BIRDS WITH COLORED HEADS. | இழித்தித்திரில்றிற்கிறிகிறில்றில் வில் விருக்கு விருகிறில் விருக்கு விருகிறில் வி

Mistake in Classification Caused by Pollen.

Many birds frequenting flowers for honey or insects are thus liable to get their heads covered with pollen, says the London Globe. And since the pollen of different flowers varies in color a bird may become yellow-headed, red-headed, blueheaded, etc. This led to a curious mistake in the case of a New Zealand bird. This bird was a honeysucker and a haunter of flowers. Now, in the early summer it visited most frequently the flowers of the native flax, and later in the year fed chiefly on the fuchsia. The pollen of the former is red, and of the latter blue. Hence in the early summer the bird appeared with a red head, and was named the red-headed honeyseeker. But when later in the year it went to the fuchsia its head was stained blue, and it was called the blue-headed honey-seeker. Thus, for a long time this bird was thought to be two distinct species, and only recently was it found that the redheaded and blue headed were one and the same, and that the real color of the head was blackish brown.

For Delivering Mail.

Devices whereby express trains collect bags of mail at stations on the road without stopping have been in use extensively for a number of years. Naturally, those first used were not entirely satisfactory, and inventors have been endeavoring to improve upon them. Many of the devices patented, although successful in every way, have been so complicated in construction that their use became impracticable. This cannot be said of the one shown in the illustration, which comprises, a supporting frame in the center of which



is pivoted the shooting mechanism, The latter consists of a shovel having at one end a large bowl in which is placed the mail bag. On the end of the frame opposite the mail bag is a pivoted weight. This weight is very heavy and is released by a projection on the passing train. As the weight descends it strikes the handle of the shovel with great force, swinging near the ground the mail bag

mail car as it passes the station. Mirrors That Flatter.

"It is not enough to make true mirrors," the dealer said. "If that land. At the age of twenty-seven he were all, ours would indeed be a simple business.

continues on its journey through the

air, entering the open door of the

"Dressmakers and milliners require mirrors of all sorts. They need, for example, a mirror that makes one look taller and thinner. When they dress a fat, short patron in one of their new hats or suits they lead her to the mirror, and she is so surprised and pleased with the change for the better in her looks that straight off she buys.

"For masseurs I make a mirror that, like a retouched photograph, hides blemishes, wrinkles, scars. The masseur takes the wrinkled face of some rich old woman, steams it, thumps it, pinches it, and smacks it for an hour, and then holds up to it the mirror that gives a blurred blemish hiding reflection. The woman thinks her wrinkles are gone, and is happy till she gets home to her

own true mirror. "Altogether I make some twenty varieties of false mirrors. Salesman and saleswoman in millinery and dressmaking establishments can double and quadruple their business if they are quick and deft in their selection of the mirror that flatters each patron best."

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 able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN,

Wholesale Druggists, Toledo, O.

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

Take Hall's Family Pills for constipation.

Consumption is less deadly than it used to be.

Certain relief and usually complete recovery will result from the following treatment:

Hope, rest, fresh air, and - Scott's Emulsion.

ALL DRUGGISTS: 50c. AND \$1.00.

^

SWALLOW'S RAPID FLIGHT.

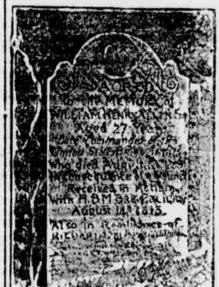
Has Speed of a Hundred and Twenty

Eight Miles an Hour. The French scientific weekly, Ciel et Terre, prints an interesting article about the speed of several birds, as observed by August Verschurin, of Antwerp. The rapidity of flight credited to the swallow (290 feet a second) seemed exaggerated to him and he undertook some experiments

on his own hook. He sent several baskets of pigeons to Compeigne, France, and in a separate cage a swallow which had its nest under the gable roof of the railroad station at Antwerp. At 7.30 in the morning, all the birds were liberated at Compeigne; the swallow took a northern direction as quick as lighting, while the pigeons made several spirals in the air before they started in the same direction. The swallow arrived at its nest in Antwerp at 8.23, a number of witnesses

bling present at its arrival. The first pigeons only arrived at their destination at 11.30 of the same morning. The swallow had, therefore, covered the entire distance of 146 1/2 miles in one hour and 18 minutes, which is equal to a speed of 1281/2 miles an hour, or about 189 feet a second, which is about double the speed of an express train.

