NOW TO USE THE ROAD SCRAPER Coeful Hints on the Repairing of

Reads.

In a little book on "Improvement of Highways," prepared under the auspices of the League of American Wheelmen, an anonymous writer, who is vouched for as authority, writes as follows on the subject of road making as applied to the

care and improvement of the track:
"To provide a smooth highway," he says, "is now a very simple and inexpen-sive work, as labor saving machinery has recently been introduced which, un-der ordinary conditions, is very effective. der ordinary conditions, is very effective.

The 'road scraper,' or hone, mounted
in a frame en wheels and geared
so that it can be set to any plane
and angle, will smooth off and
round up a dirt road quickly and
cheaply, compared with former methods.

The general practice of the road master
has been to defer the annual repairs till
such a time as the farmer has most leismer or realization to work out this realure or inclination to work out the road tax; this would usually be late in the summer, or even in the fall when the road crust is at its hardest stage, and after being broken up and spread anew is too dry to harden again readily. Now that the 'road hone' may be used, work that took a week in the fall may easily be done in a day in the spring. Thus the road will be in the right form for the road will be in the right form for summer travel at the opening of the season, instead of at its close. This would also be making the repairs at the earliest opportunity after the chief damage is done. The worst ruts and ridges are formed, early in the spring when the frost is thawing out, and the ground, being loose and porous, absorbs all the rainfall till the road bed becomes spongy and miry. When the ground has dried sufficiently to be neither muddy nor crusty, the rough ridges are in their most friable condition. They in their most friable condition. They can then be planed down with the road hone with much greater case, and the material carried into the ruts and holes, will pack and harden much better than at any other time, whether the road be chiefly clay, loam, sand, gravel or small stones. This medium stage of dryness gives the best conditions for easy and effective work. If the work be neglected for only a few weeks, the crust may become so hard under the constant pres-sure of traffic and the baking sunshine that the hone can make no impression on it. If the work be deferred till summer or later, the 'crown' will probably be worn off the center of the road, and instead of shedding rain to each side it will carry it along like a water course. Heavy thunderstorms often cause great damage when a road thus becomes flat or hollow in the middle. To restore the proper form when the margins become high and hard is very laborious work, whether done with pick and shovel or with plow and scoop. The material will not pack readily in dry weather, and the newly repaired road may for weeks be in worse condition may for weeks be in worse condition than before it was worked. Instead of extensive repairs of this character only once a year, it would be much better to give a timely scraping as soon as practi-cable after the chief damage is done in the spring, and also an occasional honing after heavy rains, or whenever from any cause the surface becomes rough. One machine would be sufficient for a large district, and the times, methfor a large district, and the times, methods and terms of the work can be arods and terms of the work can be arranged on a satisfactory and permanent basis after a few years' experience. Under ordinary conditions a fair road can be maintained throughout the season with simply this occasional passage of the road hone over it. The cost would be very small compared with present methods. Of course these machines are only suitable where the road is built up. only suitable where the road is built up only shitable where the road is built up with the ordinary soil or subsoil of the district, or with perhaps more or less gravel or small stones in certain sections. This, however, is the ordinary structure of all our country roads, and hence this treatment will be quite generally applicable."

In the same work is printed a treatise by Mr. Clemens Herschel, which treats of the kindred subject of road repairs as

"After a road has been properly rolled, and the surface made compact and smooth, it should always be maintained in that condition, no matter how great is the amount of travel on it. 'A stitch in the amount of travel on it. 'A stitch in time saves nine,' here as well as elsewhere. The tendency is to produce ruts; these gather water; this soaks into the road bed and spoils the whole. The problem can be put in this way: To have a good road it is necessary that there be no dust or mud on the same, and that there be no ruts; therefore, remove the dust and mud as fast as they are formed and fill up the ruts as fast as they are made. The whole matter is here in a nutshell. It may be thought, at the first view, that this is too expensive a system. Its principal beauty lies, however, in the fact that it costs less per mile of road kept one year than the pernicious system of annual or semi-annual repairs, as can be shown and proved. The above two rules—sweep off the mud and dust as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they are formed, and dust as fact as they are formed and dust as fact as they are formed and a soal as a constantly good road. Without continual repairs there can be no such thing as a constantly good road. Without continual repairs there can be no such thing as a constantly good road at no time during the whole year. The road is wretched just after repairs; it becomes passable after awhile, and deteriorates from time saves nine, here as well as else-

after awhile, and deteriorates from that day forward until it is again made wretched; and so on ad infinitum, according to the present only too commonly followed system. By the other method is offered us a road as smooth as a floor, year in and year out, and, let it not be forgotten, at less expense."

