PLAN ADOPTED IN NEW JERSEY.

Boads Have Been Macrodamicol.

The plan of building new roads under the recent enactment in New Jersey is described in an interview published in The New York Times. He says:

The New York Times. He says:

In consequence of the ruinous effect of the continued rains of the past year upon the roads and highways about New York, extraordinary interest has been manifested by property owners of the suburban counties in the system of road making inaugurated by Mr. Chauncey B. Ripley in Union county, N. J. Roads that have been considered of the first olses, and that have cost enough to make a solid and durable bighway, have been so softened by the wet weather that they have succumbed to the atrain of ordinary teaming, and are cut to pieces and seamed with dangerous ruits.

samed with dangerous ruts.

"Respecting work on country roads,"
said Mr. Ripley, "the work in Union
county is progressing slowly, but, according to contract, rigidly in all cases. Many
questions have been asked me about the
provisions of the contracts under which are working, mostly by letters which I am still receiving from many sections of country suburban to New York. I should be glad to answer them. once for all. Our public roads are gen-erally laid out 66 feet wide. Of this width one-lifth, or about 13 feet, on each

width one-lifth, or about 13 feet, on each side is allowed and used for sidewalks and shade trees. The country roads are mascadamized only 16 feet in width or 8 feet on each side of the center line, which the surveyor first defines, and which, when found, controls all other lines in the progress of the work.

"The first among the essentials of a first class road is drainage. The contract, specifications and drawings all provide for such a grade as shall carry off all water from the surface of the road and that which percolates through the stone. Before any stone is laid the roadbed is perfectly graded, with reference to shedding water toward the side as well as ng water toward the side as well as carrying it off lengthwise. The center of the roadbed is higher, and the slope to each side is regular. A shoulder is left on each margin of the 16-foot bed, so that the foundation stones cannot spread. The roadbed is made smooth and rolled efore any stones are placed on it.

"After its preparation is completed a layer of blocks of stone about 12 inches long by 6 or 8 inches on the sides is laid, each stone by hand. Each stone stands an inch or so away from other stones. The stones of the first layer are pretty uniform in size, and of trap rock, and crack or split easily when struck with a stone hammer, which is used on the top of each stone till all are broken into, say. half a dozen pieces. The broken into, say, half a dozen pieces. The broken pieces fall down wedge shape, spreading so as to fill the vacant spaces left between the blocks, as originally laid, and form a mass of wedged stones that will stand in mass of wedged stones that will stand in the position they are left by the hammer forever, we may almost say. After this the roller is applied, and the stones are packed by rolling. Then a layer of larger stones is placed upon this foundation, say stones of the size of 2 to 24 inches on a side. This layer is then rolled, and a finer grade is used on top, till stone dust and gravel complete the evenness of the surface. The roller now in use on the Union country roads is a steam roller, and has a pressure of twelve tone."

is the money raised?'
"The cost is about \$10,000 a mile, I "The cost is about \$10,000 a mile, I judge by observation and imperfect reports. It is not far from that sum, I can safely say. It seems a great deal to one not acquainted with road making. It is not. We have few good roads in our county that have not cost at least that amount of money per mile. And they wear out in a few years. The money under our county act is raised by bonds, numing twenty years at 44 per cent, inrunning twenty years at 41 per cent in-terest. The interest on these bonds is all that the present generation will have to pay, as a rule. It is very light, too, when spread over a county. A taxpayer owning a house and lot worth \$5,000, and me the other day his yearly tax would not be more than a dollar or two greater on account of these roads. Although at first a croaker and opposed to them, he is now in favor of the roads."
"But when the bonds fall due, what

"When the bonds fall due Union county will contain three times the number of inhabitants it has at present, and the taxable property will be three times as great. This we are safe in assuming, and more, judging the future by the past two decades. I have fresh evidences every day of the increasing interest in improving carriage roads in Rockland, Orange, Dutchess and Westchester counties in New York. The earth is so full of water from the excessive rainy season we are passing through that the old style of gravel roads has been put to a severer test than ever before in the memory of this generation. This accounts in some degree for the increased interest and makes better roads a greater necessity."

