HE CANADIAN ROAD MAKERS.

They Are Doing Good Work in a System-

It would be impossible for any town to bear the expense of macadamizing all its main roads at once. The cost would its main reads at once. The cost would eat up the entire property of the town. Such a proposition is manifestly absurd on its face. But the cost of macadamizing a short portion of the main reads of the town each year, in pursuance of a complete plan which would spread the work over fifty years, would not be great. It would not be so great each year as the cost of maintaining the extra teams which bad roads compel farmers and teamsters to maintain.

teamsters to maintain.

In many parts of Canada they have as good roads as Europe—roads which are a daily blessing to every traveler, and which invariably draw from the visitor of New England habitat the wonder how so poor and sparsely settled a country as Canada can have so much better roads than thickly settled, rich New England.
The answer is simple: The Canadian road makers began with an intelligent plan and purpose. For years they have been macadamizing as much road as their means would allow. Every season great piles of stone are broken and heaped all along the roadside. When a bole declaration is all their means would allow. than thickly settled, rich New England hole develops itself enough of these broken stones are taken from the nearest plie to mend the defect while it is slight.

When the road making season comes on, what is left of the broken stones is used to extend the macadam. Every year the area of good roads extends, and year the area of good roads extends, and every year the good roads grow better. If, fifty years ago, the business of road making in this little state had been un-dertaken with a similar purpose and purdertaken with a similar purpose and pur-sued with similar economy and skill, there would not today be a single mile of bad, or even poor, road in Connecticut. If a similar plan should be adopted this year, another half century would see the same result, without any appreciable yearly increase in the cost of road making, and with a constantly decreasing ex-penditure for horse flesh and wagons.— Norwich (Conn.) Bulletin.

Convict Work on County Roads.

A correspondent of The Louisville
Courier-Journal thinks that it would be a good thing in all respects if persons un-dergoing confinement for minor offenses were employed in bettering the condi-tion of county roads. He says:

"The proposition to work the county roads with jail prisoners convicted of roads with jair prisoners convicted or misdemeanors seems worthy of public attention. The city is hardly less inter-ested than the county in having good county roads, especially near the city, for not only do many of our citizens use them, but upon their condition depends the cheap and quick delivery of the larger part of what we live on. With better roads we can have better and better roads we can have better and cheaper meats, vegetables, fruits, milk and butter; cheaper hay and corn for our stock, less wear upon every city wagon or carriage that goes into the country. Besides, the people of any city have a direct interest in the building up of the country immediately around it.

"The market gardeners around Chicago maintain many hundreds of the business houses of that city. I suspect that \$10,000 expended annually by the city of Louisville in keeping up good roads extending, say, five miles from the city limits would yield benefits to the city five times greater in proportion than

city limits would yield benefits to the city five times greater in proportion than any sum we could expend upon any railroad. And yet the benefits from railroads are so great that we have wisely expended many millions in creating them. It may be said that the country should build its own roads.

"But many cities find it to their own interest to build railroads into counties the people of which do not contribute a dollar toward building them. May it not likewise be to the interest of Louisville to develop, by roads, the country around her, even if the country people do not

her, even if the country people do not see the importance of it?

"Our county roads are now worked by the people who live near them. If they should be worked by the jail prisoners there would be no interference with our there would be no interference with our city working men. On the contrary, it would only benefit them by giving them more and better and cheaper food. As it is the prisoners are useless, cooped up and being diseased. To work such as are able bodied would be better for them and a great gain to both country and city."

No Central Supervision Provided. A bill pending in the Pennsylvania legislature provides for a uniform road tax of seven and a half mills, to be raised in each county by a board of road comers, and expended under their dimissioners, and expended under their direction by a county engineer, provided
that not less than 40 per cent. of the road
tax shall be expended in macadamizing
or other permanent improvement. The
act further provides that the county engineer shall be appointed by the court of
common pleas, that the roads shall be
classified into highways, roads and lanes,
that the county shall be subdivided into
districts, each in charge of a supervisor. districts, each in charge of a supervisor, and that he shall make plans and specifications for all work upon roads, and re-port at stated periods concerning the same. The only defect in the proposed plan is its failure to provide some cen-tral supervision for the entire state, so that the roads should be constructed and ned on a uniform system in the maintained on a ur different counties.

Pennsylvania Suggestions The Pennsylvania state board of agriculture, in session at Bethlehem re-cently, spent one day discussing the mat-ter of getting better roads, and finally voted suggestions for road legislation as follows:

First—Privilege of working out road taxes to be repealed.

