WHEN COAL WAS \$80 A TON.

Retired Naval Officer Recalls the Prices of '62,

"Householders who complain of dear coal," said a retired naval officer the other day, "ought to think of what Uncle Sam had to pay for coal for his ships during the Civil War, and consider themselves for-

"The Civil War led to the estab-Hahment of a lot of little private coaling stations all over the world by thrifty persons who hoped that Uncle Sam's ships might come that way about the time they needed coal real bad.

"The old Vanderbilt in 1862 had an experience of that sort. She was looking for the Alabama like a good many more of the Federal ships, and she came to St. Helena just about the time that she was out of

"The officers were delighted to see a red headed Scotchman sitting on a coal pile on the dock and they at once opened up negotiations with him. He demanded \$30 a ton gold, and as the rate of exchange was then \$2.85, this made the price \$80 a ton of Uncle Sam's money.

"The officers protested and refused to take the coal. They put to sea, hoping to reach another port before their stock gave out, but after a run of a few hours the weather began to get nasty and there was nothing for it but to put back and buy 1,000 tons of the Scotchman's coal.

"He said that he liked the United States and sympathized with the North in the war, but he had been sitting on that coal pile for a long time waiting for an American ship to come along, and sympathy didn't buy tobacco and whisky and things." -St. Louis Republic.

Solid Silver Bed.

Every American has heard of the wonderful diamond knobbed beds with gold casters and ruby orna-



ments which the fairies are supposed to sleep in, but there is a bed in London on exhibition that is a marvel of fine eilver filigree work. Silver supporters hold the canopy aloft. Silver statues on the bedposts support the canopy, while below the entire architecture of the bed is of massive silver, beautifully ornamented in the finest Moorish filigree, seen in palaces where Kings kept their treasure.

Shah Will Not Sleep in a Bed.

The Shah of Persia never under any circumstances sleeps on a bedstead, and no matter where he has stayed, whether it be in royal palaces or hotels, he has either had the bedstead removed from his sleeping apartments or else has relegated it to some remote corner, so as to enable him to sleep in the exact center of the room on a couple of huge cushions or soft Oriental mattresses stretched on the floor.

And just behind the cushion on which his head rests there is always a small table, on which are five portraits. The center one is of himself. It is flanked on either side by those of King Edward and Queen Alexandra, while beyond them, on either side, are the pictures of the Emperor and Empress of Russia.

These portraits accompany him everywhere, and may be said to watch over his slumbers in his own domintons as well as abroad. In the sleeping apartments of his palace st Teheran there are, of course, no bedsteads. But all around the room are pinnoias, immense music boxes, and even hand organs, such as infest the streets of most of the big cities of America.

Deafness Cannot be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed. Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous

surfaces. We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c. Take Hall's Family Pills for constipation.

**\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*** 

Scott's Emulsion strengthens enfeebled nursing mothers by increasing their flesh and nerve force.

> It provides baby with the necessary fat and mineral food for healthy growth.

**\$** 

ALL DRUGGISTS: 50c. AND \$1.00.

\$100,000,000 OF CITY HALLS.

Philadelphia Has the Most Costly in

America. The 175 chief cities of America have \$100,000,000 invested in city Philadelphia leads with a \$27,000,000 City Hall, and San Francisco follows with one worth \$8,-200 000

After these cities come Boston, with a city hall representing \$7,500,-000; New York, with one standing for \$7,000,000, and Baltimore, with a \$5,000,000 structure and grounds. The value in each case is based upon the value of the city hall itself and the park surrounding it.

Every American city of more than 200,000 population has at least a million dollar city hall with the exception of New Orleans. St. Louis, Cincinnati and Detroit have buildings worth more than \$2,000,000 each. Chicago falls \$250,000 below that figure. Pittsburg and Milwaukee follow.

Among minor American cities which have elaborate city halls are Richmond, Va.; Minneapolis and Providence. Indianapolis, which has a stately State House, has an inferior city hall. Toledo and Atlanta have small municipal buildings. The Denver city hall is valued at \$265,-000; that of East St. Louis, a place of much less importance, has one that cost \$425,000.

Houston, Tex., has a \$550,000 city hall, and Memphis one costing only \$35,000 .- New York Sun.

Decorating With Stamps.

Between nine and ten million stamps are employed in the decoration of the walls of the refectory of the Hospice of St. Jean de Dieu, at Ghent.