The following, from W. T. C. Wardwell, of the Rhode Island board of agriculture, states the farmers' view: "There can be but one view taken is regard to the advantage of good country roads, not only to the farmer but to the whole state, in the lacreased value of property. Why the farmers, paying their proportion of the taxes, deriving no benefit from any fire service, having no police protection, still submit to the miscrable country roads without a vigorous protest, is beyond my comprehension." test, is beyond my comprehens

How to Cure a Headache-

Dyspeptic or bilious headache is very common, and, it seems to me, it is the headache which is most easily traceable to its cause and most readily avoided without medicine.

Every one who has ever suffered from it knows, as well as I can tell them, the cause and remedy. It is the old story of appetite, indulgence and

If you wish to know my advice as to curing bilious headache, I say— Don't get it. Eat such food as agrees with you; be temperate in all things, and be as regular as clock-work about your habits. In the case of young people this headache can always be traced to some error in diet—as rich food in immoderate quantity, eating at unreasonable or unusual hours, drink-ing wine or beer, etc., etc.—and it readily gives way to an emetic and sleep. Almost any emetic will do —ipecac or sulphate of zinc. In the case of elderly persons, however, the headaches, although less acute, are act to be more tedious and more exhaust-ing. Rest in bed, cold applications to head, and some purgative medicine taken so as to operate in the morning will usually effect a cure .- Dr. Mac HENRY, in Ladies' Home Journal.

That silence is golden is proved by the fact that it is sometimes a very costly article to buy.

Hallstones intended for publication are usually as big as hen's eggs.



"Hello! Hello!! Hello!!!"

"Well; what is it?
"How is your mother, this morning?"
"Very much better; she had a real restful skep last night; she is almost rid of her night-sweats, cough and nervousness, and is growing quite cheerful. How grateful we all are to you for that bottle of medicine."
"Bon't speak of gratitude. What does the dector say?"
"He says he never saw so wonderful a change in such a serious lung trouble. He still thinks we are giving his medicines. I don't like to tell him."
"That's right. He's an old friend, you know, I'm sure your mother will get well now; but you won't forget the name of the medicine, will you?"
"Never! Dr. Pierce's Golden Medical Discovery" are household words already, and it has come to stay. Do come and see what runshine it has brought already, and let us thank you again for it."
"I'l will. Good bye."
The foregoing is a fair representation of a very common occurrence. "Golden Medical Discovery" has cured severe, lingering course and arrested Consumption, or Lung-scrofula, in thousands of cases after doctors have failed and other medicines have been tried and abandoned as useless. The "Discovery' is guar-anteed to benefit or cure in every case, if taken in time and given a fair trial, or money will be refunded.

DR. SACE'S CATARRH REMEDY

EMULSION COUCHS COLDS

CURES Warting Diseases

Wonderful Flesh Producer. Many have gained one pound

Many have gained one pound per day by its use.
Scott's Emulsion is not a secret remedy. It contains the stimulat-ing properties of the Hypophos-phites and pure Norwegian Cod Idver Oil, the potency of both being largely increased. It is used by Physicians all over the world. PALATABLE AS MILK.

Sold by all Druggists.

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This standard brand of plug tobacco is acknowledged to be the best chew and the largest piece for the money in the market. Vinco tin tag on each lump. Its extensive sale for many years has established its reputation. There is nothing better. Try it. For sale by dealers and grocers.

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The early sure Cure for Corns, Stope all pain. Engrey consider to the feet. He. at Droppins. Hudox & Co. E.Y. ABO CONSUMPTIVE Have you hough, dross thing, asthure, indigestory the PARKER'S CINCER TONIC. It has open the work of the last remaining for all till a related to the party of the last remaining the second and the party of the last till a related to the last rela



EVERY Housewife
EVERY Counting Room
EVERY Carriage Owner
EVERY Thritty Mechanic
EVERY Body able to hold a brush

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Kiling the Horse-

A DEED THAT SIGNIFIED DEATH OR

At Towton where the White Rose riumphed mainly through Warwick's generalship and courage, he rode a horse named Malech; and at the crisis of the battle, when the Lancastrians were gaining the upper hand, inspired his men to renewed effort by killing his horse to show that he would rather die than retreat. Here is Monstrelet's

description of the incident:
"The Earl, hearing that his uncle
was slain and his men defeated, cried out, with tears: "I pray to God that He will receive the souls of all who die in this battle; then exclaimed, 'Dear Lord God, I have none other succor but Thine in this world now, Who art my Creator and Redeemer; I ask vengeance, therefore, at Thy hands! Then, drawing his sword, he kissed the cross at the handle, and said to his men: 'Whoever chooses to return home may, for I shall live or die this day with such as may like to re-main with me.' On saying this, be dismounted and killed his horse with

