

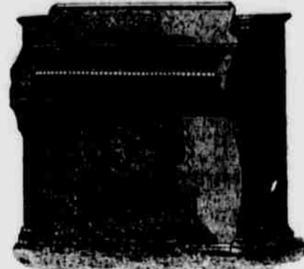
# BULL'S-HEAD FLAVORING EXTRACTS

ARE THE BEST  
VANILLA, LEMON, ORANGE,  
GINGER, ROSE, ALMOND  
PRICE 10 CENTS

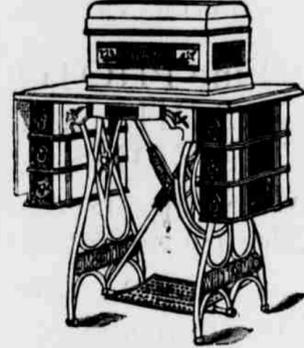
SEWELL'S Liquid Cement mends anything.  
Always ready. Price 10 cents.

## Look Here!

Do you want a PIANO?  
Do you want an ORGAN?



Do you want a Sewing Machine?



Do you want any kind of a MUSICAL INSTRUMENT?

Do you want SHEET MUSIC?

If so, do not send your money away from home, but deal with a reliable dealer right here, who will make things right, if there is anything wrong.

For anything in this line the place to go is to

## J. Saltzer's.

Ware-rooms, Main Street, below Market.

## CROWN ACME

The Best Burning Oil That Can be Made From Petroleum.

It gives a brilliant light. It will not smoke the chimneys. It will not char the wick. It has a high fire test. It will not explode. It is ore-eminently a family safety oil.

We Challenge Comparison with any other illuminating oil made.

We stake our Reputation, as Refiners upon the statement that it is

## The Best Oil

IN THE WORLD.

ASK YOUR DEALER FOR

## CROWN - ACME

The Atlantic Refining Co.,

BLOOMSBURG STATION, BLOOMSBURG, PA.

### HOW TO OBTAIN GOOD ROADS.

Where Good Material is Abundant Great Expense is Not Necessary.  
So much has been said about the difficulty of making good country roads without involving a great outlay of money that it seems rather presuming to take a contrary view of the subject, but I think the matter has been much exaggerated, and that in any part of the country where clay, hardpan, gravel or disintegrated rock can be found it is quite easy to get excellent roads at comparatively little expense. I speak from some practical experience acquired in roadmaking in a very wild and hilly region of northern New Jersey, where we are accustomed to work out our taxes on 13 or more miles of public highway, and by adopting the following system we have found it easy to keep the roads in such good condition that they can be driven over at all times with speed, comfort and pleasure.

The proper time to begin work or repairs is in the early spring, just after the frost comes out of the ground—as soon as the roads have thoroughly settled and dried out. Where the road is old, with a good, solid bed, the first thing to be done is to cover it all over with a light dressing of gravelly material, and when possible finish it off with a top coating of hardpan, but avoid putting it on too thickly, lest the going become heavy, as it is slow to dry out. Loam is worse than useless, because it never packs properly and makes mud.

Care must be taken to raise the road up toward the center and give it a slight elevation at the crown, but only just enough to shed the water on either side into the gutters. On a level straight road the crown should only be slightly convex, for rounding up a narrow road in the middle is objectionable, inasmuch as it has the immediate effect of forcing wheels of vehicles to run all ways in the same line and wear away the new material into deep ruts, that quickly become water courses for the wash of the next rain and assist the rapid destruction of the road by preventing the water from reaching the gutters.

As fast as the new material can be laid on it should be very carefully raked over to remove all the large stones and as many of the smaller ones as possible, for where this precaution is neglected until the stuff packs down hard, which happens in a few days, the stones become so firmly embedded that they are not only difficult to remove, but soon cause the road to wear in humps and bumps, and later in the season, during the dry weather, they work up continually and become a source of annoyance and danger.

The gutters should then be carefully cleaned by removing from them all deposits of mud, decayed leaves or branches which have collected there during the winter months. Never allow this stuff to be heedlessly thrown along the edges of the gutter or on the banks above them, for the first rains will surely wash all back to its old place, and the work has to be done over again.

Another practical reason in favor of keeping the gutters free just after the roads are first repaired is that when the heavy spring and summer showers have washed away the greater portion of the good, new coating it is at once caught and retained in the gutters, ready to be used the first time the road needs patching, when a man or two can quickly put in first class order by simply shoveling back the material into its old place again and then raking it over.