Mr. Clemens Herschel, whose treatise on road making is printed in the little book on highway improvement issued by the League of American Wheelmen, writes as follows of the use of gravel as a substitute for broken stone on road-ways: "Instead of the macadam top, screened gravel may be used. The foundation for these gravel roads should be the same as the rough paving for the macadam road. The gravel to be used for the transmission of the same as the rough paving for the macadam road. macadam road. The gravel to be used for the top must be selected with some care; it should be of a hard kind of stone, clean, that is, free from clay, of the right color, etc. It is put on in two layers, each rolled, and the top one made compact and firm, by spreading and mixing in some good binding material, sprinkling and rolling. There need be no fear of making a poor road by using the smoothest, most water worn pebbles, free from all sand, etc., in making a road top. The upper portions of the river Brine are remarkable for the clean, smooth pebbles that form its bed to a very great depth. These pebbles are dredged up and used in road building, making an excellent road covering at a small expense."

## A Party Drunk With Power.

History is repeating itself. In the forty-first, forty-second and forty-third Congresses the Repulican majority shamefully violated every principle of representation in ejecting honestly ected members from their seats. In some instances Republican contestants who were overwhelmed with defeat at the ballot box were admitted on the most frivolous pretexts. One contes-tant from South Carolina, who received only a handful of votes, was admitted on the ground that the democratic had not had his disabilities removed. But all these fraudulent devi-ces for retaining political power, so far from proving of any avail, only inten-

sifies popular wrath and indignation.
In 1874 the Republicans succeeded in electing less than two-fifths of the membership of the forty-fourth Congress. Some of their greatest strong-holds in Pennsylvania, New York, Massachusetts and elsewhere were cap-tured by the Democrats, Since that time the Republicans have twice only secured precarious majorities in the House. But, untaught by the lessons of experience, their leaders in Congress have rushed into a repetition of the worst partis in iniquities of the past. Not only have they overthrown the most sacred parliamentary precedents, but they have not scrupled to violste all the rules of evidence and the de-mands of fair play in ejecting Democratic representatives from their seats. sission of Featherston to the



KISSED ANOTHER MAN'S WIFE.

"That's where you're wrong," good Brown repiled,
It accessis mild and masse."

"That's where you're wrong," good Brown repiled,
It accessis mild and masse.

It accessis mild and masse.

It accessis mild and masse.

But it accessis mild and masse.

And I did so because she looked so handsomethe very picture of because and leath. What is the secret of it?"

"Well," repiled Green, "since you ask it. I will tell you; she uses Dr. Pierce's Favorite Prescription. I accept your applicy. Good night.

An unbealthy woman is rarely, if ever, beautiful. The peculiar diseases to which so many of the sex are subject, are prolific causes of pale, saillow faces, biotched with unsightly pimples, dull, instreless eyes and emacisted forms. Women so afflicted, can be permanently cured by using Dr. Pierce's Favorite Prescription; and with the restoration of health comes that beauty which, combined with good quisituse of head and heart, makes women angels of loveliness.

"Favorite Irescription" is the only medicine for women, soid by druggista, under a positive guarantie from the manufacturers, that it will give satisfaction in every case, or money will be refunded. It is a positive specific for lencorrhea, painful menstruation, unnatural suppressions, prolapsus, or falling of the womb, weak back, anteversion, retroversion, bearing-down sensations chronic congestion, inflammation and ulceration of the womb.

World's Difference Ruffalo, N. Y.

DR. PIERCE'S PELLETS Purely Vege Laxative, or Cathartic, according to aise of dose. By druggists, 25 cents a vial.



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February 1st, 1890. TOBA RY, and its branches became the GREAT NORTHERN RY. LINE.

IF YOU ARE GOING TO THE PREE PARMS OF THE MILE RIVER VALLEY. TAKE THE

Great Northern Ry. Line. TO THE GOLD, SILVER, COPPER, IRON AND COAL MINES OF MONTANA, TAKE THE

Great Northern Ry. Line. O GREAT PALLS, THE PUTURE INDUSTRIAL CENTRE OF THE NORTHWEST, TAXS THE Great Northern Ry. Line.

TO HELENA, BUTTE, SPOKANE FALLS AND THE COAST CITIES, Great Northern Ry. Line.

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AND MANITOBA POINTS, Great Northern Ry. Line.