This exploit was frequently perform ed by the mediaval heroes, and War-wick himself repeated it at Barner, his last field, when he role his favorite black deserter, Saladin, an animal of great size and beauty.
"He kissed the destrier on his fron-

tal, says Lord Lytton, in his brilliant historical romance of "The Last of the Barons," "and Saladin, as if conscious of the coming blow, bent his proud head humbly and licked his Lord's steel-clad hand. So associated together had been horse and horseman that, had it been a human sacrifice, the Gents' Furnishing Goods, Hats & Caps bystanders could not have been more moved. And when, covering the charger's eyes with one hand, the Earl's groan went through the ranks. But the effect was unspeakable! The men knew at once that unto them, and them alone, their lord entrusted his fortune and his life, and they were moved to more than mortal daring."

Adulterating.

Mr. Alfred Speer, of Passaic, N. J., having noted the want of a strictly pure and a first-class wine, has for the past thirty years d-voted his time and pital to raising the Oporto Grap from the vine brought from the Dours valley in Portugal, with the view to supplying this want; has been eminent ly successful, the endorsements which his Port Grape Wine has received from physicians all over this country and in Europe will testifiy.

The Warmest Re ion on Earth.

There are many very warm spots on he torid zone, but Bohrin, by the Gulf of Persia, seems to be, as far as temperature goes, abs la e y without a STUVES. rapid. For forty consecutive days in July and August last year, which was by no means an exceptional season, the thermometer was known not to fall lower than 100 degrees Fahrenheit, night or day, and often ran up as high as 128 degrees in the afternoon. Nature, as if to make the spot as intolerable to human beings as possible, has banished all water from the rocks of the locality, at least none has ever been procured by digging to depths of nearly 500 feet, and the numerous pits or dry wells in the neighborhood show how thoroughly the upper stratum has been tapped. In spite of these apparently insuperable obstacles, however, mankind has centrived to flourish and multiply in this region to an amazing extent, and the necessary fresh drink-ing water which the land has refused to yield is obtained from the dulf of Persia, where, at a distance of more than a mile from the shore, inumerable copiou- springs burst forth.-From the Scotsman.

The Rainbow of Promise.

Can also furnish any of the from the store-house of nature came by race, through which physical sufferers in untold thousands are made to rejoice in the restoration of health, and all the blessings, joys and pleasures thereunto

pertaining.
"Swift's Specific (S. S. S.) has been Afflicted with rheum a blessing to me. Afflicted with rheumatism and female weakness for a number of years, during which time I took a great deal of medicine, nothing giving me relief but Swift's Specific (S. S S.) What I suffered and endured before commencing on Swift's Spec-ific (S. S.) is painful to even think about; but after taking that medicine I got well, and have continued to enjoy the best health since. I cannot say more than I believe in the praise of Swift's Specific (S. S. S.)

MRS. M. A. PEELER, Morgantown, N. C. Treatise on Blood and Skin Discuss mailed free. SWIFF SPECIFIC CO., Atlanta, Ga.

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HOMEOPATHIC PHYSICIAN AND SURGEON Office over I. W. Hartman & Son* store, residence N. E. corner Centre and

Tamea By Periumes

LEOPARD THROWN INTO TRANSPORTS BY THE SMELL OF LAVENDER WATER.

Wild animals are completely fascina ed and can be tamed by perfume. There was a Mrs. Lee in India who had a tame leopard that played in the house with her children. He was very inquisitive, as all of the cat tribe are, and loved to stand on his hind legs and with his fare naws on the window and with his fore paws on the window

will look out at the passers by.

When the children want of the place themselves they would all take hold of his tail and pull him down by that. He was generally very amable, but sometimes, his claws being very sharp, the children were scratched. So Mrs. Lee taught Salt · keep hi claws sheathel by giving him when he did so a ittle paper tray on which lavender water had been dropped. This would throw him into trans-

orts of delights "He would tear the paper into bits and roll over with them ou the floor. With nothing but a bottle of lavender water, I have become the best of friends with a leopard, a tigre s and lioness in the menagerie.

Don't Feel Well,

And yet you are not sick enough to consult a doctor, or you refrain from so doing for fear you will nlarm your-self and friends—we will tell you just what you need. It is Hood's Sarsaparilla, which will lift you out of that uncertain, uncomfortable, dangerous con-dition, into a state of good health, cor-filence and cheerfulness. You've no idea how potent this peculiar medicine is in cases like yours.