The pigeons only reached a speed of 35 miles an hour or 48 feet a second. It may be gathered from these figures how rapidly the migrations of swallows take place, as with the speed given above it would require only half a day to fly from Belgium or central Germany to northern



Grave of Captain Allen.

The neglected grave of Captain Allen of the United States brig, Argus, in Plymouth Churchyard, Engwas mortally wounded in an action with the British ship Pelican. The American society in London is about to restore the stone.

Russian Night Train.

A third class carriage in Russia is not at all uncomfortable if you have a thick blanket, because every passenger has a right to the whole length of a seat.

Three people can sit on a seat, but only one can lie on it. The other two lie in berths above you or below you, as the case may be. The seats are made of wood and if you have a thick blanket and a pillew they are quite as comfortable as any other

When you first step into the carriage it is like entering pandemonlum. It is almost dark, save for a feeble candle that gutters peevishly over the door and all the inmates are yelling and throwing their boxes and baskets and bundles about. This is only the process of installation; it all quiets down presently and everybody is seated with his bed unfolded, if he has one, his luggage stowed away, his provisions spread out, as if he had been living there for years and meant to remain there for many years to come.

Protection for European Bison. The preservation of the wild bison of Europe, which finds its last place

of refuge in Russia, is now attracting attention in that country. Wild bison are now to be found only in the imperial forest of Bjelowjesha (in Polish Bialowicza), in the Government of Grodno, in Russian Poland, and in the valley of the Kuban, in the Western Caucasus.

In neither domain can they be said to exist in a state of freedom, for in the one case they are carefully preserved by the Czar and in the other placed under the protection of the Princes of the Empire. It is true, however, that in the Caucasian region the bison still roams at will as a wild animal, though the great nobles on whose estates it is found claim it as their property.



SPEED AND BLOOD PRESSURE.

As Shown by Experiments Before and After a Motor Drive.

The record motor-drive of twentyfour hours on the new English track at Brooklands, by S. F. Edge, is particularly interesting because of the observations made upon Mr. Edge by his physician, Dr. L. P. Gibson, of Cowes, just before the race and immediately after it. The regults are given in The British Medical Journal as follows:

"Before the race, Mr. Edge for some time took all opportunities of long motor-drives about the country, and then one week's absolute rest from business and from any lengthy drives just before the race, to avoid staleness. He took no kind of special training diet, only living very simply, taking plenty of fruit, cocoa, fish, vegetables, a moderate amount of meat, and no tea. During the race he had fruit (oranges, grapes, strawberries, and bananas), with occasional drinks of cocoa and beeftea (very little), some chocolate, and beef lozenges; he also took 1grain extract coca, made up with chewing-gum, every hour. He ate no so-called solid food at all.

"During the short stops in the race the chief cause of discomfort and exhaustion was bruising and backache from a light, not very comfortable sent fitted to a chassis from which a heavy touring body had been removed, the springs being too curved for comfort at high speed over a track worn in some places.

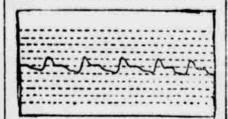


FIG. 1 .- THE PULSE BEFORE STARTING.

"After the race a few peas and bread and a drink of water were taken, and he was in bed and asleep within three hours of the finish, slept well all night, and was eating a good breakfast at nine o'clock next morning. The pulse temperature, and respiration were normal, and he was none the worse for the extraordinary and exhausting strain he had been through.

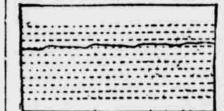


FIG. 2.-AFTER THE STRAIN.

"His temperature before starting was 98.4, pulse 74, of which Fig. 1 is a sphygmographic tracing. At the end of the race, his temperature was 100, and his pulse, of which Fig. 2, is a sphygmographic tracing. 70. I take it that the slowing was due to exhaustion, that the blood control, and that the residual blood in the left ventricle was increased by the fact of the blood being soaked up, as it were, by the lungs,' owing to the long-continued rapid movement through the air.

"Before the ride a specimen of blood was taken and examined for the tuberculo-opsonic index [index of resistive power to tubercular infection], which was found to be 0.85. Another specimen taken directly after the race gave 1.17. That the power of resistance to the tubercle bacillus should be raised after the long journey is very noteworthy, and helps to strengthen the opinion held by many of us, that motoring is an effective treatment in some cases of tuberculosis, and that the gloomy prophecies of some anent the bad effect of great speed on the system were incorrect."

