintendent's report appeared in several of the County papers I will also submit the following comments to several County papers. We all know that public questions all have a bright, and a dark side. There is nothing so interesting to

study as school statistics, as the pub-

lic school system progresses from

year to year. There is nothing so unjustifiable as the present basis for distribution of school appropriations.

The law requires the establishment of a sufficient number of schools in the commonwealth of Pennsylvania for the education of every child between the ages of six and twenty one years. This mandate requires the establishment of many schools in sparsely settled rural communities where the schools are necessarily small. The County Superintendent's report for last year is full of instruction. From his annual report we learn that "the State appropriation for 13 districts was greater than the preceding year, and for 12 districts it was less, due to the triennial change of basis for distribution." "The tax rate for school purposes in 5 districts was greater than the preceding year, in 10 districts than the preceding year, in 10 districts to save the ship, she is steered into it was less, and in the remaining districts it was the same as the year bewooden vessel, holes are chopped in fore." It would be interesting to know what 13 districts had their appropriation increased and what 12 had sink; but if she is an iron vessel. theirs decreased; and the cause that what are known as "sea-cocks" are led to such a change. In the year 1892 opened, and the water allowed to flow Benton township received from the in through them. The sea-cocks are State appropriation \$1,433,82 and in controlled from the deck, and may be 1893 it received only \$1,320,06, due opened and shut by a simple hand-to change of basis for distribution,"— lever. After the fire has been extinthe Secretary's acts: "The prompt \$53.76 less than the preceding year. guished the holes are closed, the From the last census report we find that Benton township had as large a percentage of increase of population for the preceding decade as any towncannot appreciate the importance of ship in Columbia County, and the de-Secretary Carlisle's action uuless you crease in the school appropriation is are aware that many New York law- nearly equal to a mill of school tax levy, which of necessity requires a almost endless litigation caused by greater mill rate to support our public schools the required minimum term, and which requires a correspondingly less mill rate to support the public schools the required minimum of those districts which had their appropriations decided how certain provisions of the increased. The present basis for school appropriation distribution is upon the principle of "robbing Peter to pay Paul." The Superintendent further says: "The highest rate levied was 13 mills in but one district; the lowest rate was I mill, and this in but one district." In the name of common justice we ask, why should one district be required to levy 13 mills for the education of her children while another is required to levy only 1 mill-13 times less for the education of her children than the former, Here is a lesson for legislators that cannot be well misunderstood. There should be a law to provide a uniform millrate for every county at least, if not a uniform mill-rate for every county and township in the commonwealth. Is it right or just that the State requires a specified minimum term of school, and at the same time requires some districts to levy 13 mills and other districts only 1 mill in the same County to keep up their schools the required minimum term? The present system makes it possible for the monopolization of the best talent and best teachers of some districts by virtue of large appropriations and low mill rates, as against small school appropriations and high mill rates and low-er salaries of other districts. In fact many districts are enabled to pay higher salaries from the school appropriation alone than other districts can pay with a 13 mill rate including the school appropriation. These things ought not so to be. Is it not a fact

that teachers of equal qualifications

school in the county & And who will

be so? When equal service is render-

Pitcher's Castoria.

is) 13 citizens reside in 13 different ued at \$1000. In one district it is less the people have much less sense only necessary to levy 1 mill for than they are credited with having. school purposes -the school appropriation being sufficient for the balance of school expenses-the school tax on the minimum occupation tax. In another district it may be necessary to levy 6 mills—the school appropria-tion not being sufficient to defray the necessary expenses without. The school tax on the second property would be \$7.00 including the minitrict it may be necessary to levy 13 mills-the school appropriation not being sufficient to defray the neces-Toledo, O. Walding, Kinnan & Sarr expenses without. The school tax on the last property would be \$14.00 on the last property would be \$1400 including the minimum occupation tax. Is it just that on properties of equal values one person should be taxed \$2.00, another \$7.00 and still another \$14.00 that equal salaries might be paid to teachers of equal qualifications in every part of the county, and also to be thus taxed for the minimum term of school under such unequal circumstances? The extremes of the mill-rate, from r to 13, exist in almost every County in the commonwealth of Pennsylvania. Look at the great injustice of unequal burdens the commonwealth imposes upon her equal citizens. We call upon the teachers of Columbia County to ponder this question, and upon their exertion and effort will depend their success in securing equal reward for equal service upon the principle of equal taxation and equal distribution school appropriations. There is another phase of the school question to which I will call public attention in the near future.