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We Challenge Comparison with any other illuminating oil made.

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desire. Orders may be secured through B. F. Savits, Bloomsburg, Pa., who will put on the roofs and guarantee the work, or may be ordered direct from

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FRAZER GREASE BEST IN THE WORLD. its wearing qualities are uncurpassed, actually situating two bears of any other brand. Not facted by heat is "UET THE K SEEN ULN E. FOR SALE BY DEATHERS GENERALLY. Tyr



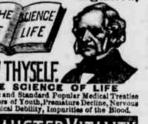
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Excels any remedy for the rapid care of Hard
Colds. Coughs. Hide Bound, Yellow Water, Fever,
Distamper, Sore and Weak Eyes, Lung Fever,
Continences, Biotches, and all difficulties arialing from impurities of the Blood. Will relieve
Meaves at once. Adams, Sectuary of Sy AlJOPPA MANUFACTURING CO., LYONS, M. Y.
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WESTERN RAILROAD.

BLOOMSBURG DIVISION.

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Connections at Rupert with Philadelphila & Roading Railroad for Tamanend, Tamaqua, Wils amsport, Sundury, Postsville, etc. At Northumberiani with P. & R. Div. P. B. R. for Harrisburg Lock Haven, Emportum, Warren, Corry, and Eric W. F. HALSTSAD, Gen. Man.
W. F. HALSTSAD, Gen. Man.

DHILADELPHIA & READING RAILROAD.

ON AND AFTER NOV. 10th 1889.
TRAINS LEAVE BLOOMSBURG as follows:
(SUNDAYS EXCEPTED.)
FOR New York, Philadelphia, Reading, Pottsville, Pamaqua, etc., 600, 11:05 a. m., For Williamsport, Milton and Danville 7:39 a. m., For Catawissa 6:00, 7:30, 11:05 a. m., 12:20, 5:90 e35 p. m. 635 p. m. For Rupert 6:00, 7:80, 11:05 a. m., 12:30, 2:16, 5:00, 5:35, 11:05 p. m. 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. 3:15 p. m.
Leave Philadelphia 10:00 a. m. 6:00 p. m.
Leave Philadelphia 10:00 a. m. 6:00 p. m.
Leave Pottsville 1:20 p. m.
Leave Pottsville 1:20 p. m.
Leave Williamsport 9:15 a. m. 4:15 p. m.
Leave Williamsport 9:15 a. m. 4:15 p. m.
Leave Williamsport 9:15 a. m. 4:15 p. m.
Leave Rupert 6:16, 1:03, 8:00 a. m., 1:30, 3:20, 6:15
Iliti p. m.
Leave Rupert 6:16, 1:03, 8:03, 11:21 a. m. 1:38, 3:21,
6:22, 11:21 p. m.
For Haltimore Washington and the West via B.
& O. R. R., through trains leave triard avenue
8:30, 1:31, 6:21, 7:30 p. m. Sinlays 4:25, 11:00 a. m.
1:25, 4:31, 6:21, 7:30 p. m. Sinlays 4:25, 11:00 a. m.
4:30, 5:51, 7:30 p. m.
ATLANTIC CITY DIVISION.
Leave Philadelphia, Pier 7. Chestinut Street
Wharf, and South Street Wharf:

FOR ATLANTIC CITY.

woarr, and south street wharf:

POR ATLANTIC CITY.

Week days—Skyress, 9:00, a. m. 4:00 p. m. Accomodation, 7:00 a. m. 4:31 p. m.

Sundays—Skyress, 8:00 a. m. Accomodation 8:00
L. m. and 4:32 p. m. RETURNING, LEAVE ATLANTIC CITY. Depot corner Atlantic and Arkansas Avenues; Wook days—Akpress, 7:30, a. m. and 4:00 p. m., commodation, 8:05 a. m. and 4:30 p. m. Standays—Express, 4:00 p. m. Accommodation, 30 a. m. and 1:31 p. m.

A. A. McLEOD, Gentl. Pass, Agent. Vice Pres. & Gentl. Manager. Penasylvania Railroad. Philadelphia & Erie R. R. Divis ion, and Northern Central

Railway. TIME TABLE.

In exect NOV. 10, 1889. Trains leave sunbur BASTWARD 9.40 a. m., Sea Shore Express (daily except sunday), for Harrisburg and incermediate stations retring at Philadelphia 2.15 p. m.; New York 1.30 p. m.; Eattmore, 3.10 p. m.; Washington 1.35 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 Philadelphia and Entimore.

