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UP A TREE.

No one in Samamos could ever understand what pleasure Arthur Pervis and I found in taking long walks, or why we should do so, when we

might just as well ride.

Everybody else, like most Californians went on horseback whenever t was possible, and a stroll to the post-office or along the beach was the utmost extent of pedestrianism.

But Arthur and I tramped the coun-

try in all directions, as we used to do at home, paying little attention to the mild surprise of the winters sojourners, who wonder at our eccentricity, and still less to the scornful astonishment of the natives, who can not conceive but one reason why one should go on foot-that he is too poor to buy or hire

One morning we started on an expedi-tion to the Hot Spring canyon, in the mountains some six miles from town, there, and afterwards to spend the rest of the day in climbing the mountains above, towards which we had always looked longingly during previous vis

Off we went, at our customary road pace of four miles an hour, between the pepper tree hedges of the town and out into the open country, where green grass and growing crops made it hard to realize that the month was a winter one, and that our New England homes were smothered in snow, with the thermometer very likely down be-

In fact, it might have been a little cooler without any objection from us, for the warm sun and breezeless air soon worked their effects, and when we reached the little hotel, precisely an hour and a half after starting, our crimson faces, relieved and set off by yellow dust, gave us a startling Indian esque appearance, which our tremen-dous appetite at lunch did not at all ill suit. However, after an hour or two we were ready for further operations the more so since, the sky having become overcast, it was much less warm

than in the forenoon. "Looks as if the fog might come later," said the hotel keeper as we set out. "Keep an eye for it boys." Arthur and I laughed. We were both from the eastern Maine sea coast, where for days at a time you can't see across the street so thick is the mist, and a light California fog did not strike us as very formidable.

"All right" we replied. "If we se regular 'Eastport smotherer' heaving in sight we'll come back."

And, with another laugh, we began clambering up the deep slope, leaving host gazing doubtfully after as long as

he could see us. I must say that a more deceitful nountain than that couldn't be found anywhere. It hadn't appeared very lofty when looked at from below, but the longer we climbed the higher it seemed to grow, and there were so lown another, we must have nearly twice as far as if the acclivity

had been smooth. "This is more of a job than hought," puffed Arthur, while we were resting at the end of the first

"I should say so," assented I, lookng up towards the top or rather where supposed it to be, for another of those provoking ridges barred the way and shut off every glimpse of what

might be beyond,
"If we don't hurry," continued
Arthur reluctantly rising from the bowlder he had been sitting upon, "I don't believe we shall get there in time for it grows dark early, you know, and I wouldn't be caught up here after sunset for a good deal."

"Same with me; the landlord says there are no end of gulches and pre cipices all around, and we might easy tumble in or off one. Yes we must hurry.

So off we started up the ridge, finding on crossing it, that there were, as usual, more of the same kind yet to be passed, running in all directions and oretty thickly covered with chaparral and stunted trees-a mixture of rocks brush and steep banks anything but pleasant to contemplate for those who must either get through it or else turn

But neither of us being of the turn ing back sort we plunged into the labyrinth, with the result that after nalf an hour's hard struggling, imultaneously stopped and turned to each other in complete bewilderment "Arthur, I think we're lost."

"And I'm sure of it Sam." Well, that was just the state of th We hadn't the remotest idea where we were, nor which way to go. Nothing was to be seen but sharp inicles or long ridges, divided by leep, narrow gorges, shut in with ushes, and generally obscure and con

Then, for the first time, we perceiv ed that the sky was covered with driving gray seuds, flying so low as to al t touch the tree tops.

"We're done for," said Arthur, re signedly. The fog's coming, and in half an hour we might be blind, for all he good our eyes will do us," These fogs are nothing to what we've

een used to.' Perhaps not; but you'll find this one ill be enough and to spare, down here n these gulches, with night coming on esides.

There was something in thatgreat deal too much, in fact,-and the question arose, what were we going to "We must go down and get as far as we can before we have to stop.

