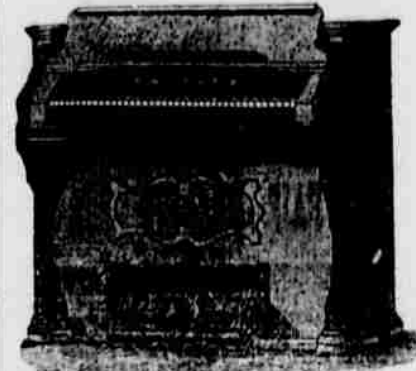
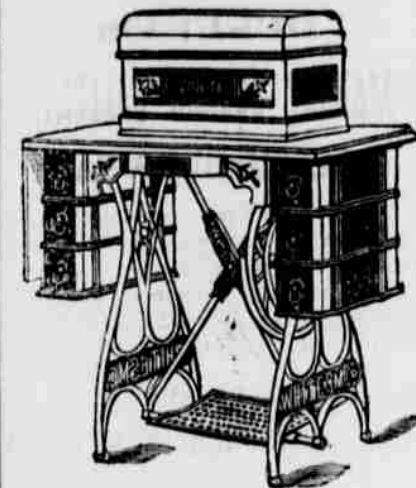


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HOW COUNTRY ROADS ARE "FIXED."

After Much Plowing and Scraping the Result is an Abomination. The general discussion in regard to roadways, the hue and cry for improvements, has led to some changes not anticipated or desired, says The Cultivator and Country Gentleman, and there is a great deal of truth in its remarks, as any one who has had any experience in riding over country roads after they have been "fixed" can attest.

Here is a stretch of road with a turf strip on each side between the road and fences. The winding way, hemmed by greensward and shaded by trees, is picturesque at least. It is what people like to see in the country. They do not expect a curbed street with flagged gutters. The turfed sides provide a walk for those who go on foot—for all people in the country do not ride. This bit of road has not been mended for years; it needs no mending; it is hard, smooth, with a sandy substratum that keeps it well drained; it cannot be improved in any way, and if all roads were as good as it nothing would be said about bad roads.

But the "highway surveyor" (as the town official who mends roads is called), perhaps spurred on by the discussion, attacks the strip of road in question and spoils it. He plows up the roadside turf and scrapes all turf, loam and sand into the middle of the road, "rounds it up" and believes that he has rebuilt and improved it. This is a mistake. A clean, hard, road is changed into a mudhole and a quagmire. Persons on foot have only the middle of the way, and when they meet teams they are driven into the gutter ankle deep in mud, for the surveyor plowed deep and made a gutter which gullies whenever the rain falls. The road will not be molested again for several years and will gradually wear down and be safe to travel over again about the time the surveyor or his successor appears and "mends" again.

In some places farmers work out a part of their taxes by working on the highways, and in other places the town makes a contract with a farmer to keep the roads in repair. The farmer has no time for roads until his farm work is done in the fall, the worst time in the year to repair roads, when he plows and scrapes and rounds up. During the fall and spring and perhaps all winter, if the winter is open, the new road is the worst on the circuit—a stretch of mud through which all teams and foot passengers must go. And they call this road improvement! It is not. It is road-damaging, pure and simple, and the more this kind of roadbuilding is practiced the greater is the inconvenience, the greater the wear and tear and the cost of maintaining all wagon and harness gear, and, forsooth, the greater the hue and cry about bad roads.

A Missouriian's Road Plan. I would have each township organize into a municipality for road purposes. Then, when two-thirds of the tax-paying citizens of a township should vote to tax themselves for road purposes, the state should furnish an equal amount, not to exceed in the aggregate 1 per cent on the assessed value of the taxable property of the township. Let the state issue its bonds at 3 per cent to cover one-half of the indebtedness and loan its credit for the township half of indebtedness, limiting the aggregate indebtedness to \$20,000,000. A state tax of not exceeding one-fifth of 1 per cent and a like tax on township property would soon liquidate the bonds.

I have made careful inquiry as to the cost of rock and gravel roads and find that the cost will not exceed \$2,000 per mile. Let us illustrate: Say the taxable assessed value of a township property is \$1,000,000. An indebtedness of \$50,000 can be created, of which the state pays \$25,000 and the township \$25,000. This will build 25 miles of road.