For thete, maps and guides, apply to you P. L. WHITNEY, Gen. Pass. and ticket Agent, GREAT NORTHERN MAILWAY.

The admission of Featherston to the sent of Cate, from the first district of Line runs its own Magnificent Duding Cars, Palace Sleeping Cars, Special Apartiment Cars and Prec Cotenist Sleepers on Daily Through Trains.

apon the rights of representation as ever was perpetrated in the history of free government. It is evident that the Republican leaders in Congress are preparing their backs for another pop-ular castigation like that administered to them in 1874. All the signs of the times indicate that they will not be disappointed. If the people of this country proverbially have short memories, it is a fortunate dispensation that the politicians forget as readily.— Philadelphia Record.

March of Progress-

The bestiful and spacious quarters The beatiful and spacions quarters for A. C. Yates & Ce., at the south-west corner of Thirteenth and Chesnut Streets Philadelphia, which were formally opened on Saturday last, attracted general attention by its bright and cheerful appearance. Increasing trade in men's clothing caused the removal from No. 1010 Chestnut Street. Besides their large store in the Ladger Build. their large store in the Ledger Building at Sixth and Chesnut Streets, the firm now occupy this entire building, four stories in height, having a front-age on Chestnut street of thirty seven feet, and a depth on Thirteenth street of 108 feet. Abundant light has

the three sides.

An electric plant has been introduced, so that, besides the rumerous means for light by gas, there will be ample electric illumination. Also subsequenced in ascending. The interior base been attractively finished and furnished, the walls having been painted in delicate and subdued colors. Everything suggests elegance, comfort and convenience.

Considerable change was made in

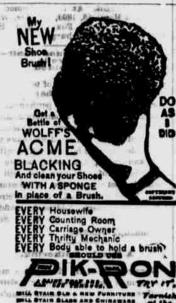
Considerable change was made in the first floor in adapting it to the requirements of Yates & Co's business. up, and the door is now to the western bave forgotton the transaction, we side of the Chesout street front. By this means opportunity was afforded "Don't be in such a durind hurry; I'll for the construction of a large show window, as large, probably, as in the city. It takes up all the space on Chestnut street, with the exception of the such a difference of the construction of the such a such affords and affords affords and affords and affords affords and affords and affords affords and affords affords and affords affords and affords affords affords affords and affords affords affords affords and affords af the entrance, and affords ample facility

Temperance Wine for Invalide

It is well known that there when the most strict advocates of temperance are obliged to use some sort of wine, especially those who are old and infirm. Many weakly females as well as invalids and debilitated persons in a warm weather need a little strengthen—warm weather need a little strengthen—warm weather need a little strengthen—that is that is that is the consecution of the consecution warm weather need a little strengthening wine. The great difficulty has been in procuring a rich wine that is reliable. There are many cases where wine would be used to great advantage in place of alchelle drinks, if only a genuine article could be had, and upon which physicians could rely as being strictly pure. The Wine of Alfred Speer, of Passaic, New Jersey, and his Unfermented Grape Juice have been was a great rush and the man was saved. Now is the time to advertise. Wayout Champion. Speer, of Passanc, New Jersey, and ms Unformented Grape Juice have been analysed by chemists in nearly every State, and have always been proved strictly pure and beneficial. These wines are now being used in hospitals and by families for medical purposes, also by Churches for communion ser-vice. It is principally sold by drug-gists. Mr Speer's mode of preserving is such as to retain the rich flavor and

Dashwood-I am going to do e hing noble and get my name in the

ou'll have to do something bad. - Ez.



PIK-RON WILL STAIR SLOP & REW FURNITURE Torrich
pits STAIR SLAPE AND CHIRAWARD OF THE
WILL STAIR SLAPE COME
WILL STAIR TOWN DIE BARRETS HIME.
WILL STAIR BAST & GOARD AND
WOLFT & BANDOLPE, Philodolphia.
de in Drug, Point and House Purishing Storm.

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SUBSCRIBE FOR THE COLUMBIAN. The Party Organisation-

Never before in the history of the Democratic party was one half as much levelheaded careful, efficient work being done for perfecting and building up the party organization as is going on at the present time. This is a fact of great importance, which should be understood by Democrats everywhere. We speak from knowledge when we say that if the same amount of effort had proceeded the election of 1888, which is now being made in many States, we should have elected our candidates in that year.

didates in that year.