Then we must wait till we can see "Which may not be till to-morrow "We can't help that. Let's go back owards the base

But which way is that!" "Don't know. Come on. And, with this unpromising specch Arthur led the way in the direction we ad come hoping to be able to retrace

I followed though without any great nfidence in his success, for we had ecome very thoroughly lost before eing willing to acknowledge it, and might have travelled in circles ever nce getting into broken ground.

grew longer and more numerous, until, night without knowing when or how it hap-

pened, we found ourselves buried in a

"Sam, it's perfect foolishness to keep where we're going. We're only tiring dangerous night we had passed up a ourselves out, and the first thing we tree.—Manley H. Pike in Golden know we may pitch head first off some Days. precipice. Let's stop and wait for morning. I was obliged to admit that he was

right. Between darkness and fog, we could not see where we placed our feet. and all about us was as black as a clos-"These rocks won't make a very soft bed," I remarked, after accepting

Armur's proposition. "No they won't; and I don't think it's safe to sleep on the ground. There are California lions around these mountains, and I've heard that rattle-

Finding even so large an object as tree is not always the easiest task in the world, when one can't see anything whatever, and we groped around unaccessfully until we began to think chances of California lions, rattlemakes and any other dangers the mountains might afford. But just

"I've found one, Arthur!" I exclaimtouch me. I'm standing against it." He did so, then assisted me to climb the invisible tree.

It was twisted and distorted, like all found nourishment, so that its inclined means the worst of resting places. We stowed ourselves away in the first and second forks, glad enough to

Supposing the time to be somewhere there for some eight or nine hours til sunrise, and the night air, combine with the fog, was cold and damp. But, on the other hand, we found a few biscuits in our pockets; and our

rest after our hard day's tramp.

coats were heavy. We were not so badly situated after all. Then too, the morning would prob ably be clear, and with the sun for a As the \$3 pantaloons must be restitchguide we could certainly find our way. "Oh we can stand this!" we agreed, cheerily. It'll be a long night but road, the heavy blocks will rise, the that's the worst of it. It'll do us no small stone disappear and it will reharm, and will teach us to carry compasses the next time we go mountain-

In this frame of mind we prepared to tough it out. It was a long night and complaint as to them, expense, dis-At first we could not get to sleep

side that, what with going up one and to feel drowsy, and settled ourselves pleasant to note that there is a spirited But the hardnesss of the rough wood and the frequent aches and cramps which ran through us made sleeping difficult, and even dangerous, for both of us came within an ace of falling out of the tree several times

during the night. Once Arthur, who was above, slipped and bound with stone screenings. and fell directly upon me, carrying me with him, and we both slipped some feet down the trunk before we could

"Whew! that was a close shave panted he pulling himself back again.
"It's I, "We'd have been plumped lown on those hard rocks if it did "Well, it is'nt very far to the ground fortunately," answered he. We're not up more than ten or twelve feet,

After this we kept broad awake and passed the tedious hours somehow o other, but they were the longest ver remember to have spent. It seemed to us that the night would ever be over, and we were wondering

whether the world hadn't stopped turning on its axis; when Arthur sud tenly exclaimed: "Why I can see you Sam!" And as looking up I could just des ry his figure and the shapes of the

ranches near him. Hurrah! It was really morning a The light grew rapidly stronger, and overhead the fog was breaking up. Strips of dark blue showed through the clouds, and we were now able to

see quite a stretch of the ground over which we had come. "Curious that it clears away faste n one side than the other," remarked Arthur. "I can't see a thing under us, while out the other way the rocks show as plainly as can be."

og beneath and further out. "It is queer," I said. "I never saw og cling to the ground so before in ny life, still less only in one place." Just then the sun broke through he vapors and flooded us with its orilliancy. I was looking up to get my bearings from it, when a sort of gasp from Arthur caused me to glance

Ie was clutching the trunk with staring eyes, open mouthed and pale faced, perfect statue of terror. Hastily following the direction his look, I caught one glimpse of what he saw, and instantly hugged the near est branch like a madman.

at him, first in surprise then in alarm

Benesth me was an empty oing down, down, till the tree he bottom looked like strubs, through the thinning fog I saw that our tree grew out of the very edge of a sheer precipice hundreds of feet high, over which it hung like the arm of a crane.