JOHN C. WENNER.

One word describes it-" perfec-We refer to DeWitt's Witch Hazel Salve; cures obstinate sores, burns, skin diseases and is a well known cure for piles .- W. S. Rishton Druggist.

Sinking Vessels To Save Them.

Whenever a vessel with its cargo on fire is in the vicinity of land and immediate action is necessary in order her side ("scuttled," it is called) even with the water, so that she will fill and vessel pumped out and floated.

#### When to Out Corn.

At the Iowa experiment station in 1893, plats of corn were cut September 17 and 24 and October 1, 8 and 15 respectively and shocked in the field. An adjoining plat of equal size was left standing until December 17 when it was harvested. The corn from all plats was husked December 17 and brought in at which time samples were taken of the corn and todder from each cutting and analyzed. The yields of the different plats ranged from 531 to 64 bushels per acre. increasing gradually up to the fourth date of cutting.

The largest amount of dry matter in the stover was secured at the time of cutting the second plat, September 24. The greatest amount of dry matter secured in the kernel was reached at the time of cutting the third plat October 1. The highest aggregate of dry matter from an acre of both stover and kernels was 6,782 pounds and was secured from the second cutting September 24, and the next highest 6,515 pounds from third cutting. The above results in-dicate that the best time for cutting corn according to these experiments is between September 24 and Oct. 1. The loss resulting from leaving corn in the field until December amounted to nearly half the total yield in weight besides deterioration in feeding matter.

#### Are you ever Annoyed

by a buzzing or roaring sound in your head? Have you difficulty in hearing distinctly? Are you troubled with a continual dropping of mucus, irritating the throat and causing you to cough? Is your breath unpleasantly affected and accompanied with bad taste? Is your hearing less acute? If so, you have catarrh and should at once procure a bottle of Ely's Cream Balm, the best known remedy. The Balm will give instant relief.

Bill Nye says: "Go where you w"! and ability in every district of the country and you will find men county expect and demand equal talking about the tariff and the tax compensation in each and every on raw material who haven't had a mouthful of raw materials or any say that it is not just that it should other kind in their houses for weeks except as their wives earned it and

Pitcher's Castoria.

BOOK-BINDING.

Bring your Magic City, Dream City, or any other World's Fair pictures to this office, and have them handsomely bound for one dollar. Orders taken for all kinds of book-binding. Bring your books here, or leave order and they will be called for and delivered. the first property is \$2.00 including Our work is done by the Sunbury Bindery, and it costs no more to ord from us than direct from the Bindery.

> For instance, Mrs. Chas. Rogers, of Bay City, Mich., accidentally spilled scalding water over her little boy. She promptly applied DeWitt's Witch Hazel Salve, giving instant relief. Its a wonderful good salve for burns, bruises, sores, and a sure cure for Piles .- W. S. Rishton, Druggist.

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Raise cattle, horses, hogs and poultry enough to consume all the grain and roughness on the farm and that mortgage will soon be lifted. The farm will fertilize itself, meanwhile. Be careful and do not overstock.



Female Ills can be cured. I suffered long and severely. Lydia E. Pinkham's Vege-Comtable

pound cared me. I advise any woman who suffers with any form of female weakness to try it." — Mrs. Walter Wilcox, 736 West St., Philadelphia, Pa.

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H. P. Chamberlin, Proprietor

# PATENTS

Caveats and Trade Marks obtained, and al Patent business conducted for MODERATE FREE. But who will say that it is just and right in order to attain such an end that the citizens of the different districts should be taxed anywhere between the extremes from 1 to 13 mills

Children Cry for

Pitcher's Castoria.

brought it home to them. The country is full of men who have thought so hard for the commonwealth that the business direct, hence can trained patront between the extremes from 1 to 13 mills

Children Cry for

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C. A. SNOW & CO., Washington, D. C. (Opposita U. S. Patent Office.)

