MAKE SURROUNDINGS ATTRACTIVE. The Meney Value of Bural Improvements

A recent number of Garden and Forest contains a thoughtful essay on the actual money to be made by improving country

roads and making village and farm sur-roundings attractive. The writer says: One of the strongest considerations in favor of preserving the forests in moun-tain regions like that of New Hampshire tain regions like that of New Hampshire is that they offer irresistible inducement to people in the city who are looking for summer resorts. Many people have come to consider a summer residence among the hills as essential to their comfort as a winter home in the city, and the growing practice among those who cannot afford to support more than one establishment of spending some weeks to receive a start from the confinement. of city life, makes it a matter of importance that provision should be made for those who find bealth and pleasure in

It would be hard to estimate the direct pecuniary advantage which a state like New Hampshire derives from this tide of summer travel which flows towards her mountains all summer long. Every one of these visitors, in some way or other, helps the entire community upor which he depends for a certain time each year for his pleasure and subsistence and it would not be difficult to prove tha the actual and prospective revenue de-rived from this source is so important that the value of the material products of the forests of the state, even under the wisest management, would be insignifi-

But it should not be forgotten that there are thousands of people from the cities who, instead of resorting to mountain and forest regions, or to the shores of the ocean, prefer to spend their summers in quiet country villages and farm houses. Of course it is quite as much to the interest of rural communities to make their neighborhood attractive as it is for the owners of sea coast and mountain land. It is true that this should not be considered as the chief reason for efbe considered as the chief reason for efforts to improve the appearance and add
to the convenience and comfort of country towns. Societies for rural improvement accomplish a good work when they
brighten in any way what is often the
dull side of country life.

Every attempt to beautify the surroundings of country homes and make
them attractive brings its own reward in
the happier life of those who inhabit
these homes. But apart from this there
is a tangible business advantage to be

is a tangible business advantage to be gained by country villages when they are made specially attractive to city vis-ltors; and this profit accrues not to the village alone, but to all the surrounding region, when the farm houses are open region, when the farm houses are open to paying occupation and a market is provided for the products of the farm. It happens in this way that to the popu-lation of a large district it is a matter of actual profit to have the neighboring villages and towns made attractive.

The first work in this direction is to improve the roads so that there is some pleasure, or at least some comfort, in traveling abroad. A visitor who reaches a village over a muddy and rough highway receives no good impression of it, and as the road is also the last thing as well as the first thing which attracts his attention, bad roads are among the most repellant and disagreeable features which any community can present. But where the roads are smooth and hard, with little dust and mud, and where good footpaths abound, a strong inducement is presented to those who love to pass much time in the open air. Of course this is but one feature of the

reform in any community. Shady walks, roadsides clean and bordered with wars, rosusses clean and contered war shrubs, where this is practicable; farm-yards free from unsightly objects, gar-dens neatly planted and kept—all these things not only delight the eye, as manistations of beauty and order always do, but they suggest a cleanliness and propriety in all the details of life, and a roper regard for health and comfort they give assurance of good drainage and pure air, and all other conditions which make a sojourn in the country desirable

Now, inasmuch as all the inhabitants of a given district are interested in matters of this sort, combined action is naturally suggested. The influence of personal ex-ample is undoubtedly great, and many a man, by the proper ordering of his own grounds, has set a pattern which has been followed by his neighbors until an entire community has been regenerated But, after all, these matters can be much more efficiently carried on if it is done in an organized way. Many a town in New England and in the middle states has become prosperous because wealthy men from distant cities have bought lands near by, which have been transformed into beautiful parks, stocked with well bred cattle and horses.

All this was brought about because in the beginning there was unity of purpose in the community to make the town attractive, and transient guests were in-duced to become permanent residents. Examples like this should be an encour-agement to all country neighborhoods, and especially to such as have some natural advantages. There will be no abandoned farms in a region where there is associated effort for rural improvement. Such effort cannot fail, in any event, to add to the comfort and pleasures of rural life, and it is more than probable that it will insure a more substantial return in actual revenue than any other equal outlay in whatever direction it is invested.

A new tire ordinance went into effect in St. Louis Jan. 1. It provides for a double tax to be levied on all vehicles that do not have tires of specified width. The width of tire is to be proportioned to the size of the axle. A steel or iron axle one and one-quarter inches must have tire at least one and one-eighth inches wide, and so up to four inch axle, which requires five inch tire. A like set of specifications are given for wooden axles. Vehicles with axles less than one and one-quarter inches are not subject to the

The Judge's Time Was Precious-

A Southwest Georgia justice of the peace had listened to the evidence in a case that was being tried before him, and when that had concluded one of the lawyers arose to make a speech in favor of his client.