Do you wonder that we wer

rightened, or that for some minutes we

we cluog there, trying to steady our

wimming heads and brace our tremb ing nerves after the sudden shock of that sight? What an ordeal that was getting our perilous perch, moving an inch at a time, sliding, holding on, and finally making a last plunge to the safety of the firm ledge! We lay there half an

hour before we felt able to move again. "Think how near I came to walk right off the edge! I kept repeating, over and over again. "And then that time when we

We safely descended the mountains, much to the relief of the landlord, og. And it was growing dark, too. who was about sending men to search ratio of the sizes of stone used. Thus Arthur finally stopped and said de- for us, and drove back to town; but a road composed of three inch stone it was long before we cared to dwell will cost in repair triple that of a road composed of one-inch stone. Then again there is a broad distinction of upon the remembrance of that unconon in this way. We don't know scious, careless and frightfully

FOR BETTER ROADS.

WILL A MACADAM ROAD PAY ITS COST EVERY TEN YEARS.

member of the State Board of Agriculture, at the autumn meeting held at feetly safe to fix the repair of a "good New Castle, Lawrence county, Pa., macadam road" at \$20 per mile? October 23, 1889 : A prominent Philadelphia journal

and their interest every six months.

In the report to this board, 1888, Secretary E ige approaches this statesecretary E ige approaches the secretary E ige approach that we should have to take our township roads a sufficient sum to permanently improve them is expended in temporary repairs every ten years.

and profitable the press and our monthly publications eral assessment, we still have seventy of "good macadam roads." mountain trees exposed to high seems to be for the best and in what-winds, extending out at an angle from ever I remember of the argument for ducting twenty dollars per mile as the ever I remember of the argument for ducting twenty dollars per mile as the the great rock under which its roots good macadam roads, the proposition annual cost of repairing macadam seems always emphasized that the best roads, and we have fifty-two dollars trunk and heavy branches made by no is the cheapest. And yet it is asked as the average annual cost per mile in here and there, under the idea that repair of dirt roads throughout Chester economy means a low price, "Why county. Thus the average ten years should your mile of stone road cost saving on a mile of road would be \$3.000, when \$1,000 will build it?" It \$520. may be a matter of wonder with some about 8 o'clock, we would have to stay that a man not overly rich will pay \$8.00 for a pair of pantaloons when a pair can be bought for three. Of the two, the higher priced, as a rule, may be better worth the buying. A sixteen foot road composed of heavy field stone surfaced by a feeble scum of rubble may cost but \$800 in the laying is but the beginning of its costs. ed, rebuttoned, darned, patched, perhaps dyed, so with the low-priced road, the heavy blocks will rise, the

quire great and continual cost to save the anatomy and tissues of those who travel over them from dislocation and disruption. There will always be remedy for the grievance they impart try as we would, and we talked and is to take up the roads to the utmost, many ridges and gullies crossing its told stories for hours. Then we began grind and relay them Thus it is rging of "good macadam roads. The macadam principle may involve

> dam road is simply composed of fine stone solidified, unified by pressure The only pike entering West Chester is single track. It is parallel within toll and the single track. In other

> roads may be scraped, drained and be within the lines of popular idea we A bed of fine stone, nine inches thoroughly bound will easily have the

resistance of a twelve inch bed of oose, large, incompact stone. Mr. A. J. Cassatt was elected Supervisor of Tredyffrin township, Chester county, and again re-elected. supervised the construction of macadam roads during his incumbency, and laid them, I am informed, nine inches thick on lowlands and six on uplands -an average of seven and a half inches.

AS TO COST AND CAPACITY OF MACH INERY.