RAILROAD TIME TABLE

DELAWARE LACKAWANNA & WESTERN RAILROAD. BLOOMSPURG DIVISION.

NORTHUMBERLAND..... Cameron
Chulasky
Danville
Catawissa
Rupert
Bloomsburg Bloomaburg
Espy.
Lime Ridge.
Willow Grove.
Briarcreek.
Berwick
Beach flaven
Hick's Ferry.
Shickshinny.
Huniock's.
Nantlooke.
Avondele. ii 38 11 49 11 56 12 05 7 07 12 05 7 07 12 06 8 12 ... 8 17 12 13 8 45 12 22 8 62 8 42 12 35 8 62 Eingston. Mailby
Wyoming
West Pittston
Pittston
Duryea
Lackawasna
Taylorville
Bellevue
SCBARTON

Connections at Rupert with Philadelphia & Reading Railroad for Tamanera, Tamaqua, Willamsport, Sunbury, Pottsville, etc. At Northumberland with P. & R. Div. F. R. k. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

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

### Pennsylvania Railroad.

P. & B. R. R. DIV. AND N. C. RY

In effect June 3, 1894. Trains leave Sunbury EASTWARD.

9:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 3:90 p. m.; New York 5:53 p. m.; Connecting at Philadelphia for all Sea Shorpoints. Passenger coaches to Philadelphia Baitimore. Parior car 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 6:50 p. m.; New York, 9:38 p. m.; Baitimore 6:46 p. m.; Washington 1:50 p. m. Parior cars to Philadelphia and passenger coaches to Philadelphia and Baitimore. 5:56 p. m. Train 18 (Daily except Sunday) for Harrisburg and intermediate points, arriving at Philadelphia 11:15 p. m. New York 9:53 a. m. Baltimore 10:40 p. m., Passenger coach to Philadelphia. 8:17 p. m.—Train 6, (Daily.) for Harrisburg and all intermediate stations, arriving at Philadelphia 3:30 a. m.; New York 1:33 a. m. Pullman aleeping car from Harrisburg to Philadelphia and New York. Philadelphia passengerscan remain in sleeper undisturbed until 7 a. m.

1:30 a.m.Train 4 (daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6:40 a. m., New York 9:33 a. m., Sunday, Baitimore 6:30 a. m. Washington 7:40 a. m., Pullman Sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baitimore.

satumore.

4:36 a. m.—Train 16 (Daily.) for Harrisburg and intermediate stations arriving at Baitimore 5:55 a. m. and Wasbington 10:16 a. m. and Pulliman s. reping cars to Baitimore, Wasbing ton, and Passenger coaches to Baitimore.

#### WESTWARD.

1:35 a. m.—Train 9 (Daily except Sunday) for Canandalgua, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars and passen-ger coaches to Rochester.

ger coaches to Rochester.

5:13 a. m — Train 3 (Dally,) for Eric. Canandalgua and intermediate stations, Rochester, Buffaio and Niagara Falls, with Pullman palace
cars to Eric and Elmitra and passenger coaches
to Eric and Rochester.

9:56—Train 15 (Dally,) for Lock Haven and
intermediate stations.

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

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

9:25 p. m.—Train 15 daily for Williamsport and
intermediate stations.

THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphia 4:80 a. m., Baltimore 4:40 a. m., Harrisburg, 8:15 a. m., daily arriving at Sunbury 9:56

burg, 3:15 a. m., daily arriving at Sunbury 9:26
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 Parior car from Philadelphia and Baltimore.

Train 11—Leaves New York 9:30 a. m., Philadelphia 12:15 p. m., Washington 10:30 a. m., Baltimore 11:25 A. M. (daily except Sunday) arriving
at Sunbury 6:39 p. m. with passenger coaches
from Philadelphia and Baltimore.