Second—Supervisors to employ labor where best value can be obtained, preference to be given to home labor.

Third—That all commodities of equal

real estate.

each county shall be appointed to pre-pare plans and supervise the work of road building.

One of the remarkable things in Utah is a mountain near Salt Lake City completely covered with oyster shells.

— Current Literature.

Well and Happy.

I take pleasure in submitting the following statement of facts that you may know the great benefit that has resulted from the use of your Specific in the case of my little daughter, now ten years of age. The child, when two years of age, had a severe attack of scarlet fever, which left her with shattered constitution. Among other evitered constitution. Among other evi-dences of impaired nutrition was what the doctors called softening of the the doctors called softening of the bones. In her fifth year she happened to a slight accident which resulted in the dislocation of the hip joint, and, from the irritation thus set up, terrible abscesses of the hip ensued. The abscesses, despite the best medical treatment that could be obtained, remained for three years displaying continu for three years, discharging continu-ously. At this time through the influ-ence of friends, I put her on your S. S-S. When this treatment was commenced the abscess was very large, having six perforations, pus discharg-ing through them all. During this ing through them all. During this treatment several spiculae of bone came out, and by the time she had finished her fifth bottle the abscess had entirely healed, her applitte and general health had been restored; in short, she was well and happy and so continues.

Mrs. J. A. Wiegner.

Lower Main St., Slatington, Pa.

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Chinese Torture.

WHAT THE PUNISHMENT OF LING CHE REALLY MEANS.

The last certainly amounts in theory to torture of the most horrible kind. It is applicable only to criminals of the deepest dye, such as rebels, parriides, women who kill their busband or marderers who kill three persons of one family. It is called variously the lingering process, the slow and painful process, slicing to death, etc., and the prescribed method seems to correspond with the last named term. The skin of the forehead is supposed to be sliced down, the cheeks slashed the nose slit, the breasts sliced off, the stomach gash ed, etc., before the coup de grace ed, etc., before the coup de grace is given. But when we some to ask how far the legal sentence is put in actual execution we find some conflict of test imony. Mr. Giles affirms that "a slight gash only is made across each collar bone, and three gashes across the breast in the shape of the character meaning 1,000, (indicating the number of strokes the criminal ought to have received), and that decapitation follows received), and that decapitation follows without delay." But in the only case where I have heard of a foreign witness the process seems to have approximated much more nearly to the legal prescription than to this a-samption. But methods of execution seem to be occa-ionly employed, at the least in the south, which find no sanction in the south, which and no sanction in the code. Cases have come under the notice of foreigners of death by crucifixtion and the victim being suspened by the neck in a cage in such a way that he can only touch the ground with the tip of his toes and being left to die forestern the can be such as a such OF EVERY DESCRIPTION

Suits made to order at short notice and a fit always guaranteed or no sale. Call and examine the largest and best selected stock of goods ever shown in Columbia county.

Store The law, the usual practice in a given region would seem to be materially influenced by local popular opinion. One who would generalize from experience in Kiang-Soo would excite a smile in Kwang-Sung, jist as the impressions of one who had lived in Shan-Tung would seem foreign to a resident in Fohkien.—From the Fortnightly Neview.

Burning Judas In Efficy.

ONE OF THE OLD-TIME EASTER EVE CUS-

TOMS IN PORTUGAL Whatever may be said against the Portuguese, they are merry and amiable bright and child-like. The latter trait is visible in many customs and usages, which make a childish impression on the mind of a Northerner. Most prominent among these customs, the burning of Judas in effigy 1s passionately engaged in on Easter eve. Deep mourning oppreses the whole population during the Passion Week. The hundreds of bell towers have to keep hundreds of bell towers have to keep their brazen tongues quiet; military music and pianos are kept quiet. Veil-ed in black mantillas the dark, ourley-haired beauties glide from one church to another, and on Good Friday the whole city seems to be sunk in one

whole city scens to be sank in one long worship of the asatonement.