The Judge listened patiently for

half an hour, and then began writing on a piece of paper in front of him. A few minutes later he interrupted the

lawyer by saying:

"Gentlemen, when you finish your speeches you will find my decision written on this piece of paper. You will have to excuse me for a while, as I have to plant some potato slips. Let me know when you have concluded, and I will return and sentence the

It is unnecessary to mention the fact that another young lawyer had his finest effort out short,

The Value of Pure Wine in Sickness. The chief difficulty with reliable

chronic complaints, requiring a tonic, sudorific or diuretic treatment.—Ex-

wines has been their scarcity and richness in body, but this has been removed by the introduction of a pure nature wine, produced by Mr. A. Speer of New Jersey. He has submitted his wine to the test of many celebrated physicians and chemists, and all con cur in its purity, rich medical properties and superiority to all Port Wines. Most of them prescribe it in cases of debility, affections of the kidneys and



SYMPTOMS OF CATARRIL.

sands of cases result in consumption, and end in the graves. By its mild, southing, antiseptic, cleansing and healing properties, Dr. care a feemedy cores the worst cases. **Cold in the Head **B cyred with a few applications. Catarrial Recalcate is relieved and cored as if by magic. It removes offensive treath, loss or impairment of the sense of taste, smell, or hearing, watering or weak eyes, and inpaired memory, when caused by the violence of Catarria, as they all frequently are. Sold by druggests, at fifty cents. Manufactured by World's Busyanany Manufactured by World's Busy

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

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Bloomsburg Pa. February 1st, 1890.

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Prohibition in Iowa

SSISTANT POSTMASTER GENERAL CLARK-SON WANTS THE LAW MODIFIED.

First Assis ant Postmaster General Markson, in an interview lately, spoke of the causes that led to the holding of the late State Convention of lows Republicans opposed to the con-tinuance of the prohibition law. Mr. Clarkson admitted freely that the con-

Republicans, about the beginning of German immigration, modified the law so as to permit the sale of ale, wine and beer. Temperance agitation continued until it grew strong enough to demand prohibition in the form of a constitutional amendment. This was constitutional amendment. This was provided by 3,000 majorty, but the Supreme Court declared he amendment invalid on technical

The temperance people then de-manded the enactment of a prohibitory law by the Republican party, which was complied with. This has been on cial for seven years. Though Mr. Clarkson supported the constitutional amendment and also the prohibitory aw, he feels that while it has proved idmirable for the agricultural towns and smaller towns, it has failed to find the necessary public opinion to enforce it in the larger cities and in the counies along the Mississippi river.

been united in its support, as many as fifty to sixty thousand being opposed to it though they have gone along with the party willing to see the experiment tried. Now that it has partially failed, they insist that the law soull be amended so as to give prohibition to the 80 per cent. of Iowa where public opinion favors and enforces it, but that some other methods of regulating and repressing the traffic should be given to the 20 per cent. of the State

The Republican party has never

"My own judgment," concluded Mr. Clarkson, "is that some such modifica Miss Rashael Cole of Iola. tion should be made. Of course, it would cause some injury to the party, but it is pretty plain that greater in-jury will be caused to the party if it is not done. Besides, if it is right, it ought to be done on that account. The demand of this convention for a silent platform will not be successfu'. It is not the temper of Iowa people to be silent on any question. The prement, modify the law, as demanded by

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the experience of actual trial."

Every ingredient employed in producing Hood's Sarsaparilla is strictly pure, and is the best of its kind it is possible to buy. All the roots and nerts are carefully selected, personally examined, and only the best retained. So that from the time of purchase un til Hood's Sarsuparilla is prepared, everything is carefully watched with a view to a taining the best result. Why don't you try it?

A Few Things Phat Are Worth Remember-

The greatest distance at which actificial sounds are known to have been heard was on December 4, 1832, when the cannon at Antwerp were heard an the Erzgebirge, 370 miles away.

The dolphin is said to be the fastas swimmer in the sas; it has been ob-served to dart through the waters at a rate greater than twenty miles an hour and it is often seen swimming round and round a vess-I that is saling at its highest speed.