For years the monks have utilized their leisure time in the formation of landscapes from bits of stamps, at a distance one would never believe that only stamps have been used in their making, so rich are the colorings and so perfect the drawing.

The idea originated with one of the brothers who made a small picture of the patron saint of the hospice on the walls of his cell.

Appreciating the beauty of his work, the prior suggested that he devote his unique talent to the decoration of the walls of the refectory, and with the assistance of others among the brotherhood the monk has devoted years to the work, which stands unique among art produc-

Seen close at hand the work resembles mosaic, but from across the room the bits blend so well together as to suggest oils. Only three sides of the room are yet completed and contributions of stamps are constantly being received from visitors who have seen the work and have become interested.

Electric Heating Iron. The Electric Review describes a new electric iron.



Parts of Electric Flatiron.

This flatiron, is is claimed, is so far superior to the old fashioned flatiron that a large laundry in which they were experimented with has now equipped its entire plant with them. The heating unit is a resistance coll of liberal cross section enclosed by a metal shell. The coil is so designed that the heat flows to the work as fast as it is generated. The iron thus remains evenly hot under the most constant use and no work is



With Electric Flatiron Complete Cord and Plug.

delayed by a cold fron or scorched by

an overheated one. The saving in time and labor by avoiding frequent trips to the stove makes this method of ironing greatly to be preferred. The handle is made of fiber and remains cool. Travelers with an electric iron may steal a little electricity from the hotel in which they are stopping by inserting a plug in the electric light socket and do their own ironing

the The Kind You Have Always Bought

while they wait-for dinner.

ROYAL GUESTS IN ENGLAND.

Mose Exacting Was the Queen of the Sandwich Islands.

Among the many foreign monarchs who have visited our shores within comparatively recent years, says the London Tit-Bits one of the most amiable and popular was the late King of Portugal, of whom the following story is told:

His majesty, like his successor, was an enthusiastic lover of art, and one of his chief pleasures during his visit to England was to make the acquaintance of our great painters, with whose names and fame he was familiar. When Sir Edwin (then Mr.) Laudscer was introduced to him his delight was unbounded. 'Ah! Mr. Landseer," he exclaimed, as he advanced to greet the famous animal painter, "I am charmed to make your acquaintance. I am so very fond of beasts."

Equally well meaning and unfortunate was the late Shah of Persia, who, in spite of his great amiability, rarely "opened his mouth without putting his foot in it," Once, when the Duchess of Westminester was presented to him, he greeted her like an old and dear friend. "Ah!" he said, with a charming bow, "I have often heard of you. Your fame has reached even Teheran." "Good gracious!" exclaimed the lady, aside, to a friend, "the man thinks I am westminester Abbey." And so he did,

It was this same monarch who, when sitting at table one day, Letween a nobleman and a lady of h'zh rank, horrified them both by first wiping his hands on the nobleman's coat and then on the lady's skirts, as if their mission in life was to play the role of animated table napkins. If he was unconventional at least no fault could be found with his piety, for he would suddenly break off an interview, or vanish in the middle of a garden party with the announcement, "Now I am going to pray."

Another interesting sovereign who was among our many royal guests at the time of the diamond jubilee was the sable Queen of the Sandwich Islands. Never did a queen exact more rigid regard for her dignity. While other monarchs were only too glad to escape ceremonial as far as possible her dusky majesty declined to leave her apartments without a sovereign's escort of Life Guards; while she declined to tread a measure unless she had at least one of our Queen's sons for partner.

Once she started to pay a visit to Lord Tennyson at his home in the Isle of Wight accompanied by a retinue of attendants. Hour after hour passed and still Lord Tennyson caught no glimpse of his royal guest for whom he had prepared a sumptuous throne. At last, when hope had fled and the hands of the clock pointed to witching hour of night, the Qu en arrived, weary and bedraggled, without a single attendant and without a scrap of luggage. She had lost them all on the way.

ness among their comrades. CHILL OH B ILIVING and INCRRIVE DUSTers, watchmakers and barbers, who yards. There are amateur shoemaktheir supplementary trades in the no vites vitantes aband fenesta to profession of massem. A number that he had no time to exercise his he was so overworked at the arsenal phylned recently in all seriousness that for local shop keepers. One man comhand-bills, or act as parcel carriers others distribute prospectuses and hours. Some are hotel carpet beaters. another trade during their leisure add to their salaries by exercising the naval arsenal at Toulon, France, Nestly all the workmen employed in

How They Earn Money.