With subrise on Saturday things stir outside. A mysterious activity begins on the streets, and the Portuguese street urchin offers to cotribute his last ten reis toward the universal pleasure. "Judas" is the order of the dzy, and "Judas" is the order of the day, and the betrayer appears in thousands of varities in effigy. There is scarcely a house in front of which there is not a grotesquely attired figure, of life size, with a hideous face and a long beard, set upon a funeral pile. And not only at house and gardens do we find them, but also higher the size that are the size of also high up in the air on ropes drawn across the streets hang the fantastical images and caricatures of the lost one. STOVES, PUMPS, FITTING, added a woman for company, so that

he will not be alone in the dread hour, which is in store for him. The multitude crowd each other in the streets; rich and poor, old and young are crowded together. With imp reacce they await the great mo-ment. At lest the bill of the Se, the beautiful, grand cathedral, rings forth a warning of the approach of Raster, and then arises an unexampled noise, a shouting, a rejoicing, a laughing and a cannonade which mocks that of Metz

ni Sedan. The bodies of the unforturate First door Bloomsburg Opera House Judases are filled with powder and straw, they explode with dreadful noise and immediately all the Judases are consumed by the flames. In a few minutes the whole city is naturally en veloped in the thickest smoke, and those possessing the sense of smell quickly flee homeward, or possibly out as far as the blue sea to breathe fresh air again. When the fun is over the streets are in great d'sorder, and it is difficult work during the few remaining afternoon hours to give the city a holiday air.—From the German.

Pure Brandy.

We call our readers attention to the following testimonial from andoubted authority on the excellence and purity of Speer's P. J. Brandy.

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MR. SPEER:

Mr. Spree:

I congratulate you on a recent unsought testimonial as to the purity of your brandy. Lady Duffs Hardy, of London, England, an old sequaintance of mine, on testing from the bottle of brandy we brought from Passaic the other day, immediately asked me to get a like one for her, I did this morning. The English aristocrats, you know, male and female, are pretty good indees of brandy. udges of brandy.

Wishing you every success in you really good Work, PRENTICE MULFORD

Lord Beaconsfiela.

DISRARLI WAS UTTERLY CRUSHED BY THE PAILURE OF HIS FIRST SPEECH.

How pleasant it was after the long dreamy hours of the House of Com-mons to find oursely a in such a obserfol house as Deepd no, where host and hosters only cared for the happiness of their guests! I rememb r Mr. Disraelt always posted down from L ndon. He The Greatest Blood Purifier considered there was no injoyment equal to traveling in a comfortable curriage with a pair of good posters. How much was the charm of the travel enchanted when it was to enjoy a per-iod of repose in a house which poss seed what a poet wrote every house should possess, the three L's-light,

It was on such occasions that Mr. D'arach would tell us the tale of his early life, which really was the life of Vivian Grey. The Quarterly Review

"No one can forget his first impressions reading 'Vivi n Grey,' and it m y well be understood that those who en-joyed the privilege of listening to his tale of the dawn of that ambitious, grand and crowded life can never forgrand and crowded life can never for-get it. Like Napoleon, he achieved eminence, not only without any extran eous aid, but in spite of every disad-vantage. He again, like Napoleon, had faith in himself. It is easy to preach the doctrine of humility; but more careers are sacrificed by men underating than overating themselves. He possessed the admirable quality of

rising after failure—defeat never crush-ed him. Like the fabled oak, he was strengthened by every blow."

It is well known that his failure on the occasion of his first speech in the House in no way daunted most men. Henry Bulwer, afterward Lord Dalling, told me that he drove with Disraeli from Gore House after this disappoint. from Gore House after this disappointment, and that he was in a most dejected state. Sheil said it was not a breakdown, it was a crash-down. A very short time elapsed before he addressed the House again, and sat down aimed cheers from all sides. It wastold of him—he never told it himself—during his boyhood that he was asked by Lord Melbourne: "Well what do you intend to be!" and his ready reply was "Prime Minister." These part ply was "Prime Minister." These parties at the Deepdene succeeded his marriage, when he returned from a long continental tour, during which he was eceived with distinction in every court and every society. By every account in Paris he was the observed of all—the representatives of all parties and puinions paid homage to his intellect. He was on the most friendly terms with the King, with whom he was frequently closeted. Lord Brougham, who was at paris at the same ti e, found himself eclipsed and saw Disraelt's success with ill-concealed annoyance.
From Blackwood's Magazine.