We do not propose at this time to describe in describ the extent of this work, but we do desire that every member of the party shall feel the encouragement that we feel, because of the systematic and splendid methods to educate and organize the voters of the country that are being put in operation in States which did not cast their electoral votes for our ticket in 1888,

as well as in the States which the enemy has hoped to win over in that campaign in future campaigns.

Educate! Organize! These are the watchwords of the Democracy to-day. Education and erganization will carry the day in future campaigns. been secured by the many windows on the day in future campaigns just as the three sides.

Woes of a Country Editor-Some two years ago we did a job of print The entrance at the corner of Thirteeth ing for a man just over the county and Chestnut streets has been closed line. Last week, thinking be migh

the entrance, and affords ample facility for a fine display of clothing.

The second floor has been reserved for spring and summer outfits, the third for black goods, and the fourth for general stock. In removing, but one day was lost, which was surprising when it is said that the building is that the building is fairly loaded down with clothing.

And yet you are not sick enough to consult a doctor, or you refrain from so doing for fear you will alarm your-self and friends—we will tell you just what you need. It is Hood's Sarsapar-tilla, which will lift you out of that uncertain, uncomfortable, dangerous condition, into a state of good health, confidence and cheerfulness. You've no ides how potent this peculiar medicine

"Wanted: Help, by man who has just fallen into the river. Apply at

RHEUMATISM

Doe More than Twenty-Ave Years.—A Com-plete Besevery.—The Mouns Used.

I had inflammately Rheumattem. For nearly a year I had to be fed and turned in bed. I could find no relief. My stomach was ruined and cut to pieces with powerful madicines takes to effect a cure so that I was compelled to live on bread and water. I suffered for twenty-five years in this way. I was in-duced to try Dr. David Kannadry Favorits. Remarks

I Am Now Well, thanks to this medicine. Dr. Kennedy's Pavorite Remedy is my best friend. With it I am enabled to enjoy a good nightly rest. Also food, such as mess and pastry, which I have been deprived of for years, showing that the Favorite Harnedy has no equal for she cure of Indigestion and Dyspecies as well. If any should doubt this statement I will send the ready proof at once. Charett Lansing, Troy, N. Y.

It is my pleasure and absolute duty toward those who are struggling for very life against the deadly

Diseases of the Kidneys be add my testimony to the already weighty evidence of the woodse'rul efficacy of Dr. David Kennedy's Favorite Hemady. My wife was a hopeless case, abandoned by the physicians. Dr. David Kennedy's Favorite Hemady was recorded to; not because any hope was placed in it, but because nothing elso remained. All means and medicines had been tested withhout well. The effect was little short of a mirrole. At the second buttle she had required strength, and continuing the breakment) has fully recovered.—Jay Sweet, Albany, M. T.

FAVORITE REMEDY. Price One dollar. Propared at Bondout, H. Y. Dr. Kennedy's Favorite Remedy. DR. DAVID MENNEDY, RONDOUT, R. Y. St. per bottle Stx for St. Sy all drugglets.

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Absorb all disease in the Eldneys and restore them to a healthy condition.
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WESTERN RAILROAD. BLOOMSBURG DIVISION. 

Connections at Rupert with Paliadelphia & Reading Italiroad for Tamanend. Tamaqua, Williamsport, Sunbury, Pottsville, etc. At Northumberland with P. & E. Div. P. & R. for Harrisburg, Lock Haven, Emportum, Warren, Corry, and Eric W. F. HALVIBAD, Gen. Man., Scranton, Pa.

DHILADELPHIA & READING RAILROAD. ON AND AFTER NOV. 10th 1889.
TRAINS LEAVE BLOOMSBURG as follows:

(SUNDAYS EXCEPTED.)

FOR New York, Philadelphia, Reading, Pottaville, Amagua, etc., 630, 11:05 a. m.

For Williamsport, Milton and Danville 7:37 a. m.
16, 11:05 p. m.