In the early spring, while the gravel or hardpan is still sticky or heavy, the process of drying out and packing down can be greatly accelerated by keeping some one raking over the road to level off and smooth down the ruts as fast as they are made by the cutting in of the wheels, instead of allowing them to wear down deeper and deeper, and to furnish sure channels for the wash of water, which adds to the difficulty and expense of repairing.

This method is quicker, easier and far more economical than rolling, which requires a pair of horses, and it is surprising how great a distance a smart worker can get over and put in perfect order during a day. By repeating this raking once or twice, according to the condition of the road and the amount of travel upon it, the surface will pack down quite as hard and even as that of a park road.

Whenever a mud puddle appears, owing to some slight depression, in a place so shaded by trees or shadows of hills that the sun loses its power, it should never be left to dry out slowly, day after day giving the wheels a chance to cut into it more deeply, but as soon as discovered a cartload of good, dry gravel should at once be dumped into it, then raked off, tamped down and perhaps raked until it packs hard and smooth.—Sarah Cooper Hewitt in Harper's.

### In Favor of Better Highways.

The authorities of Vermont and New Hampshire, who are looking after the abandoned farms in those states, report that they have a list of 1,700 wealthy men in the eastern cities who express a willingness to purchase farms for summer residences as soon as the road system is improved.

The lesson in this case is applicable to every section. There are thousands of wealthy men in southern cities who would purchase farms and keep them up in good style if the country roads were in first class condition.—Atlanta Constitution.

### Favors Employing Convicts.

Burglars and malefactors of all classes might still be utilized in many parts of the country if only the state legislatures could be induced to enact the proper laws. If the convicts of Alabama or Arkansas, for instance, were set to work upon the public roads and kept there until every rut and mudhole and sand bank should be removed forever, what a good and steady crop of burglars and other offenders would be to those powerful but needy commonwealths!—Washington Post.

# LARD isn't in it.

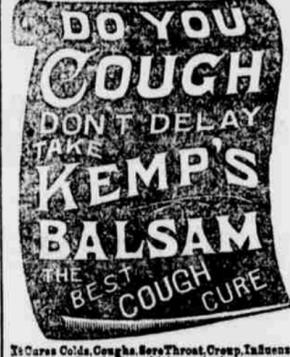
It is just because there is no lard in it, that **COTTOLENE** the new shortening is so wonderfully popular with housekeepers. **COTTOLENE is PURE, DELICATE, HEALTHFUL, SATISFYING**—none of the unpleasant odor necessarily connected with lard. Get the genuine. There is no real substitute.

Made only by **N. K. FAIRBANK & CO., CHICAGO, and 138 N. Delaware Ave., Philada.**

# DR. BULL'S COUGH SYRUP

For Three Generations! Mrs. Hattie Frazer, 1303 East Ave., Hamilton, O., says: Dr. Bull's Cough Syrup has been used for a long time in her mother's, her own, and her daughter's family. She pronounces it an excellent cough remedy. Feb. 5, 1923.

**CHEW LANGE'S PLUGS, The Great Tobacco Antidote!—Price 10 Cts. At all dealers.**



It Cures Colds, Coughs, Sore Throat, Croup, Influenza, Whooping Cough, Bronchitis and Asthma. A certain cure for Catarrh of the Throat, and a sure relief in advanced stages. Use at once. You will see the excellent effect after taking the first dose. Good in all cases. Large bottles, 10 cents and 50 cents.