Train 13 leaves New York 2:10 p. m., weekdays
2:00 p. m. Sunday. Philadelphia 4:40 p. m. weekdays; 4:30 p. m. Sunday. Washington 3:15 p. m.,
Baltimore 4:12 p. m. daily, arriving at Sunbury
9:25 p. m. Through Coach and Parior car from
Philadelphia.

Train 9 leaves New York 6:00 p. m., Philadelphila 8:50 p. m., Washington 7:10 p. m., Baltimore Stis p. m., arriving at Sunbury, 1:35 a. m.
weekdays, with Pullman sleeping cars and passenger coaches from Washington 10:40 p. m., Baltimore 11:40 p. m., Washington 10:40 p. m., Baltimore 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.

(Daily except Sunday)

Train 7 leaves Sundury 10:00 a. m. arriving at Bioom Ferry 10:48 a. m., Wilkes Barre 12:16 p. m.

Hazleton 12:15 p. m., Pottsville 1:25 p. m.

Train 11 leaves Sundury 5:47 p. m. arriving at Hazleton 7:56 p. m. Wilkes-Barre 8:00 p. m.

Hazleton 7:56 p. m. Fottsville 9:05 p. m.

Train 8 leaves Wilkes-Barre 7:25 a. m. Pottsville 6:05 a. m., Hazleton 7:10 a. m. arriving at Bloom Ferry 8:47 a. m., Sundury 9:35 a. m.

Train 10 leaves Pottsville 1:50 p. m. Bazleton 8:04 p. m. Wilkes-Barre 3:12 p. m. arriving at Bloom Ferry 4:31 p. m., Sundury 5:15 p. m. SUNDAY TRAINS.

Train 7 leaves Sunbury 10:60 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., arriving at Bloom Ferry 6:08 p. m., Sunbury 7:00 p, m.

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In effect May, 28, 1894. TRAINS LEAVE BLOOMSBURG

Por New York, Philadelphia, Reading Potts-ville, Tamaqua, wackdays 11,35 a.m., For Williamsport, weekdays, 7,35 a.m., 5,15 p. For Catawissa weekdays 7.35 a. m., 12.15, 5.00, 6.35, p. m.

TRAINS FOR BLOOMSBURG

Leave New York via Philadelphia 8.00 a.m., and via Raston 9.10 a.m.
Leave Philadelphia 16.00 a.m.
Leave Reading 11.60 a.m.
Leave Pottaville 12.30 p.m.
Leave Tamaqua 1.20 a.m.,
Leave Williamsport weekdays 19.10 a.m., 4.30 p.

m. Leave Catawissa weekdays, 7.00, 8.20 a. m. 1.30, 3.18, 6.15. Leave Rupert, weekdays, 7.08, 8.27, 11.45 a. m., 1.37, 3.27, 6.23.

For Baltimore, Washington and the West via 8. & O. R. R., through trains leave Reading Ter-minal, Philadelphia, 5.29, 7.40, 11.26 a. m., 8.46, 5.18 7.22, p. m. Sundays 3.20, 7.40 11.26 a. m., 5.46, 7.21, p. m.

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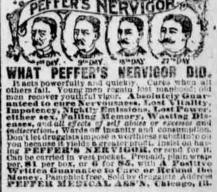
WERK-DAYS—Express. S.00, 9.00, 10.45 a. m. (Saturday only, 1.50), 2.00, 3.00, 4.00, 4.30, 5.00, 5.45 p. m. Accommodation, 8.00 a. m., 4.45, 6.33 p. m. One dollar Excursion Train, 7.00 a. m.

WERK-DAYS—Express, d.20. (Monday only c.45), 7.00, 7.45, 9.00, 10.18 a. m. and 2.30, 4.30, 5.30, 7.40, 9.30 p. m. Accommodation, 8.10 a. m. and 4.82 p. m. One dollar Excursion Train, from foot Mississippi Ave. only, 6.00 p. m.

Sundays—Express, 5.30, 4.00, 5.00, 6.00 6.50, 7.00, 7.30, 8.00, 9.30 p. m. Accommodation, 7.15 a. m. and 5.05 p. m. One dollar Excursion Train, from foot Mississippi Ave. only, 6.10 p. m. Parlor Cars on all Express trains.

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