There exist at present 3 064 different languages spoken by the inhabitants of our globe, whose religious convictions are divided into 1,000 differ-

ent erceds. The time required for a journey around the earth by a man walking day and night, without resting, would be 438 days; an express train, 40 days sound, at a medium temperature, 321 hours: a cannon ball, 217 hours; light, a

and electricity, passing over a copper wire, a little less than one-tenth of a Five Strong Points of B. S. S.

little more than one-tenth of a second;

1st. It is entirely vegetable, contains no minerals or poison of any kind, and builds up the system from the first

2d. It cures Cancer of the skin. No other remedy or treatment was ever known to cure it. 3d. It cures hereditary Blood Taint,

even in the third and fourth generations. No other remedy has ever done it. 4th. It has never failed to eradicate

Scrofula (or King's Evil) in all its forms from the system giving relief from the consequence of this bane of the human family.

"My blood had been so out of order during the summer of 1888 that I virtually had no health at all. I had no appetite; nothing I ate agreed with me. I was feeble, puny, and always feeling bad. I had tried various remedies without receiving any benefit, until at length I commenced on Swift's Specific (S. S. S.) That medicine in-creased my weight from 155 pounds to 177 pounds in a few months, and made me as well and healthy as any man now living. S. S. S. is unnoubtedly the greatest blood purifier to day on the American continent. John Bellew. No. 449 North State St., Chingo, Ill.,

Musical Wolves.

PLAINSMAN TELLS A FUNNY STORY OF VENTURESOME TENDERPOOT.

Sill further proof of the superior character of the wolf is fund, according to Mr. Munford, in is musical taste. He sa, s that once upon a time a tenderfoot came to his c.bin in Februsry and engaged his help in securing a number of wolf pelvs. As the easiest way to accomplish this Mr. Munford anointed the man's heels with a safetida and sent him off up a gerge where wolves were known to be. Wolves will always follow such a trail. The man was to go to a tree previously pointed out and climb into the branch s and from that perch shoot as many wolves as he liked, for it was certain that the wolves in smelling the drug would make haste to come to him. The pelt gatherer started off as discribed, but very much sooner than he ex preted he heard the hoad of the first amorous beast on his trail. He was-startled by this and when a few mom ents later another soulful howl madhe air tremble he became alaimed. The tree seemed a terrible way off and for it he fied for dear life, with the wolves in hot pursuit. Out of breath and half wild with fear he reached the tree and up be went. In his excite ment he left his r fle on the ground. A few minutes later a half dozen wolves were snarling and yelping beneath and biting at the bark of the tree in the most ferocious manner.
The tenderfoot, being safe, recover

ed his composure after a little, but the wolves continued to snarl and fight under the tree. The man to pass vention was composed of influential wolves continued to snarl and fight under the tree. The man to pass away the time until Mucford should a man to pass away the time until Mucford should a man to pass away the time until Mucford should a man to pass to his reson. come to his rescue, took a mouth organ lowa, Mr. Clarkson said, has always "Home, Sweet Home." As the strains b en a strong temperance State. In floated out on the air the wolves stop the fifties the Democrate, when in control, enacted a law prohibiting the came over each wolf's face. They sale of lighors, wines and beers. The swayed and stepped from side to side ped fighting. A look of astonishmen and then down they squatted on their the civil war, under the influences of haunches, np went their noses, and with eight of a row of wolves sitting up as an andience to such a concert and encoring the star performer in such acents was too much for Munford and he rolled on the ground and laughed and shouted aloud. Thereupon the wolves clapped their talls between heir legs and sneaked away through the brush, and the hunt was off for that day. -From the New York Sun.

MARRIED.

EVERETT-NEYHARD.-On March 25th, 1890 at the residence of the bride by Rev. Samuel W. Sears, Mr. F. M. Everett and Miss Emma A. Neyhard both of Bleomsburg Pa.

MATHER-GIRTON-On March 29 1890 by Rev. Samuel W. Sears Mr. Harry Y. Mather and Miss Ella J dirton both of Blomsburg Pa.

WEAVER-BOMBOY .- On April 2, 1890, at the bride's home, by Rev. Samuel W. Sears Mr. W. M. Weaver and Miss Maggie M. Bomboy both of Bloomsburg Pa. where experience shows that it never ECKROTH - COLE -On March

> Harry Eckroth of Bloomsburg and RHONE-MILLER.-At his resi dence in Jackson Twp. on March 8th 1890, by W. L. Yorks, Justice of the Peace, Mr. John A Rhone of Jackson to Miss Nancy A. Miller of Sugarl af

20th 1890 by Rev. W. T. Auman Mr.

all of Col. Co. Pa. AMMERMAN-SAVAGE-At the res dence of the brides mother in E-py Columbia Co Penna, March 13 1890, by Rev. T. H. Tubbs. Mr. Oscar Am-

merman of Light Stret to M ss Maggie Savage of Espy, Pa. HUNSINGER --- NAUS --- Josiah Hunsinger and Emma Naus both o Beaver Twp. April 3 1890, by Guy

Jacoby, Justice of the peace. **DUSTERS** ARE THE BEST.