A crusher that will crush eighty perch of stone per day will cost, with belting, \$800. A wagon for moving it will cost \$200, making a thousand I looked down and saw nothing but dollars. As a crusher will turn out stone as rapidly as u ay be required by four townships, then each of the four townships by pooling would be at the expense of \$250 in the ownership of a of road that cost annually \$125 for recrusher. A crusher set on wheels can pairs. The piking cost \$1100; thus in be transported by a traction engine as

readily as a thresher. Stone can be crushed at 15 cents perch. Thus turning out 80 perch at 15 cents, the earnings per day will be \$12, sufficient to meet three men's wages and the rent of and coal consumed by a traction engine. Traction engines can be rented when

not used in threshing. With the ad-

dition of a stone car, engines can draw stone to the dump and at the same time serve in lieu of rollers. Stone can be hauled from the field or quarried, if not too hard, for 25 cents. Hauled from yard to crusher and crushed for 25 cents. Hauled to the road ed for 25 and 50 cents, corresponding with distance, say an average of 374 cents. The sum of these costs equals the cost of 871 cents per But in order to satisfy an pinion that may prevail that the crushing and delivery of stone will cost more, we will run the estimate up

to a dollar per perch. Again, and in face of the fact that quarrymen are of fering to quarry and crush stone at 60 cents a perch, which offer, of course, includes a profit, indicating that stone can be quarried, hauled to the crusher and crushed at a cost of about fifty cents a perch.

As to the sum of difference between ie cost of repair of macadam and

saving between a well-knitted, solid, iron compact of stone and a loose bed. And still again the upheaval of large base stones adds a considerable per centage to cost, so it seems that a macadam composed altogether of rubble well pressed is the one of all least costly to maintain. As proof of this the first macadam road built at Devon, The following paper was read by Chester county, some eight years ago Mr. S. R. Downing, of East Goshen, has not in that time I am told cost one cent in repair. Is it not then per-

By a recent inquisition upon the part of our county commissioners made in a recent number asserts that the under State direction, I find after desnakes are not very scarce either. We main country roads of Pennsylvania ducting the cost of county bridging must find a good tree and get into macadamized within the best standard also that of street repair and construc

proved that the expense of repair of

stone roads was almost in the exact

roads per mile seventy-two dollars. Should any township propose to macadamize the roads selected would Seing these statements falling from certainly be those bearing the heavies then I came in collision with something round and hard that gave me a severe bump on the nose.

excellent authority and deeming them strain of travel and traffic. Allowing that an answer to the question, "Will used roads exceed the cost in repair of that an answer to the question, "Will used roads exceed the cost in repair of th a macadam road pay its cost every ten roads slightly traveled to an amount ed. "Come along slowly till you years?" might prove both interesting overlapping the cost of local bridging and township percentage in cost o There is a broad advocacy now by new roads not separated from our gen-The stress two dollars as the average cost in re

AN ESTIMATE.

Thus, upon a further detail of saving in time and draft, which means the saving of money, and in the light of the average individual saving of farm owners, I think it would be found that we would average from our macadam investment an annual profit of one mill out of the difference in time and draft between struggling through bogs and gliding over solid roads. But in order to clear my estimate from the imputation of being wild, let us drop to one half and conclude upon half a mill saved per mile annually.

To sum up we charge, say E is Goshen township, Chester county: To mile of Macadam, 16 feet wide, 10 inches thick, 2845

perches @ \$1.00.....\$2845 00 And credit: By saving in repair @\$52 per mile annually. 10 years . . \$ 520 00 y & mill on real es tate taxable value \$639,429, saving the higher price, but then it is an eco-

nomic principle, costly at first but a source of satisfaction, ease, speed, savin time, draft etc. 10 years......\$3197 00\$3717 00 ing in draft and money. The maca-Leaving unexpended. In order that this estimate may not altogether have a home application we

will apply it to Lawrence county: By the report of the Secretary of Internal Affairs, 1887, Lawrence includes seventeen townships with a total real a radius of one mile by two dirt roads, estate taxable value of \$13,309,837. and yet the pike has paid seven per cent., simply because during winter the travel centers on it, notwithstanding leaves as taxable for township roads \$10,013,111. Deduct for bridging, words neither toll or single track, with \$13,111, we have \$10,000,000. Divide had likewise to break through before its over-imagined difficulty in passing, this by seventeen, the number of town- he could enter the place. will drive travelers to the dirt roads in ships, and we have say \$600,000 as the winter however constantly the dirt average township assessment. Multi roads may be scraped, drained and ply by say two as the average mill rate thrown to the centre. But in order to and divide by twenty as average mile be within the lines of popular idea we will incorporate the 16 foot width road in my estimate.