For Catawissa 6-03, 7:30, 11:05 a. m., 12:20, 5:00 6:35 p. m. For Rupert 6:00, 7:30, 11:03 a. m., 12:30, 3:16, 5:00, 6:35, 11:03 p. m. TRAINS FOR BLOOMSBURG

TRAINS FOR BLOOMSBURG
Leave New York vi. Palladelphia 7:45 a. m. 4:00
p. m. and via Esston 8:13 a. m. 3:45 p. m.
Leave Philadelphia 10:00 a. m. 4:00 p. m.
Leave Philadelphia 10:00 a. m. 5:50 p. m.
Leave Reading 11:23 p. m.
Leave Reading 11:23 p. m.
Leave Tamaqua 1:21 a. m. 9:18 p. m.
Leave Williamsport 9:15 a. m. 9:15 p. m.
Leave Catawisva 6:55, 8:00 a. m., 1:30, 3:20, 6:15
11:12 p. m.
Leave Rupert 6:16, 7:03, 8:08, 11:21 a. m. 1:38, 3:31,
6:22, 11:21 p. m.
Leave Rupert 6:16, 7:03, 8:08, 11:21 a. m. 1:38, 3:31,
6:22, 11:21 p. m.
Leave Rupert 6:16, 7:03, 8:08, 11:21 a. m. 1:38, 3:31,
6:22, 11:21 p. m.
Leave Statuon Filia. (F. & R. R. R.) 4:25, 8:00, 11:00 a. m.
1:25, 4:30, 5:25, 7:30 p. m. Sundays 4:22, 11:00 a. m.
4:30, 5:34, 7:30 p. m.
ATLANTIC CITY DIVISION. ATLANTIC CITY DIVISION.

Leave Philadelphia, Pier 7, Chestnut Street Wharf, and South Street Wharf.

Week days - Express, 9:00, a. m. 4:00 p. m. Ac-somodation, 1:00 i. m. 4:31 p. m. 4:00 p. m. Ac-Bundays - Express, 9:00 a. m. Accomodation 8:00 i. m. and 4:30 p. m. RETURNING, LEAVE ATLANTIC CITY. Depot corner Atlantic and Arkansas Arenues:
Work days—3kpress, 7:30, a. m. and 4:00 p. m.
completion, 8:05 a. m. and 4:3 p. m.
Sundays—8kpress, 4:00 p. m. Accomposation,
30 a. m. and 4:30 p. m.
C. G. HANCOCK

A. A. McLEOD, Gen'l, Pass, Agent, Vice Pres. & Gen'l, Manager. Pennsylvania Railroad. Philadelphia & Erie R. R. Divis ion, and Northern Central

Railway. TIME TABLE. In effect NOV. 10. 1889. Trains leave Sunbury BASTWARD

9.40 a. m., Sea Shore Express (daily except Sunday), for Harrisburg and intermediatestations arriving at Philadelphia 3.15 p. m.; New York 5.50 p. m.; Baltimore, 3.10 p. m.; Washington A.S.p. m., connecting at Philadelphia for all Sea Shore points. Through passenger coach to Philadelphia. Shore points. Through passenger coach to Philadelphia.

1.39 p. m.—Day Express daily except Sunday), for Harrisbury and intermediate stations, arriving at Pail a deiph a 5.50 p. m.; Washington, 8.15 p. m. Parlor carthrough to Philadelphia and passenger coaches through to Philadelphia and Battlinore.

8.05 p. m.—Henovo Accommodation (daily for Harrisburg and all intermediate stations, arriving at Philadelphia and Battlinore.

8.05 p. m.—Henovo Accommodation (daily for Harrisburg and all intermediate stations, arriving at Philadelphia and Salington 6.30 s. m.

Puilman sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passengers carremain in sleeper undiscurded until a m.

1.50 a. m.—Eri Mail (daily) for Harrisburg and intermediate stations, arriving at Philadelphia case and New York, 8.30 a. m. Through Fullman sleeping cars and passenger coaches to Philadelphia.