As to the justice and equity of this proposition, it will be remembered that the bulk of the recent indebtedness of the state, now so nearly liquidated, was contracted by loaning the credit of the state for building railroads; that the lien was subsequently released, and the whole state, including all the portions not immediately benefited by the railroads, have uncomplainingly aided in liquidating the debt.

Can any one doubt but that with such a system of roads the taxable wealth would in 20 years double in value?—St. Louis Republic.

Out Away the Brush at Bends. An excellent precaution, but one rarely attended to, is the cutting away of brush and weed growth along the road, particularly around the inside of a sharp turn or bend, in order to enable one to see if any traps are coming from the opposite direction, for in these days of fast driving, when every man imagines he owns a trotter, a narrow winding road becomes dangerous unless means are provided to get out of the way of the "old mare" as she tears around the corner.

Brush when not cut down every season encroaches with incredible rapidity and spreads so fast into the gutters that if neglected it narrows the roads perceptibly, and the same thing is true of weeds and grass, although in a lesser degree; they also should be removed at least every year, not, however, by the following reprehensible process, which finds great favor in the eyes of road-masters and farmers, and consists in sending out the "boy" with a yoke of oxen, or the "hired man" with a team to run a couple of furrows up and down the gutters with a plow, thereby loosening but not destroying all this vegetable growth, which is then either left to obstruct the gutters with useless ridges or flung out over the road to pack down in all sorts of unequal masses.—Harper's.

A War of Words. "I see your shaft is broken in two," said a well filled wagon to an empty one. "I always told you to hold your tongue." "Oh, don't bother me; you're loaded; then go off!"—Rider and Driver.

A SHORT STORY. COTTOLENE is the best shortening for all cooking purposes.

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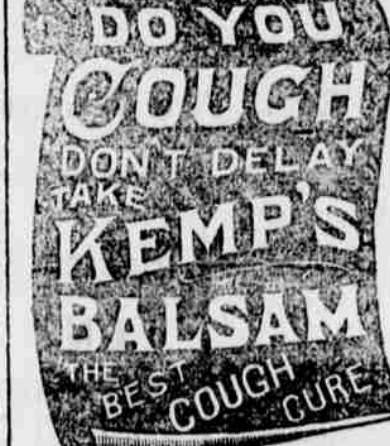
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Mr. John L. C. Brady, Brookville, Pa., had a stroke of "Bell's" palsy on one side of his face so badly that he lost the use of that side, not being able to shut his eye. He at once used Salvation Oil, and it made a complete cure. Feb. 8, 1893.

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It Cures Colds, Coughs, Sore Throat, Croup, Whooping Cough, Bronchitis and Asthma. A certain cure for Consumption in first stages, and a sure relief in advanced stages. Use at once. You will see the effect. Beware of cheap imitations. Large bottles, 50 cents and \$1.00.

PHILADELPHIA & READING RAILROAD.

AFTER NOV 13, 1892.

Trains leave Bloomsburg as follows: Sundays excepted. For New York, Philadelphia, Reading Pottsville, Tanawaka, 6:10, 8:10, 11:30 a. m., 12:15, 5:00, 6:30, 11:30 p. m. Sunday, 10:21 a. m., 7:00 p. m. For Harrisburg, 7:45 a. m., 3:15 p. m. Sunday, 7:55 a. m., 4:20 p. m. For Danville and Milton, 7:45 a. m., 3:15 p. m. Sunday, 7:55 a. m., 4:20 p. m. For Catawissa, 6:10, 7:45, 11:30 a. m., 12:15, 5:00, 6:30, 11:30 p. m. Sunday, 10:21 a. m., 7:00 p. m. For York, 6:10, 7:45, 11:30 a. m., 12:15, 5:00, 6:30, 11:30 p. m. Sunday, 10:21 a. m., 7:00 p. m. For Tamaqua, 1:21 a. m., 4:20 p. m. Sunday, 8:00 a. m., 4:20 p. m. For Williamsport, 9:50 a. m., 4:20 p. m. Sunday, 8:00 a. m., 4:20 p. m. For Lewisburg, 7:45 a. m., 1:10, 5:10, 11:30 p. m. Sunday, 7:45 a. m., 4:20 p. m. For Ruppert, 6:10, 7:45, 11:30 a. m., 12:15, 5:00, 6:30, 11:30 p. m. Sunday, 10:21 a. m., 7:00 p. m. For York, 6:10, 7:45, 11:30 a. m., 12:15, 5:00, 6:30, 11:30 p. m. Sunday, 10:21 a. m., 7:00 p. m. 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