age per township and we have \$60 as the average cost per mile for repair of township roads. Deduct \$20 for re-

pair of macadam roads and we have thick, well interlocked by rolling and \$40 as saving per mile by substituting macadam in lieu of dirt. We charge the township— To 1 mile macadam road, 16

feet wide, 10 inches thick . \$2845 00

And credit: By 10 years' saving in repair @ \$40 per year.....\$ 400 00 By ½ mill on \$600,-000 valuation saving in time and

Leaving a surplus equal to .. \$555 00 If these estimates are but an approximation, with a liberal allowance at that, the statement of the Philadelphia daily that a good macadam road will pay its cost every ten years with interest every six months is reliable. I have in mind a verification of

draft, 19 years....\$3000 00\$3400 00

But then it may be said by some that this is after all but a matter of iron, sits with the builder, figures as to

ten years the pike saved fully its cost.

figures that the barn will cost thus and Wise succeeded in keeping awake-they so. Is this speculation? True, costs were slightly apart from Martin and may overrun estimates, but notwith. Miller, and had difficulty in talking to standing this we still figure as to each other. The snow piled upon them barn and houses, knowing that such to such weight that they were forced to calculations cannot go far wrong. But seek another drift. figuring as to barns and houses is old, About 4 o'clock Friday morning as to roads new, and certain citizens Miller called Jolly and Wise and told who guess that the cost of repair of them they had all better go, and when the roads of their respective townships they crawled out they made a search is but \$20 when it is really forty, easi- in the drift for Miller and Martin. The ly conclude that an estimate as to the latter only could be found and he was cost of a macadam road is speculation, dead. They took the norses and start-

The returns of County Commis-sioners are certainly reliable as to aggregate assessments. A two mill rate he was unable to rise and was assisted is as apt to be below as above an aver- to his feet, but could not walk. age, and 20 as the mileage per town-We had not gone far before the streamers of vapor began floating thur said, shuddering. "Suppose we'd around as like wreaths of steam. They lake a fancy to jump down in the streamers of the where Miller has a fancy to jump down in the stream the stream that is computation. He affirmed before a committee of the knowledge of men versed in road him lifeless.

in a perch.

structure. As to the cost of crushing, I quote from the statements of three parties that now own and now run three crushers. As to the sum paid for and the capacity of the crashers, I have authority from two parties that bought crushers and use them, and so

of 7 inches.

But \$2845 is such a large price for a mile of road as almost to discourage tope. Can macadam roads be built for less ! Mr. Pope, the civil engineer, fixes \$2100 as the cost of a macadam 18 feet wide, and in depth an average

As crushers can readily be moved. rauls can be shortened to crusher and dump. Thus hauls need not be excosts a township three dollars a day, tone can be hauled a short distance for a comparatively small sum. Thus, exclusive of quarrying, I believe with-out further calculation here, a 12-foot width, 10 inch depth could be built for \$1500. There are plenty of stone rows and banks of stone along roads hat could be utilized. While as high as fifty cents a perch is paid for quarrying stone, stone in quarries of soft rock that I could name is quarried for fifteen cents. Or, if a contract is made with parties to haul stone, as nigh as seventy-cents or a dollar may be paid, but the price for hauling per perch at township rates and by placing the crusher close to the work, will be surprisingly low. Thus, I think, we come within Mr. Pope's estimate,

which is that of a civil engineer. There is another grant that I think we should ask of our Legislature, and that is that the burden of road reform should be shared in reasonable measure with real estate by personal and corporate property. As an indication of the drifs of opinion in this direction, I was dad to hear such a leading, active citizen and legislator as General Gobin advocate at William's Grove a State appropriation in behalf of macadam