4.48 p.m.; Washington, 8.15 p.m. Parior carthrough to Philadelphia and Bautmore.

8.95 p.m.—Renovo Accommodation (daily for Harrisburg and silintermediate stations, arriving at Philadelphia at 8.55 a.m.; New York 7.10 a.m. Battimore, 5.15 s.m.; Washington 6.30 a.m.; Pullman sleeping carrom Harrisburg to Philadelphia and New York. Philadelphia passenger can remain in sleepon undistarted until 1.150 a.m.—Eric Mail (daily) for Harrisburg and Intermediate stations, arriving at Philadelphia 6.56 a.m. New York, 9.30 a.m., Through Pullman Sheeping carn and passenger coaches to Philadelphia. phia.

2.50 a.m.—Southern Express (daily) for Harrisburg and intermediate stations arriving at Baltimore 7.30, a.m., s.i. Washington 3.45, a.m. and through Pullman Sie-phing care to Battimer and Washington, and through passenger conches to Battimore.

5.10 a. m.—Erie Maii (dally), for Erie ar i az 'anandaigua ar d intermediate stations, Roches-er, Buffalo ard Niagara Palls, with through Pull-nan Pata secars and passenger coaches to Erie and Rochester. toonester.

9.53—News Express (daily ; for Lock Haven and intermediate stations. 9.55—News Express (daily) for lock haven and intermediate stations.

1.43 p. m.—Nisgars Express (daily except sunty) for Kane, Cann "sigua and intermediate stations, it chester, Burnio and Nisgars Pails with through passenger coaches to Kane and Rochester and Parlor car to Williamsport, Sopping Part of the Company of th

THROUGH TRAINS FOR SUNBURY PROX THE RAST AND SOUTH.

News Express seaves Philadelphia 4.30 a. m. Baltimore, 4.30 a. m. Bartsburg, 5.10 a. m. daily arriving at Sunbury 9.53. a. m.

Nagara Express seaves Philadelphia, 8.50 a. m.; Alliy arriving at Sunbury 9.53. a. m.

Nagara Express seaves Philadelphia, 8.00 a. m.; Washington 8.10 a. m.; Baltimore 9.00 a. m. (daily except Sunday arriving at Sunbury, 1.48 p.m., with through Parior car from Philadelphia and Baltimore. Past Line leaves New York 9.00 a. m.; Philadelphia, 11.45 a. m.; Washington, 10.60 a. m.; Baltimore, 11.45 a. m., (daily except Sunday) arriving at Sunbury, 5.60 b. m. with through passenger coaches from Philadelphia and Baltimore Williamsport Expess leaves New York 9.00 p. m. Fhiladelphia 11.45 p. m. Washington 3.50 p. m. Baltimore 4.35 p. m. (daily) arriving at Sunbury 8.15 p. m.

Eric Mail loaves New York 8.00 p. m.; Philadelphia Baltimore 4.55 p. in. (daily) as 00 p. m.; Philiadel-Srie Mallicaves New York 8.00 p. m.; Philiadel-phia, 11.55 p. m.; Washington, 10.00 p. m.; Balti-more, 11.20 p. m.; daily) arriving at Sunbury 5.10 a. m., with through Pullman Sleeping cars from Philiadelphia, Washington and Haltimore and through passenger coaches from Palladelphia

(Daily except Sunday.)

Wilkesbarre Mail leaves Sunbury 10.00 a.m. arriving at Bloom Ferry 10.48 a.m., Wilkesbarre 12.19 p.m.

Express Sant leaves Sunbury 5.35 p.m., arriving at Bloom Ferry 6.36 p.m., Wilkesbarre 17.47 a.m. arriving at Bloom Ferry 12.87 p.m., Sunbury 1.40 p.m. Express West leaves Wilkesbarre 17.17 a.m. arriving at Bloom Ferry 12.87 p.m., Sunbury 1.50 p.m. arving at Bloom Ferry 4.50 p.m., Sunbury 5.20 p.m. arving at Bloom Ferry 4.50 p.m., Sunbury 5.20 p.m.

SUNDAY TRAINS. Wilkesbarre mall leaves Sunbury 10:00 a. m., ar 12:10 a.m., Wilkes-Barre 12:10 a.m., Wilkes-Barre 12:10 a.m., Sunday accommodation leaves Wilkes-Barre 2:10 p. m., arriving at Bloom Ferry, c.u p. m., Sunbury 1:30 p. m. CHA-L R. PUGH, J. R. WOOD, Gen. Manager, Gen. Passenger Agt.

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