### PHILADELPHIA & READING RAILROAD.

Trains leave Bloomsburg as follows: undays excepted.  
For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc., 6:10, 11:36 a. m.  
For Williamsport, 7:45 a. m., 3:15 p. m. Sunday, 7:55 a. m., 4:30 p. m.  
For Danville and Milton, 7:45 a. m., 3:15, 11:10 p. m. Sunday, 7:55 a. m., 4:30 p. m., 12:15, 5:00, 6:30, 11:10, 11:35 p. m. Sunday, 7:55 a. m., 4:30 p. m.  
For Rupert, 8:10, 7:45, 11:36 a. m., 12:15, 3:15, 5:00, 6:30, 11:10, 11:35 p. m. Sunday, 7:55 a. m., 4:30 p. m.  
Trains for Bloomsburg  
Leave New York via Philadelphia 7:45 a. m., 4:00 p. m. and via Reading 8:45 a. m., 4:30 p. m.  
Leave Philadelphia 10:00 a. m., 6:00 p. m.  
Leave Reading 11:30 a. m., 7:57 p. m.  
Leave Pottsville 6:10, 7:15, 8:00 p. m.  
Leave Tamaqua 1:31 a. m., 3:23 p. m.  
Leave Williamsport 9:50 a. m., 4:20 p. m. Sunday, 8:00 a. m., 4:30 p. m.  
Leave Catawissa 7:00, 8:00 a. m., 1:30, 3:15, 4:10, 11:16 p. m. Sunday, 7:45 a. m., 4:15 p. m.  
Leave Rupert 6:21, 7:08, 8:37, 11:43 a. m., 1:37, 3:27, 6:19, 11:24 p. m. Sunday, 7:55, 10:12 a. m., 4:32 p. m.  
For Baltimore, Washington and the West via B. & O. R. R. through trains leave Girard Avenue Station, Phila., P. & H. R. 10:30, 5:00, 11:36 a. m., 3:56, 5:42, 7:16 p. m. Sundays 3:50, 5:36, 11:26 a. m., 3:56, 5:42, 7:16 p. m.

### ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha South Street Ward.  
FOR ATLANTIC CITY.  
Weekdays—Express, 6:00 a. m., 2:00, 3:00, 4:00, 5:00 p. m., Accommodation, 8:00 a. m., 5:45 p. m. Sunday—Express, 9:00, 10:00 a. m., Accommodation, 8:00 a. m. and 4:30 p. m.  
Returning leave Atlantic City Depot, corner Atlantic and Arkon streets.  
Weekdays—Express, 7:00, 7:45, 9:00 a. m., and 3:30 p. m., Accommodation, 8:15 a. m., 4:30 p. m. Sunday—Express, 4:30, 8:00 p. m., Accommodation, 7:15 a. m. and 4:30 p. m.  
I. A. SWEIGARD, C. G. HANCOCK, Pres. & Gen'l Manager, Gen'l Pass. Agt.

### BLOOMSBURG & SULLIVAN R. R.

Taking effect MONDAY, NOV. 1920.

STATIONS.	Ar.	Ar.	Ar.	Lv.	Lv.	Lv.	Ar.	Lv.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Bloomsburg	6:58	12:10	7:15	4:30	6:40			
Main Street	6:58	12:10	7:15	4:30	6:40			
Ironside	6:58	12:10	7:15	4:30	6:40			
Paper Mill	6:58	12:10	7:15	4:30	6:40			
Light Street	6:58	12:10	7:15	4:30	6:40			
Franklin	6:58	12:10	7:15	4:30	6:40			
Fork	6:58	12:10	7:15	4:30	6:40			
Zanesville	6:58	12:10	7:15	4:30	6:40			
Sullivan	6:58	12:10	7:15	4:30	6:40			
Edison	6:58	12:10	7:15	4:30	6:40			
Coler Creek	6:58	12:10	7:15	4:30	6:40			
South	6:58	12:10	7:15	4:30	6:40			
Laubach	6:58	12:10	7:15	4:30	6:40			
Central	6:58	12:10	7:15	4:30	6:40			
Jameson City	6:58	12:10	7:15	4:30	6:40			

### RAILROAD TIME TABLE

#### DELAWARE LACKAWANNA & WESTERN RAILROAD.

#### BLOOMSBURG DIVISION.

STATIONS.	NORTH.	A. M.	P. M.	A. M.	P. M.
NORTHUMBERLAND	6:20	1:50			
Cameron	6:25	1:55			
Chulansky	6:30	2:00			
Danville	6:35	2:05			
Catawissa	6:40	2:10			
Rupert	6:45	2:15			
Bloomsburg	6:50	2:20			
Spitz	6:55	2:25			
Lime Ridge	7:00	2:30			
Willow Grove	7:05	2:35			
Berwick	7:10	2:40			
Berwick	7:15	2:45			
Beach Haven	7:20	2:50			
Illick's Ferry	7:25	2:55			
Shick's Ferry	7:30	3:00			
Hunlocks	7:35	3:05			
Nanticoke	7:40	3:10			
Avondale	7:45	3:15			
Plymouth	7:50	3:20			
Plymouth Junction	7:55	3:25			
Kingson	8:00	3:30			
Berwick	8:05	3:35			
Malby	8:10	3:40			
Wyoming	8:15	3:45			
West Pittston	8:20	3:50			
Pittston	8:25	3:55			
Duryea	8:30	4:00			
Lackawanna	8:35	4:05			
Taylorville	8:40	4:10			
Bellevue	8:45	4:15			
Schanton	8:50	4:20			