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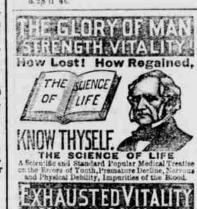


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PHILADELPHIA & READING RAILROAD. ON AND AFTER NOV. 10th 1889.

ON AND AFTER NOV. 10th 1889.
TRAINS LEAVE BLOOM SBURG as follows:
(GUNDAYS EXCEPTED.)
For New York: Philadelphia, Reading, Pottsville, atmagna. etc., 8-20, 11-05 a. m.
For Nulliamsport, Milton and Danville 7-30 a. m.
For Nulliamsport, Milton and Danville 7-30 a. m.
For Catalat at 8-30, 7-30, 11-35 a. m., 12-20, 5-30 s. p. m. p. m.
 For Eupert 6-9, 7:89, 11:03 a. m., 12:20, 3:16, 5:00, 33, 11:35 p. m.
 THAINS FOR BLOOMSBURG THAINS FOR BLOOMSBURG

Lave New Y y'st via Pulladei(hits 7:15 a. m. 4:0)

p. m. and vix S school 8:15 a. m. 8:15 p. m.

Leave Palladei(hits 10:0) a. m. 7:5 p. m.

Leave Reading 1:55 a. m. 7:5 p. m.

Leave Rottsvike 2:30 p. m.

Leave Cottavike 2:30 p. m.

Leave Williamsport 9:5 a. m. 4:15 p. m.

Leave Williamsport 9:5 a. m. 4:15 p. m.

Leave Williamsport 9:5 a. m. 4:15 p. m.

Leave Rupert 6:15, 7:03, 8:08, 11:31 a. m. 1:38, 3:31, 6:22, 11:21 p. m.

Leave Rupert c.15, 1805, c.05, and the West via B. 622, 11:21 p. m.
For Bultimore Washington and the West via B. & O. R. R., through trains leave dirard Avenue Statuon Phila. (P. & R. R.) 4:15, 8:20, 11:00 a. m. 125, 4:25, 2:31, 7:20 p. m. Sandays 4:25, 11:30 a. m. 4:30, 5:51, 7:30 p. m.
Al Lanvic City Division. Leave Palis leights, Pier 7, Chestnut Street Wharf, and South Street Wharf:

FOR ATLANTIC CITY.

Week firs - Stores, 8.0), a. m. 400 p. m. Accommodation; 1:0 a. m. 401 p. m.

Rundings - Stores, 8.0) a. m. Accommodation 8:00
a. m. and 6:31 p. m. BETURNING, LTAYS ATLANTIC CITY. Depot corner Atlantic and Arkansis Avenues:
Week days—Sepress, 7:30, a. m. and 4:30 p. m.
coomodavion, 8:35 a. m. and 4:3 p. m.
Sundays—Sepress, 4:30 p. m. Accomodation,
30 a. m. and 4:3 p. m.
C. G. HANCONER

A. A. McLE D. Gen'l, Pass. Agent. Vice Pres. 4 Gen'l, Manager. Pennsylvania Railroad. Philadelphia & Érie R. R. Divis

> ion, and Northern Central Railway.

TIME TABLE. in effect NOV, 10, 1889. Trains leave Sunbur RASTWARD 9.40 a.m., Sea Shore Express (daily except sandar), for Harrisburg and intermediatestations arriving at Philadelphia 3.15 p. m.; New York 3.50 p. m., Baltimore, a.10 p. m.; Washington 3.55 p. m., connecting at Philadelphia for all sea shore points. Through passenger coach to Philadelphia.

Shore points. Through passenger coach to Philadelphia.

daily except Sunday), for Harrisburg and Intermediate stations, arriving at Palladelph a 6.50 p.m.; New York, 9.35 p.m.; Baitmore 6.45 p.m.; New York, 9.35 p.m.; Baitmore 6.45 p.m.; Washington, 8.16 p.m. Parior car through to Philadelphia and Baitmore.

8.05 p.m.—Rehovo Accommodation (daily for Harrisburg and allintermediate stations, arriving at Philadelphia 4.55 m.; New York 7.16 a.m. Baitmore, 8.15 s.m.; Washington 6.36 a.m. Pullman sleeping our from Harrisburg to Philadelphia and New York. Philadelphia passengers carremain in Sleepor undularied until 7 a.m.