Servant Maid-I left my last place because I couldn't get enough to eat. Master-You won't find that the case here. My wife does the cooking, and there 's always a lot left over of a every meal.

HUMPHKEYS' WITCH HAZEL OIL : : : : : :

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

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 per vial, or special package for serious cases, \$5. Sold by Druggists, or sent prepald on receipt of price. Humphreys' Med. Co., William & John Sts., N. Y.

WORK OF THE HELLO GIRL.

Recesses to Relieve Nervous Strain and Keep Operator in Good Humor. With a metal clasp on their heads holding a receiver at the ear and a transmitter hung on their breasts supporting a speaking tube thence u the mouth, these young women are wired to, listen and reply to the man who wishes a telephone number. The number goes into one ear and is repeated out of the mouth. The whole girl is electrified for that moment with the idea of tying these two distant speakers together.

All of the subscribers in each office are represented with a multiple of holes, or jacks, within reach of each operator. Stopped up with different colored stoppers are those lines not



Bening nor oxands the Supervisor.

in use. Their various delinquencies can thus be seen at a glance. Black signifies that the number is not in use; blue, that it has been discontinued; white, changed numbers, and is marked with the new number; red means temporarily discontinued. The party lines are underscored with a strip of red, and the private branch exchange lines, with white. Thus the operator has under her eye a complete compendium of the nature of the lines subscribing to the central office to which she is connected.

The girls working these wires have chairs. Those in charge of the trunk lines coming in from other offices do their work standing, according to the larger amount of space they have to get over.

A lengthy examination is gone through before the "situation wanted, female," is found possessed of all the physical and mental attributes necessary for the profession. One of the requirements is that she have a steady, reliable voice, guaranteed to undergo the nervous strain. Almost anybody knows what a woman's voice

becomes under a nervous strain. In order to arrive at such posses sion of rights and obligations, she primarily undergoes a tutelage of three months. During this term the company pays her \$3 a week for the privilege of teaching her the busines of supplying telephone calls. As soon as she has learned and performed all the information in a connective way, her salary soars to \$5. The first year of regular work brings in \$8. The highest the regular force can make is The senior operator draws \$1 more than this, and the supervisor is paid \$12. The chief operators and others in superior positions in the department make all the way up to \$25 a week, according to their ability, general standing, length of association with the work or whatever refe vant qualities they may happen to have. The night people are paid \$1 a week more than those of the same

ability by day. The chief operator at her desk can connect her 'phone with any girl's work and hear the whole performance. In addition to this overseeing there is a department of listening. whose regular work it is to take on the wires of the operators and report their findings

Then eyesight is looked into. There are finely printed numbers on the switchboard. Economy has to be had with space. The girl is not supposed to jump up or dart sideways in order



women Make the Best Operators.

to see the numerals wherever they be. Color blindness also enters into the test. The switchboard stoppers here and there being designated on their small round surfaces with different coolred paints. About one woman in a hundred has been found unequal to them

About one-fifth of the applicants get positions, and half of these fail, don't like the work or object to the hours. Of a hundred applicants about ten become steady operators, after the studentship of three months. This does not include the people who apply and are at once termed impossiic. an old ladies or boys.-Brooklyn

## PENNSYLVANIA Railroad.

\* KMRER 25, 1906

Trains leave EAST BLOOM ! Htt as follows:

125, 1147 a, m. 4:07,7.25 p. m. week days; 4:07 p. m. Sundays.

For Beilefonte, Tyrone, i hilipsburg, and Clearfield, 5:25, 11:47 a, m., week days.

For Harrisburg and intermediate stations 8:25,
11:47 a, m., 4:07,7:25 p, m. week days; 4:07 p,
m. Sundays.

For Philadelphia (via Harrisburg), Haltimore
and Washington 8:25, 11 47 a, m., 4:07, 7:25 p, m.
week days; Sundays, 4:09 p, m.

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

For further information apply to Ticket
Agents.

W. W. ATTERBURY, J. B. WOOD,
General Matager, Pass'r Traffic Mgr.
GEO, W. BOYD,
General Passenger Agent

PHILADELPHIA & READING RAILWAY.