Race Peculiarities. A striking salutation of the South Sea Island is to fling a jar of water over

the head of a friend. It is death to any person in Siam to mention the King's name. This is a custom that many other tribes rigidly dhere to. At a marrage ceremony in Japan neither the bride nor the groom wears

any clothing of a purple color lest their marriage should be soon dissolved purple being a color most liable to The Maoiris of New Zealand, while at war with the English, invariably ent a notice when they were going to nake an attack, as if they were con on a friendly visit and desired things

to be ready for them. They thought t very strange that the English did not give them similar notice.

We are informed by an English journalist that in Paraguay "the lady of he house, as she comes, clothed in soft raiment and flashing gems, to meet the stranger traveler with mouth upheld for the formal kiss of greeting, removes

from her cheek the quid she spends her lays in chewing." One who has been strolling about the treets of Honolula writes of the native Sandwich Island that they have the brown skin of the Indian-not the black of the negro-bright, intelligent faces, and straight, black hair; generally with good forms, easy gait, and graceful in novement. The men have generally adopted the usual English style of dress. The wahines, or woman, dress with the oose holoku, or, as it would be in this country, the Mother Hubbard. but close fitting around the throat They generally prefer light colors in

dress and wear flowers in profusion. The Indians of British Guina have a game which resembles the civilized college rush or an old-time "hold in." was witnessed by the auther of "Canoe and Camp Life." In the afternoon the youths and boys of the the place played game over which they made a good deal of noise, and which they evidenty enjoyed, as boys of any race lo. They formed a line across one of the wide approaches to the village, while one of the strongest of the number made an effort to break through, by rushing against it at his great speed.

The Frosen Cow-Boys. UFFERING OF THE MEN CAUGHT IN THE

NEW MEXICO BLIZZARD. TRINIDAD, Col., November 12,-The bodies of John Martin and Henry Miller, the cow boys who were frozen to death near Siera Grade in last week's terrible blizzard, were brought to Folson for burial. Four other men be longing to the same party are missing and it is feared that they are dead. It is reported by parties who know that at least twenty men are missing from this range and it is feared many of

them will never be found. Jolly and Wise, the men who escaped badly frozen, tell a heartrending story of their sufferings When the blizzard struck them Wednesday night of last week they were holding a held of 2,500 cattle. The wind became a hurricane before morning, and when Martin and Jolly went on the last guard about 3 A. M., the storm was so blinding that they could not hold the herd. Jolly started to the camp for help. In the meantime Miller and Wise had left the camp to assist in holding the cattle. Jelly could not find the camp, and Miller and Wise

could not find the herd. All three were brought together, by shouts and wandered around until day light, when they found Martin. The figures and speculation, but we find cold was so bitter that the men entered that a farmer in the prospect of a new a ravine, and, after fastening the horsbarn gets the cost of lumber, stone and es, took the saddle blankets and buried themselves in a snow drift. About size, number of feet of lumber, adds three in the afternoon- and it was only up and concludes upon the basis of by the greatest efforts that Jolly and

Now there are certainly 5280 lineal feet in a mile; certainly 24% cubic feet Miller on his knees, his horse standing in front of him as though trying to protect him from the cold. asked to get up and go with them, but

Jolly started to get assistance while ship is as apt to be over as under the Wise remained with their dying comaverage. Inasmuch as I have person-al knowledge of a stone road built frozen, and he was beipless and was twenty years ago that during 12 years fast becoming insensible himself when cost for repair that many dol- the Mexican sheep-herder found him lars, I feel that 20 dollars per mile and took him to Rhodes ranch a few The opinion of Macadam himself will maintain a good macadam road, miles distant. The men returned to obtains somewhat in this computation. As to thickness; I quote from the where Miller had been left and found