HUMPHREYS' WITCH HAZEL OIL : : : : : 1

FOR PILES, ONE APPLICATION BRINGS RELIEF. SAMPLE MAILED FREE.

At Druggists, 25 cents, or malled. Humphreys' Medicine Co., Cor. William and John treets, New York.

NERVOUS DEBILITY.

Vital Weakness and Prostration from overwork and other causes. Humphreys' Homeopathic Specific No. 28, in use over 40 years, the only successful remedy. \$1 pervial, or special package for serious cases, \$5. Sold by Druggists, or sent prepaid on receipt of price, Humphreys' Med. Co., William & John Sts., N. Y.

GERMANY'S WOMEN WORKERS.

Millions of Feminine Laborers in the Kaiser's Emple.

Out of twenty-seven in Him wotern Cermany has seven militor . article | SCHED | 4 1/2 wages, or an average in twenty-seve en per cent. If the very young and the very old are excluded in the reckoning, 34 per cent, of women are engaged in work as against 28 per cent in Switzerland, 64 in Austria 50 in Italy 36 in the United Kingdom, and 20 in the United States. German agriculture takes one-third of these working-women while one-twentleth go to the clothing and cleaning industries, and the same proportion is employed in hotels and restaurants.

Since 1895 the shifting in the direction of the increase of wage-earning married women is remarkable. Out of 10,000 wage-earning women there were last year 3,543 married and 6,457 single as against 1,726 married and 8,274 single in 1895.

The endeavors made during the last several years to gain for women access to the higher vocations have met with success. Since the gymnasia (colleges) for girls have been organized in Berlin, Leipzig. Karlsruhe, Stuttgart, Konigsburg, Hanover, etc., in which girls are prepared for studies at the universities, the results have been up to the expectations of the leaders of this movement for higher education. And since the opening of medical, pharmaceutical and dental schools, the professions are being rapidly filled by women.

Germany is not strict about the right to practice medicine; it may be exercised without the approbation of the Government, but the adoption of a degree or title not granted by German universities is not allowed when an impression might be given that it referred to one granted. So female medical and dental practitioners were forced to go abroad several years ago in order to qualify, and to gain the respect of the community. To-day the situation is entirely altered, and a woman can pass an examination for State approbation in the same manner as the male prac-

Up till very recently there were only forty women dentists in Germany, but many so-called "lady practitioners," There were also but twenty women physicians, as against 800 in Russia and 5000 in America. Now that the courses of study have been opened to all, this proportion has changed tremendously.

Princess Chemise.

Combination under garments are much to be commended for all women who aim to obtain the effect of trimness and slender figure. This one is as simple as it is pretty and can be tucked above and below the waist line to form a girdle or drawn in with beading and ribbon as liked. In the illustration the material is batiste and trimming is the German



Valenciennes lace that will endure laundering so thoroughly well, but lawn and nainsook indeed all materials that are used for underwear, are appropriate while the trimming always can be varied in one way or another. The frill of embroidery is pretty but the material can be edged with needlework in place of with lace, or tucked and a hem only can

"Hot-Pot" As Bridal Gift.

A recent wedding at Whitburab; -the-Sea, a picturesque little fishing village to the north of Sunderland, has called attention to an ancient marriage custom prevailing at this place, which, so far as is known, is absolutely unique in the kingdom.

The custom consists in the villagers providing a "hot-pot" and presenting it at the church door as the bridal party leaves, says Home Chat.

The contents of the "hot-pot" are a mixture of beer, brandy, eggs and ginger, made very hot. The gift is considered a great compliment, There is an instance on record of no fewer than 70 "hot-pots" having been sent to a newly-married couple who had won great popularity.

PENNSYLVANIA Railroad.