In effect Nov. 15, 1904. TRAINS LEAVE BLG MABURG

For New York, Panadeipina, steading, Potts-lip, Pamaqua, weekday-7.27 via West Milion: :30 a m, via East Mahanoy: 3.29 p m via West For Williamsport, weekdays, 7.27 a m 3.29 Por Danville and Milton, weekdays, 7:27 a m Catawissa weekdays 7.27, 11-28 a m 12,00, 7,00, p. m. Por Rupert weekdays 7,27, 11,28 a, m. 12 20 2,29, 7,00, p. m.

TRAINS FOR BLOOMSBURG.

Leave New York via Philadelphia 9.05 am., and via Raston 9.10 a.m.,

Leave Philadelphia 10.21 a.m.

Leave Pottsville 12.55 p.m.,

Leave Tamaqua 1.49 p.m.,

Leave Williamsport weekdays 10.06 am., 4.30

Leave Catawissa weekdays, 5.36, 8.20 a. m. 1.8e, 3.32 p.m. Leave Rupert, weekdays, 6.44, 8.28, 11.40 a. m. 1.38, 3.40 6.21 p. m.

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

	WEEKDAYS.	
7:30 a. m. Let. 9:00 a. m. Exp 11:20 a. m. Exp. 2:00 p. m. Exp.	4:00 p. m. Exp. (60 Minutes) 5:00 p. m. Exp. 5:00 p. m. Lel. 7:15 p. m. Exp. SUNDAYS.	CAPE MAY! AND GURAN CITY 8:50 a. m. 4:15 p. m. 5:00 p. m. SEA ISLE CITY 8:50 a. m.
S:00 a. m. Lcl.; 9:00 s. m. Exp. 10:00 a. m. Exp. Detailed time t	atlantic city. 5:00 p. m. Lel.; 7:15 p. m. Eap. ables at ticket of	CAPE MAY OCEAN CITY AND SEA ISLE CITY, 8:45 a.Tm. Tices, 13th and

Chestnut St.s., 834 Chestnut St., 1005 Chestnut St., 609 South 3rd St., 3962 Market St., and at Stations. Union Transfer Company will call for and check baggage from hotels and residences. EDSON J. WEEKS, Gen'l Pass, Agt.

Columbia & Montour El. Ry. TIME TABLE IN EFFECT

June I 1904, and until Further ctice.

Cars leave Bloom for Espy, Almedia, Lime Ridge, Berwick and intermediate points as follows:

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 a 6:00 a. m.

Leave Bloom for Catawissa A. M. 5:30. 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)

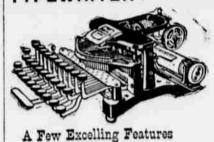
Cars returning depart from Catawissa 20 ninetes from time as given above. First car leaves Market Squareffor Berwick

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

¶From Power House. \*Saturday night only. tP. R. R. Connection.

WM. TERWILLIGER,

## THEPOSTAL \$ 25.00



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.)

EA	61							
STATIONS.	۸.	ж.	ta.	w.	P.	×.	r.	×
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A. M. A. M. P. M. F. M.

WEST. A. M. A. M. A. M. F. M. STATIONS. SCRANTON. ..... SCRATION
TRYIOT
Old Forge
Duryea
Pittstol
Susquehanna Ave.
West Pittstol
Wyoning
Forty Fort 7 88 11 17 9 49 7 84 7 28 11 17 7 87 11 25 7 41 11 25 7 47 11 34 7 57 11 44 8 08 51 54 6 14 12 00 8 92 19 07 Lime Ridge ..... Ricomsburg ..... Danville. NORTHUMBERLAND ...

'Daily. 'Daily excect Sunday. f Stops or signal or notice to conductor.

E. M. RINE. T. W. LEE.
Supt. Gen. Pans. Agt.

A. M. P. M. P. M P. A

Bloomsburg & Sullivan Railroad.

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

NORTHWARD. A.M. P.M. P.M. A.M 

SOUTHWARD. Jamison City... 5 50 10 48 4 35 7 00 Central....... 5 53 10 51 4 38 7 03 Grass Mere Park 16 01 17 12 1, 47 11 00 Laubachs... 79 03 71 02 74 49 77 18 Coles Creek... 16 12 71 10 6 74 58 77 22 Laubachs..... Coles Creek..... Edsons.... 

Trains No. 21 and 22, mixed, second class.
† Daily except Sunday. † Daily † Sundonly. † Flag stop. W. C. SNYDER, Supt.



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