

at case to the first rank of importance, and the popular interest shown in it is - - \$9.00 Per Suit proof enough that the people have begun - \$9.00 to comprehend its immense importance \$5.00 to them. The wastefulness of American life has long been a favorite note of the - \$3.50 amazed foreigner, but not in any other department of our common life is there such a reckless and senseless expenditure of money and effort to no purpose as in the construction and maintenance of roads If the peoples of Europe were compelled to reach village or market over such highways as the dirt roads of our Opposite Post-Office. country districts, they would starve. The whole of the little profit that they reap from their fields would not make good the difference between the cost of transportation over their smooth, hard turnpikes J.R. SMITH& CO. and the cost of using the wretched stretches of mud and bog which consti-tute, at certain seasons of the year, the only connecting link between one farm-house and another, and between either and the centers of village or city life. LIMITED. It is estimated that an ordinary horse MILTON, Pa., will draw a load three times as great over a macadam road as over a dirt DEALERS IN road. The difference, which would be the measure of economy under a system of improved highways, is enormous. It PIANO is because the farmers are beginning to understand the meaning of this that the road question is coming to the front everywhere. By the following well-known maker

AT

BEDTIME

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A

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CONTRACTOR OF

In view of the fact that a state convention is to meet in St. Paul in a couple of weeks to consider ways and means of road improvement, part of the recent message of Governor Flower of New York which deals with this question will be read with interest. Governor Flower commends in the strongest possible lan-guage the matter of road improvement to the legislature, and the argument that he uses is the common and forcible one drawn from the real economy to be found in an expenditure of all the money that would be required to furnish any community with a system of the best roads.

THE WASTE OF BAD ROADS.

Enormous Wealth Worse Than Thrown Away by Our System of Roadmaking.

one that will be considered in every state

legislature that assembles this year. It

is no longer a new topic. It has sprung

The subject of road improvement is

To this purpose he has endeavored to get approximately the cost of maintain-ing the ordinary dirt highway as we know and see it. The residents of the country are aware that this, miserable substitute for a road though it be, is maintained at a heavy cost. Large sums of money are expended in keeping it in so called "repair," while the "working out" of the road tax consumes the labor of a great number of men each year.

The repairs that are made under this system are worse than primitive. The common system of repairing a country road consists in running a road plow along the ditches at the side, throwing up the sediment that has accumulated there and the dirt that has been washed down from the surface of the highway. Then the shovelers throw this into the middle of the road, leaving open ways for the water courses on either side and a soft dirt track in the middle.

Of course this is ridiculous from the roadmaker's point of view. With the first rain the matter that has been deposits on the surface becomes a clinging muc: which impedes travel, while the few loads of stone or brush dumped into the worst places serve barely to make them passable. This is about all that is understood in this country by making and mending roads. It is almost wholly la-

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J. G. WELLS, BLOOMSBURG, PA.

NEXT DOOR BELOW THE POST OFFICE.



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family cathartic.

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It cost you nothing and will surely do you good, if you have a Cough, Cold, or any trouble with Throat, Chest or Lungs. Dr. King's New Discovery for Consumption, Coughs and Colds is guaranteed to give re-lief, or money will be paid back. Also having a wagon on the road fitted sufferers from La Grippe found it just the thing and under its use had a speedy and perfect recovery. Try a charge. Reserve your photos as we sample bottle at our expense and carry a full line copying samples till learn for yourself just how good a

thing it is. Trial bottles free at C. A. Kleim's Drug Store. Large size 50c. and \$1.00.

The Right Words.

Closely connected with the subject of the power of plain speech is that of the use of the right words in the right places. When cumbrous or extravagant forms of speech have been abandoned in favor of simple and straightforward language, it is still necessary for the speaker to consider carefully whether he is expressing what he means. The lack of a nice discrimination in the choice of words frequently make ridiculous or ineffective what otherwise might have been a telling piece of English. It is better to know the meaning of a few words than to guess at the meaning of many. No word is so common that some new force may not be found for it by a consultation of the dictionary-an exercise which often proves to intelligent persons that they do not know its proper definition at all. It is surprising to see how persistently some early misapprehension, or some erroneous definition given by parent or teacher, will cling to the memory. Again, even when the rough meaning of a word has been ascertained, there still remains something to be done in searching for the finer distinctions between it and kindred words. Something more than mere strength is needed; there must also be skill and discretion in the use of lan-guage. A great writer is almost always an apt writer.

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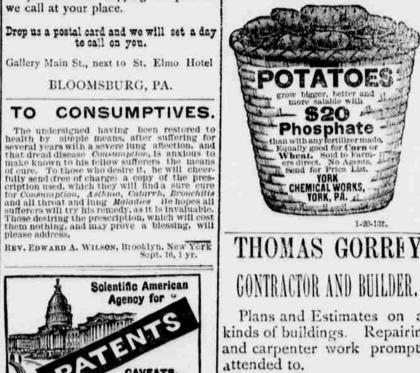
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bor wasted.

Now, the cost of this work in 50 counties in New York state is estimated by the governor at about \$2,700,000 annually. This counts the actual cash and estimates the labor at the low rate of \$1 per day. Yet nearly \$3,000,000 are thrown away in a single state under the supposition that it is the best that can be done to improve the means for farm transportation and to furnish facilities for neighborhood communication.

"With no greater expenditure," says Governor Flower, and this is the moral of his message and of all that is to be said about good roads, "but under a different system, each county might be covared with fine macadam roads, with all the resulting advantages in appreciation of property and in economy of transpor-tation." That is to say, the money which is now spent in this futile piling up loose dirt, to embarrass travel while it remains in place and to be washed back into the gutters after a few heavy rains, would be sufficient to pay the interest on all the money necessary to build first class macadam roads and to provide a sinking fund for the payment of the principal.

It is to this point, to the awful waste-fulness as well as worthlessness of the present system, and to the feasibility of securing the best, that we wish at present to direct the attention of the people of the farming districts. The best roads may be had, and the best are by long odds the cheapest. This is no utopian scheme, but a matter of hard headed business.

But the first step is to have our people stop for a moment to calculate the immense sums that are now wasted on the care of roads and on dragging light loads over them and the millions of dollars that might be saved every year to the farmers if the roads of Minnesota were equal to those of the poorest shire in Great Britain. It means more to them than any railroad freight rate can, and they have the remedy in their own hands. -St. Paul Pioneer Press.

Steam Rollers.

Macadam was not an ardent advocate of the rolling methods now commonly employed in roadmaking-probably for the reason that road rollers first came to be used after Macadam's day. Their importance and value were first made known to the English people by Sir John Burgoyne in 1843. Steam rollers are generally preferred by road experts, though excellent work may be done with horse rollers, and these are sometimes given preference on account of their greater cheapness in point of first cost. -Good Roads.