A Popular Implement

Charles Law, of Pittston, Pa, bas a peculiar bronze instrument that was found near the scene of the famous found near the scene of the famous Wyoming Valley massacre, below undisturbed alluvial soil. It is ten inches long and two inches in diameter, resembling an ordinary rolling pin. In each end are the rusty remains of an iron or steel spike. Through the body of the implement is an eye two inches long for the attachment of a handle. It is identical with the bronzes in the British Massam and will be given to British Museum and will be given to the Smithsonian Institution.—From

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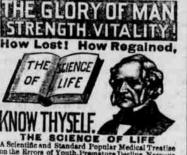
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ARAILROAD.
ON AND AFFER NOV. 10th 1889.
TRAINS LEAVE BLOOMSBURG as follows:
(SUNDAYS EXCEPTED.)
For New York, Paliadelphia, Reading, Pottaville, Camaqua, etc., 6:00, 11:96 a. m.
For Williamsport, Milton and Danville 7:37 a. m. etc., 6:10:35 p. m.
For Cata wi-sa 6:03, 7:30, 11:05 a. m., 12:20, 6:00
35 p. m. 1:35 p. m. For Rupert 6:03, 7:30, 11:03 a. m., 12:20, 3:16, 5:00 1:33, 11:05 p. in. TRAINS FOR BLOOMSBURG

TRAINS FOR BLOOMSBURG
Leave New York via Philadelphia 7:45 a. m. 4:00
p. m. and via Easton 8:15 a. m. 3:45 p. m.
Leave Philadelphia 10:00 a. m. 6:00 p. m.
Leave Philadelphia 10:00 a. m. 6:00 p. m.
Leave Peating 11:20 a. m. 7:57 p. m.
Leave Pottsvilie 12:30 p. m.
Leave Williamsport 9:15 a. m. 4:15 p. m.
Leave Williamsport 9:15 a. m. 4:15 p. m.
Leave Catawissa 6:55, 8:00 a. m., 1:30, 3:30, 6:15
Il:12 p. m.
Leave Rupert 6:16, 7:03, 8:03, 11:21 a. m. 1:38, 3:31,
6:22, 11:21 p. m.
For Baltimore Washington and the West via B.
8 O. R. R., through trains leave Girard Avenue
8 tation Phila (P. & R. R. H.) 4:25, 8:00, 11:00 a. m.
1:35, 4:34, 5:34, 7:30 p. m. Sunlays 4:25, 11:00 a. m.
4 TLANTIC CITY DIVISION.
Leave Philadelphia, Pier 7, Chestnut Street
Wharf, and South Street Wharf:

FOR ATLANTIC CITY.

Week days—Express, 9:00, a. m. 4:00 p. m. Acomodation, 5:30 a. m. 4:31 p. m.
Sundays—Express, 9:00 a. m. Accompdation 8:00
a. m. and 4:30 p. m.

BETURNING, LEAVE ATLANTIC CITY. Depot corner Atlantic and Arkansas Avenues:
Week days—Express, 7:30, a. m. and 4:30 p. m.
Sundays—Express, 4:30 p. m. Accommodation, 5:35 a. m. and 4:31 p. m.
Sundays—Express, 4:30 p. m. Accommodation, 5:30 a. m. and 4:31 p. m.
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A. A. McLEOD,
Gea'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 EASTWARD 8.40 a. m., See Shore Express (daily except sunday), for Harrisburg and intermediate stations rriving at Philadelphia 3.15 p. m.; New York 50 p. m.; Baltimore, 3.10 p. m.; Washington 55 p. m., connecting at Philadelphia for all sea hore points. Through passenger coach to hiladelphia.

Shore points. Through passenger coach to Philadelphis.

daily except Sunday), for Harrisburg and intermediate stations, arriving at Ptiladelph a 4.50 p.m.; New York, 9.35 p.m.; Baltimore, 4.50 p.m.; New York, 9.35 p.m.; Baltimore, 4.50 p.m.; New York, 9.35 p.m.; Baltimore, 4.50 p.m.; Washington, 8.15 p.m. Parior carthrough to Philadelphia and Baltimore, 6.50 p.m.—Henovo Accommodation (daily for Harrisburg and all intermediate stations, arriving at Philadelphia 4.25 a.m.; New York 7.10 a.m.; Baltimore, 5.15 a.m.; Washington 6.30 a.m.; Puliman sleeping cartrom Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeping cutoustured until 7 a.m., 1.50 a.m.—Brite Mali (daily) for Harrisburg and intermediate stations, arriving at Philadelphia 6.50 a.m. New York, 9.30 a.m., Through Pullman sleeping cars and passenger coaches to Philadelphia phia.
2.50 a. m. -50 atthern Express (1 sily) for Harris-burg and intermediate stations arriving at 8 sitt-more 1.50, a. m. at i Warrington 8.45, a. m. and through rultim as Seping cars to Saltimore and Washington, and through passenger coaches to Hallimore.