1.50 a.m.—Eric Mail (daily) for Harrisburg and Intermediate stations, arriving at Philadelphia 5.56 a.m. New York, 9.50 a.m. Through Pullman steeping cars and passenger coaches to Philadelphia. phia.

2.50 a.m.—southern Express (1stly) for Harria.

2.50 a.m.—southern Express (1stly) for Harria.

2.50 a.m.—southern Express (1stly) for Harria.

burg and intermediate scatters arriving at Baltimore 1.50, a.m. and it was suggested to Sattimore and Washington, and through passenger coaches to Baltimore. WESTWARD.

WESTWARD.

5.10a. m.—Brie Mail (daily), for Eric act at Ushandagus as d intermediate stations, Rochester, Buffale and Niagara Falls, with through Furman rate scars and passenger coaches to Eric and Rocasser.

2.58—News Express (daily for lock Haven and intermediate stations.

1.48 p. m.—Niagara Express (daily except sunty) for Kane, Cana visigua and intermediate stations, it chester, Buffale and Niagara Falls with the ugip passenger coaches to Kane and Rochester and Farlor car to Williamsport.

5.30 p. m. Fast Line daily except Sunday): coover, Watkins and Intermediate stations. In through passenger co sches to kenovo and Williamsport and Intermediate stations.

9.15 p. m. Williamsport Express (laily for Williamsport and Intermediate stations.

THROUGH TRAIN. FOR SUNNICRY FRONT THE THROUGH TRAIN FOR SUNBURY FROM THE MANUGHI TRAIN- FOR SUNBERY FROM THE BANT AND SOUTH.

News Express leaves Palladetphis 4.30 a.m. Baltimore, 4.30 a.m. Harrisburg, 8.10 a.m. daily striving at Sunbury 9.83 a.m.

Niagara Express leaves Philadetphia at Sunbury 9.83 a.m.

Niagara Express leaves Philadetphia and leaves Philadetphia and surough passenger coaches from Philadelphia and lattimore.

First Line leaves New (or 2.00 s.m.; Philadelphia, 11.40 a.m.; Washington 10.60 a.m.; Baltimore, 11.40 a.m.; Washington 10.60 a.m.; Baltimore, 11.40 a.m.; Washington 10.60 a.m.; Baltimore, 11.40 a.m.; Chalif except Sunday striving at Sunbury 9.30 p.m. with through passenger coaches from Philadelphia and Hatilmore (Willamport Express leaves New York 2.00 p.m. Philadelphia phia, 11.20 p.m., (daily) arriving at Sunbury 9.10 p.m.; Baltimore 9.15 p. 10. (daily) arriving at Sunbury 9.16 p. m., (daily) arriving at Sunbury 9.16 p. m., (daily) arriving at Sunbury 9.16 p. m.; Washington, 10.00 p.m.; Baltimore, 11.20 p.m.; Washington, 10.00 p.m.; Baltimore and through passenger coaches from Philadelphia, Washington and Baltimore and through passenger coaches from Philadelphia

SUNBURY, HAZLETON & WILKESBARRE BAILROAD AND NORTH AND WEST BRANCH RAILWAY. (Datly except sunday.)
Wilkesbarre Mail leaves Sunbary 10.00 a. m
rriving at Bloom Ferry 10.18 a. m., Wilkes-barre

without at Bloom Perry 10.48 a.m., Wilkes-barre 13.10 p.m.
Express East leaves Sunbury 5.35 p.m., arriving at Bloom Perry 6.36 p.m., Wilkes-barre 7.30 p.m., Sunbury Mail leaves Wilkes-barre 11.17 a.m. arriving at Bloom Perry 12.37 p.m., Sunbury 1.30 p.m. Express West leaves Wilkes-barre 2.05 p.m., arving at Bloom Perry 4.50 p.m., Sunbury 5.30 p.m. arving at Bloom Perry 4.50 p.m., Sunbury 5.30 p.m. SUNDAY TRAINS. Wilkesbarre mail leaves sunbury 10:00 a. m., ar riving at Bloom Ferry 10:40 a. m., Wilkes-Barre 12:10 a. m. Sunday accommodation leaves Wilkes-Barre 5:10 p. m., arriving at Bloom Ferry, 6:39 p. m., Sunbury 20 c m. CHA L PUCH, J. R. WOOD, Gen. Manager, Gen. Passenger Agt.

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