" "MRKR 25, 1006

Trains leave EAS' Dance. 100 as follows: For Nescopeck and wikes Lare, 7:50, 10:46 a.m., 2:13 (4:28 Nescopeck only), 6:30 p.m. week-

days. or atterns a and Sunbury, 8:25, 11:47 a. n 4:07, 7*2 p. m. week days; sundays 4:07 p. m.
For Pittston and Scranton as follows: 7:50 10:
a. m., 2:43, 6:30 p. m. week-days.
For Pottsville, Reading and Philadelphia, 7:50:
m., 4:30 p. m. week days.
or ingleton, 7:50 10:46 a. m., 4:28, 6:20 p. m.
week days.

or Hazleton, 7:50, 10:46 a.m., 4.25, 6.30 p. n. week days.
or Lewisburg, Milton, Williamsport, Loc Haven, Renovo, and Ridgway 11:47 a.m. wee oays; Lock Havenonly, 8:25 a.m., 4:37 p. m. for Williamsport and intermediate station; 25, 11:47 a.m., 4:07, 7.25 p. m. week days; 4:0, m. Sundays.
For Hellefonte, Tyrone, Philipsburg, and Clea field, 8:25, 11:47 a.m., week days.
For Harrisburg and intermediate stations 8:2 11:47 a.m., 1:07, 7:25 p. m. week days; 4:07 j.m. Sundays.

ii:47 a. m., 1:07, 7:25 p. m. week days; im. Sundays.

For Philadelphia (via Harrisburg), Baltimor and Washington 8:25, 11 47 a. m., 4:07, 7:25 p. n. week days; sundays, 4:0 p. m.

For Pittsburg (via Harrisburg), 8:25 a. m., 4:7.25 p. m. week days; 1:07 daily; via Lewistow dunction, 8:25, 11:47 a. m. week-days; via Loc Haven, 8:25, 11:47 a. m. week-days.

For further information apply to Tick Agents.

Agents.
W. W. ATTERBURY, J. R. WOOD,
General Manager. Passy Traffic Mg
GZO. W. HOYD,
General Passenger Agent

PHILADELPHIA & READING RAILWAY.

In effect Nov. 17, 1904. TRAINS LEAVE BLOOMSBURG For New York, Philadelphia, Reading, Potts ville, Tamaqua, weekdaye 7, 27 via West Milton: 11:30 a m, via East Mahanoy; 3,29 p m via West

For Williamsport, weekdays, 7.27 a m 3.25 For Danville and Milton, weekdays, 7:27 a m 3.29 p. m. For Catawissa weekdays 7.27, 11:28 a m 12:20, 7.00, p. m. For Rupert weekdays 7.27, 11:28 a, m. 12:20 5.29, 7.00, p. m.

TRAINS FOR BLOOMSBURG:
Leave New York via Philadelphia 9.05 a
m., and via Euston 9.10 a.m.
Leave Philadelphia 10.21 s. m.
Leave Reading 12.15 p. m.
Leave Pottsvilit 12.55 p. m.
Leave Tamaqual 49 p. m.,
Leave Williamsport weekdays 10.06 a m, 4.30 p. m.

p. m. Leave Catawissa weekdays, 6.86, 8.20 a. m. Leave Rupert, weekdays, 6.44, 8.28, 11.40 a. m. 1.28, 3.40 6.21 p. m.

ATLANTIC CITY R R. From Chestnut Street Ferry. For South St, see timetables at stations.

ATLANTIC CITY.	ATLANTIC CITY;	CAPE MAY
7:30 a. m. Lel.	4:00 p. m. Exp.	OCEAN CITY
9:00 a. m. Exp	(60 Minutes)	8:50 a. m.
11:30 a. m. Exp. 2:00 p. m. Exp.	5:00 p. m. Exp. 5:00 p. m. Lei.	4:15 p. m. 5:00 p. m.
	7:15 p. m. Exp. SUNDAYS.	SEA ISLE CIT
ATLANTIC CITY	ATLANTIC CITY.	CAPE MAY
8:00 a. m. Lel.	5:00 p. m. Lel.;	AND BRA 16L
9:00 a. m. Exp. 10:00 a. m. Exp.	7:15 p. m. Exp.	8:45 a. m.
Detailed time t	ables at ticket of	nces, 18th an
Detailed time t Chestnut St.s., 83 St., 609 South 3rd	4 Chestnut St. 1	005 Chesta

union Transfer Company will call for and theck baggage from hotels and residences. EDSON J. WEEKS.

Columbia & Montour El. Ry. TIME TABLE IN EFFECT

June 1 1904, and until L'arther otice. Cars leave Bloom for Espy, Almedia, Lime

Ridge, Berwick and intermediate points as

A. M. ¶5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, 10:20, 11:00, 11:40. P. M. 12:20, 1:00, 1:40, 2.20, 3:00, 3:40,

4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, (9:40) 10:20 *(11:00) Leaving depart from Berwick one hour from time as given above, commencing at 6:00 a. m.