WESTWARD.

5.10 a. m.—Eric Mail (daily), for Eric acl at Canandaigua and informediate stations, Rochester, Buffalo and Niagara Falls, with through Pullman Pais secars and passenger coaches to Brie and Rocassier.

9.53—News Express (daily) for took Haven and intermediate stations.

1.43 p. m.—Niagara Express (daily except Sunaly) for Kane, Cana algua and intermediate stations, R. theater, Buffalo and Niagara Pails with through passenger coaches to Kane and Rochester and Parior car to williamsport.

5.30 p. m. Fast line (daily except Sunday) for Henovo, Watkins and intermediate stations, with through passenger coaches to Renova and Wallins.

9.18 p. m. williamsport Express (daily) for Williamsport and intermediate stations.

THROUGH TRAIN POR SUNBLERY PROS. THE

THROUGH TRAINS FOR SUNBURY FROM THE RANT AND SOUTH. RANT AND SOUTH.

News Express icaves Philadelphia 4.50 a. m. Baltimore, 4.50 a. m. Harrisburg, 5.10 a. m. daily arriving at Sunbury 4.53 a. m. Nagara Express leaves Philadelphia, 8.50 a. m. Harrisburg, 5.10 a. m. daily arriving at Sunbury 4.53 a. m. Nagara Express leaves Philadelphia, 8.50 a. m.; Washington 8.10 a. m. Baltimore 9.00 a. m. (Washington 8.10 a. m. Baltimore 9.00 a. m. (Maily except sunday arriving at Sunbury, 1.43 p.m. with through Parior car from Philadelphia and Baltimore.

Fast Line leaves New York 9.00 a. m.; Philadelphia, 11.60 a. m.; Washington, 10.60 a. m.; Baltimore, 11.45 a. m., (daily except sunday) arriving at Sunbury, 5.50 p. m. with through pescarger coaches from Philadelphia and Baltimore Williamsoors Express leaves New York 9.00 p. m. Philadelphia 11.45 p. m. (daily) arriving at Sunbury 9.15 p. m.

Bric Mail leaves New York 2.60 p. m.; Philadelphia, 11.25 p. m.; Washington, 14.60 p. m.; Philadelphia, 11.25 p. m.; Washington, 14.60 p. m.; Baltimore and through passenger coaches from Philadelphia, Washington and Baltimore and through passenger coaches from Philadelphia, Washington and Baltimore and through passenger coaches from Philadelphia

UNBURY, HAZLETON & WILKENBARRE RAILROAD AND NORTH AND WEST BPANCH RAILWAY.

(Dally except sunday.)

Wilkesbarre Mail leaves Sunbury 10.00 a.m. arriving at Bloom Perry 10.48 a.m., Wilkes-barre 12.10 p.m.

Express East leaves Sunbury 2.38 p. m., arriving at Bloom Perry 6.26 p. m., Wilkes-barre 7.50 p. m. Sunbury Mail leaves Wilkesbarre 11.17 a.m. arriving at Bloom Perry 12.37 p. m., Sunbury 1.30 p. m. Express West leaves Wilkes-barre 2.06 p. m., arriving at Bloom Perry 4.30 p. m., Sunbury 5.20 p. m. ving at Bloom Perry 4.30 p. m., Sunbury 5.20 p. m. SUNDAY TRAINS.

Wilkesbarre mail leaves Sundury 10:00 a. m., ar riving at Bloom Ferry 10:48 a. m., Wilkes-Barre 12:10 a.m., Sunday accommodation leaves Wilkes-Barre 5:10 p. m., arriving at Bloom Ferry, 5.39 p. m., Sundury 1:30 p. m. CHAS, R. PUGH, J. H. WOOD, Gen. Manager, Gen. Passenger Agt.

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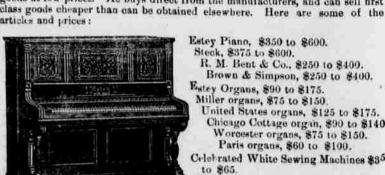
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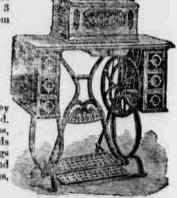
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