STATIONS.	A. M.	A. M.	P. M.	P. M.
Schanton	6:00	9:50	1:35	6:07
Bellevue	6:05	9:55	1:40	6:12
Taylorville	6:10	10:00	1:45	6:17
Lackawanna	6:15	10:05	1:50	6:22
Duryea	6:20	10:10	1:55	6:27
Pittston	6:25	10:15	2:00	6:32
West Pittston	6:30	10:20	2:05	6:37
Wyoming	6:35	10:25	2:10	6:42
Malby	6:40	10:30	2:15	6:47
Berwick	6:45	10:35	2:20	6:52
Berwick	6:50	10:40	2:25	6:57
Plymouth Junction	6:55	10:45	2:30	7:02
Plymouth	7:00	10:50	2:35	7:07
Avondale	7:05	10:55	2:40	7:12
Nanticoke	7:10	11:00	2:45	7:17
Hunlocks	7:15	11:05	2:50	7:22
Shick's Ferry	7:20	11:10	2:55	7:27
Illick's Ferry	7:25	11:15	3:00	7:32
Beach Haven	7:30	11:20	3:05	7:37
Berwick	7:35	11:25	3:10	7:42
Berwick	7:40	11:30	3:15	7:47
Willow Grove	7:45	11:35	3:20	7:52
Lime Ridge	7:50	11:40	3:25	7:57
Spitz	7:55	11:45	3:30	8:02
Bloomsburg	8:00	11:50	3:35	8:07
Rupert	8:05	11:55	3:40	8:12
Catawissa	8:10	12:00	3:45	8:17
Danville	8:15	12:05	3:50	8:22
Chulansky	8:20	12:10	3:55	8:27
Cameron	8:25	12:15	4:00	8:32
NORTHUMBERLAND	8:30	12:20	4:05	8:37

Connections at Rupert with Philadelphia & Reading Railroad for Tamaqua, Tamaqua, W. Hampden, Sunbury, Pottsville, etc. At Northumbria with P. & H. R. R. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

#### W. F. HALLSTAD, Gen. Man., Scranton, Pa.

#### Pennsylvania Railroad.

In effect Dec. 15, 1922. Trains leave Sunbury EASTWARD.

9:45 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermediate stations arriving at Philadelphia 6:00 p. m.; New York 8:00 p. m.; Baltimore 8:30 p. m.; Washington 4:30 p. m., connecting at Philadelphia for all sea shore points. Passenger coaches to Philadelphia. Parlor car to Philadelphia.  
1:55 p. m. Train 8 (Daily except Sunday) for Harrisburg and intermediate stations, arriving at Philadelphia 6:00 p. m.; New York 8:00 p. m.; Baltimore 8:30 p. m.; Washington 4:30 p. m. Pullman sleeping car to Philadelphia and passenger coaches to Philadelphia and Baltimore.  
4:35 p. m. Train 11 (Daily except Sunday) for Harrisburg and intermediate stations, arriving at Philadelphia 6:00 p. m.; New York 8:00 p. m.; Baltimore 8:30 p. m.; Washington 4:30 p. m. Pullman sleeping car to Philadelphia and passenger coaches to Philadelphia and Baltimore.  
8:20 p. m. Train 13 (Daily) for Harrisburg and all intermediate stations, arriving at Philadelphia 12:15 a. m.; New York 1:15 a. m.; Baltimore 1:45 a. m.; Washington 7:45 a. m. Pullman sleeping car to Philadelphia and passenger coaches to Philadelphia and Baltimore.  
1:30 a. m. Train 15 (Daily) for Harrisburg and intermediate stations, arriving at Baltimore 5:55 a. m. and Washington 10:15 a. m. Pullman sleeping cars to Baltimore, Washington, etc., and passenger coaches to Baltimore.