Leave Bloom for Catawissa A. M. 6:15, 17:00, 18:00, 9:00, 110:00, 111:00,

P. M. 1:00, †2:00, 3:00, 4:00, 5:00, 6:00, †7:00, 8:00, 9:00, 10:20, *(11:00) Cars returning depart from Catawissa 20 miurtes from time as given above. First car leaves Market Squareffor Berwick

on Sundays at 7:00 a, m.
First car for Catawissa Sundays 7:00 a, m First car from Berwick for Bloom Sundays leaves at 8:00 a. m First car leaves Catawis Sunda

Trom Power House.

*Saturday night only. †P. R. R. Connection. WM. TERWILLIGER,



A Few Excelling Features First-class in material and work-

manship. Uses universal key board-writes 84 characters.

Simple construction-Fewest parts. Alignment positive and permanent. Extra great manifolding power. Unexcelled for mimeograph stencil cutting.

Inked by ribbon, as in \$100 machine Visible writing-no carriage to lift. Style of type changed if desired in few seconds.

Light, easily carried-weighs only 101/2 pounds. The lowest priced practical type-

writer. Every machine fully guaranteed.

Why pay \$100 for a typewriter when the Postal, which will do just the same work as well, as easily and as quickly will cost you only \$25. Why tie up that \$75 where you derive no benefit from it?

This machine can be seen at the COLUMBIAN OFFICE. Postal Typewriter Company Norwalk Conn

LACKAWANNA Railroad.

BLOOMSBURG DIVISION.

In Effect March 1st., 1904.)

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STATIONS.	A. M. FA. M.	F. M. JF. 3
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Bloomsburg & Sullivan Railroad.

Daily. | Daily excect Sunday. | Stops of signal or notice to conductor. | E. M. RINE, T. W. LEE, Supt. | Gen. Pass. Agt.

Taking Effect May 1st 1906, 12:05 a. m.

NORTHWARD. A.M. P.M. P.M. A.M A.M. F.M. F.M. A.M. Bloomsburg D L & W. 900 2 37 6 15 Bloomsburg P & R. 902 2 39 6 15 Bloomsburg P & R. 902 2 39 6 15 Bloomsburg P & R. 905 9 42 6 20 Paper Mill 915 2 52 6 30 Light Street 915 2 52 6 30 Light Street 915 2 52 6 30 Elight Street 915 2 55 6 34 Orangeville 928 2 60 6 43 Forks 926 2 13 6 53 Zaners D40 15 17 6 57 Zaners D40 15 17 6 57 Zaners P 948 2 25 7 03 Benton 956 3 33 7 18 Edsons 7,00 73 37 77 17 Coles Creek 710 03 73 40 77 21 Laubschs 710 08 73 45 77 32 Grass Mere Park 110 10 73 47 77 33 Central 10 15 3 52 7 41 Jamison City 10 18 3 55 7 45 SOUTHWARD.

SOUTHWARD.

Jamison City 550 10 48 4 35 7 00 Central 553 1051 4 38 7 03 Grass Mere Park 16 01 7 12 14 47 711 00 Laubachs. 76 03 71 102 74 48 77 13 Coles Creek. 16 12 71 09 74 58 77 22 Bdsons. 78 14 121 09 74 56 77 34 Benton. 6 18 11 13 5 00 7 28 Stillwater. 6 28 11 21 5 08 7 38 Zapers. 16 35 11 12 9 73 17 74 5 Forks. 6 39 11 39 521
Orangeville. . 6 50 11 4 5 51
Light Street. . 700 11 50 39
Paper Mill. . . 603 11 53 5 42
Bloom. Main St. . 713 12 92 5 55
Bloom. D L & W 720 12 10 6 00 Trains No. 21 and 22, mixed, second class.
† Daily except Sunday. † Daily i Sunday
only. † Flag stop. W. C. SNYDER, Supt

Anyone sending a sketch and description may suickly ascertain our orbinion free whether an invention is probably patentiable. Communications strictly confidential, HANDBOOK on Patents and free. Clidest agency for securing patents. Patents taken through Minn & Co. receive peculi notice, without charge, in the Scientific American.



MUNN & CO. 361Broadway. New York