2.50 a. m.—Work 8.30 a. m. Through Fullman sleeping cars and passenger coaches to Philadelphia.

phia. 2.50 a.m.—Buthern Express (1 dily) for Harris-burg and intermediate stations arriving at Batte-more 7.20, a.m. 241 Washington 3.45, a.m. and through Pullman Sterping cars to Battim re and Washington, and through passenger coaches to Battimore. 5.10 a. m.—Rrie Mail (daily), for Brie and al Canandaigus at d intermediate stations, Roches-ter, Buffalo and Niagara Falls, with through Pul-man Pala secars and passenger coaches to Erie and Roca-ster. man Para se cars and passenger coaches to fire and Roccaster.

3.55—News Express (daily) (or nock Haven and intermediate stations.

4.45 p.m.—Niagrara Express (daily except sunty) for Kane, Cana isigita and intermediate stations, R whester, Burfale and Niagrar Palls with through passenger coaches to Kane and Rochester through passenger coaches to Kane and Rochester and Parlor car to williamsport.

5.30 p.m. Fast lane (daily except Sunday) for Renovo, Walkins and intermediate stations, with through passenger coaches to Ronovo and Walling.

5.12 p. m. Williamsport Express (Jaily) for Williamsport and Intermediate stations.

THROUGH TRAINS POR SUNBURY PROX THE EAST AND SOUTH. RAST AND SOUTH.

News Express leaves Philadelphia 4.30 a.m. Baitimore, 4.30 a.m. Harrisburg, 8.10 a.m. daily arriving at Sunbury 9.58. a.m. Nagara Express leaves Philadelphia, 8.50 a.m.; Washington 8.60 a.m. Baltimore 9.00 a.m. (daily except Sandaly arriving at Sunbury, 1.43 p.m., with through Parior dar from Philadelphia and harough passenger coaches from Philadelphia and Baltimore.

Fast Line leaves New York 9.00 a.m.; Philadelphia, 11.40 a.m.; Washington, 10.50 a.m.; Baltimore, 11.45 a.m., (daily except Sanday) arriving at Sandary, 5.30 b.m. with through passenger coaches from Philadelphia and Baltimore Williamspor; Express leaves New York 9.00 p.m. Philadelphia 11.45 p.m. Washington 3.31 p.m. Baltimore 4.33 p.m. (daily) arriving at Sunbury 9.15 p.m.

Rite Mail leaves New York 8.00 p.m.; Philadelphia Rite Mail leaves New York 8.00 p.m.; Philadelphia Haltimore 4.13 p. m. (daily ) arriving at 1.5 p. m. (Bris Mail leaves New York 8.00 p. m.; Philadel-Rrie Mail leaves New York 8.00 p. m.; Philadelphia, 11.25 p. m.; Washington, 16.00 p. m.; Baltimore, 13.00 p. m., (daily) arriving at Sunbury 5.10 a. m., with through Pullman Sleeping care from Philadelphia, Washington and Haltimore and through passenger ooaches from Philadelphia (https://doi.org/10.1016/j.m.)

RAILEGAD AND NORTH AND WEST BUANCH RAILWAY. (Dally except suntay.)

Witkesbarre Mail leaves Sunbury 10.00 a. m. arriving at Bloom Ferry 10.40 a. m., Witkes-barre 1.51 p. m.

Express East leaves Sunbury 5.35 p. m., arriving at Bloom Ferry 5.36 p. m., Witkes-barre 7.50 p. m.

Express West leaves Witkes-barre 11.17 a. m. arriving at Bloom Ferry 11.37 p. m. Sunbury 1.36 p. m. Express West leaves Witkes-barre 1.36 p. m. arriving at Bloom Ferry 4.30 p. m., Sunbury 5.30 p. m. Sunbury 1.30 p. m. Sunbury 5.30 p. m.

EXPRESS WITKES WITTEN WITKES WITKES WITKES WITKES WITKES WITKES WITTEN WITKES WITTEN WITTEN WITKES WITTEN W

Wilkesbarre mail leaves Sunbury 10:00 a. m., ar riving at Bloom Ferry 10:45 a. m., Wilkes-Barre 12:10 a.m. Sunday accommodation leaves Wilkle-Barre 5:10 p. m., arriving at Bloom Ferry, 8.59 p. m., Sunbery CHAS R. PUGH, J. R. WOOB, Gen. Manager. Gen. Passenger Agt.

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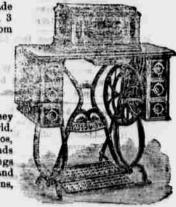
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