#### WESTWARD.

8:04 a. m. Train 9 (Daily except Sunday) for Canandaigua, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Buffalo and passenger coaches to Rochester.  
8:10 a. m. Train 3 (Daily) for Erie, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with Pullman sleeping cars to Erie and Elmira, and passenger coaches to Erie and Elmira.  
9:50 a. m. Train 15 (Daily) for Lock Haven and intermediate stations.  
1:25 p. m. Train 11 (Daily except Sunday) for Kane, Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls with through passenger coaches to Kane and Rochester and Parlor car to Rochester.  
5:31 p. m. Train 1 (Daily except Sunday) Reno, Elmira and intermediate stations.  
8:20 p. m. Train 13 (Daily except Sunday) for Williamsport and intermediate stations.  
7:10 p. m. Train 21, Sunday only for Williamsport and intermediate stations.  
THROUGH TUNNELS FROM THE EAST AND SOUTH.  
Train 15—Leaves New York, 12:15 night, Philadelphia 4:30 a. m., Baltimore 4:40 a. m., Harrisburg 6:10 a. m., daily arriving at Sunbury 9:56 a. m.  
Train 11—Leaves Philadelphia 8:00 a. m., Washington 7:50 p. m., Baltimore 8:40 p. m., Harrisburg 9:50 p. m., daily arriving at Sunbury 11:40 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Sunday) arriving at Sunbury 11:40 a. m. with passenger coaches from Philadelphia and Baltimore.  
Train 13 leaves New York 2:00 p. m., Philadelphia 4:30 p. m., Washington 8:15 p. m., Baltimore 9:50 p. m., Harrisburg 11:25 p. m., Philadelphia 11:40 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Sunday) arriving at Sunbury 11:40 a. m. with passenger coaches from Philadelphia and Baltimore.  
Train 9 leaves New York 6:30 p. m., Philadelphia 9:30 p. m., Washington 8:15 p. m., Baltimore 9:50 p. m., Harrisburg 11:25 p. m., Philadelphia 11:40 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Saturday) arriving at Sunbury 11:40 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore.  
Train 3 leaves New York 8:00 p. m., Philadelphia 11:40 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., Harrisburg 12:10 p. m., Philadelphia 11:40 a. m., (Daily) arriving at Sunbury 11:40 a. m. with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.  
Train 21—Leaves New York 12:50 noon, Philadelphia 2:25 p. m., Washington 1:10 p. m., Baltimore 2:15 p. m., Sunday only, arriving at Sunbury 7:10 p. m.

#### SUNBURY HAZLETON & WILKESBARRE RAILROAD, AND NORTH AND WEST BRANCH RAILWAY.

(Daily except Sunday)  
Train 7 leaves Sunbury 10:00 a. m., arriving at Hazleton 10:45 a. m., Wilkes-Barre 12:10 p. m., Hazleton 12:15 p. m., Pottsville 1:25 p. m. Through Coach Williamsport to Wilkes-Barre.  
Train 11 leaves Sunbury 5:35 p. m., arriving at Hazleton 6:20 p. m., Wilkes-Barre 7:50 p. m., Hazleton 7:55 p. m., Pottsville 9:00 p. m. Through Coach Williamsport to Wilkes-Barre.  
Train 8 leaves Wilkes-Barre 7:25 a. m., Pottsville 6:00 a. m., Hazleton 7:10 a. m., arriving at Blooms Ferry 8:47 a. m., Sunbury 9:35 a. m. Through Coach Wilkes-Barre to Williamsport.  
Train 9 leaves New York 6:30 p. m., Philadelphia 9:30 p. m., Washington 8:15 p. m., Baltimore 9:50 p. m., Harrisburg 11:25 p. m., Philadelphia 11:40 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., (daily except Saturday) arriving at Sunbury 11:40 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore.  
Train 3 leaves New York 8:00 p. m., Philadelphia 11:40 a. m., Washington 10:15 a. m., Baltimore 11:10 a. m., Harrisburg 12:10 p. m., Philadelphia 11:40 a. m., (Daily) arriving at Sunbury 11:40 a. m. with Pullman sleeping cars from Philadelphia, Washington and Baltimore and passenger coaches from Philadelphia and Baltimore.  
Train 21—Leaves New York 12:50 noon, Philadelphia 2:25 p. m., Washington 1:10 p. m., Baltimore 2:15 p. m., Sunday only, arriving at Sunbury 7:10 p. m.

#### SUNDAY TRAINS.

Train 7 leaves Sunbury 10:00 a. m., arriving at Hazleton 10:45 a. m., Wilkes-Barre 12:10 p. m., Hazleton 12:15 p. m., Pottsville 1:25 p. m. Through Coach Williamsport to Wilkes-Barre.  
Train 11 leaves Sunbury 5:35 p. m., arriving at Hazleton 6:20 p. m., Wilkes-Barre 7:50 p. m., Hazleton 7: