

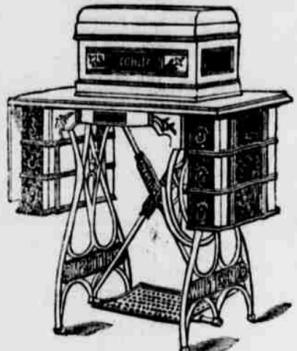
Look Here!

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 ure-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.

A NEW SYSTEM OF ROADMAKING.

Its Projector Claims Superiority and Cheapness Over the Macadam.

Mr. Clovis E. Keach of Burrillville, R. I., at a hearing before the joint special committee appointed to inquire into and report on the condition of roads in the state of Rhode Island, explained a system of roadmaking which in many respects is different from any other. He presented a communication from 57 of the residents of his town setting forth that they had witnessed a test of the road and the result was very satisfactory. The roadway proper is formed of a gravel or broken stone surface divided into sections by means of transverse lines of layer stones, which are flush with the surface. These lines of stone tend to make the gravel or intermediate material proof against local disturbance from the inordinately heavy vehicle wheels or from the action of rushing water.

Each side of the roadbed is flanked by a gutter filled with broken stone or cobblestones, which provides a curblike structure to prevent the gravel from being unduly spread by the constant action of the wheels. The roadbed is slightly curving along the center, with a slight channel along the edges, where at suitable intervals are constructed blind drains that allow the water to escape in the adjacent soil. On an incline a series of oblique or transverse breakers or dams are made to deflect the water aside before it has attained sufficient volume and momentum to be injurious.

Mr. Keach claimed that his road was superior to the macadam in many ways. In relation to the financial side of the question, he believed that it would go as far as \$2 for other roads. The road built on the Burrillville highway for test purposes cost \$3 per running rod, 9 feet in width and from 1 to 2 feet in depth. In some places it would cost less. In figuring the cost he did not figure the cost of the stone, which was near by.—Providence Journal.

The Road Movement in Rhode Island.

This agitation for good roads has now become national. There is no state in the Union in a better condition to meet this problem and to solve it in a practical, businesslike manner. The cost of good roads will be smaller in Rhode Island than in any other state because our population is more concentrated, and the burden of cost will be lighter because we are almost the wealthiest state in the Union. In less than two years our old state debt will be wiped out, and we shall be comparatively the richest and most populous state in the country, free from all incumbrances, with a total valuation of not less than \$400,000,000, or about \$1,160 per capita. It is a fair estimation that it will take from \$1,500,000 to \$2,000,000 to put our main roads in thorough condition.

The benefits arising from good roads would considerably lessen the burden of expense. We shall find relief in an increased valuation of the land. The commissioner of industrial statistics has been inquiring into the number of abandoned farms in this state. Here are some of the figures he has collected: In Burrillville he finds that there are 89 abandoned farms, representing \$86,100; in Coventry, 67 farms, representing \$83,480; in West Greenwich, 65 farms, representing \$61,700; in Scituate, 45 farms, representing \$16,900, and in Gloucester, 30 farms, representing \$13,650.

I do not pretend to say that better roads will turn these abandoned acres into fertile fields and rich pasturage, but bad roads are to some extent responsible for their present condition, and it is fair to presume that there are a number of them which would be taken up and worked at a profit if easier and cheaper means of bringing the produce to market were provided. Many of them would be quickly taken up as country residences if they were made easy of approach by good roads.

Popular as Rhode Island is as a summer resort, improved highways would double the number of visitors that flock to her shores. I believe the increased value of land and reduced cost of transportation will make the perceptible increase of the tax a very small burden. In fact, an expenditure for that purpose may be regarded as a judicious and lucrative investment rather than a burden. The governor pointed out that there was a chance for Rhode Island to achieve the distinction of being the first state to have a complete system of well constructed main roads.—Governor Brown's Address.

Ireland Has the Best Roads.

The best roads in the world are those to be found in Ireland. They are far superior to those in England or in Germany. Tourists from every country pronounce them unrivaled. This splendid road system is directly in the hands of the government, with a government inspector for each county, who examines the roads and gives a certificate for the excellency of the work done before the road contractors are paid by the government. And this government inspection of the roads takes place every three months, and the contractors are thus always made to attend to the repairs of the roads. I hope the coming convention will consider this system of public roadmaking. All who have seen and examined it pronounce it the very best in existence.—St. Paul Globe.

Railroads Responsible for Bad Roads.

It is plain that if there had been no railroads in our country for the last 50 years the people would have been driven to give more attention to the wagon roads, and by this time the whole country would have been covered with a network of well constructed stone and gravel roads leading in every direction. The railroads have absorbed the attention and the capital. The multiplying of all manner of vehicles has continued, and millions of money and tens of thousands of people are engaged in construction, but out of the cities and with the exception of a few hundred miles of macadamized roads the vehicles of all sorts must travel over roads that quickly ruin them and are not worthy of the civilization of any people in any land.—Wilmington Massener

Women ARE QUICK

to appreciate a good thing. Every good housekeeper has longed for some NEW shortening, better and more healthful than has heretofore been known.

COTTOLENE

fills this long felt want, and this explains why when once used all good cooks continue to use

COTTOLENE

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

SALVATION OIL

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.

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



Doan's Kidney Pills cure Catarrh, Gravel, Gout, Rheumatism, Backache, Headache, Nervousness, Debility, and all ailments of the urinary system.

PHILADELPHIA & READING RAILROAD.

AFTER NOV 13, 1892.

Trains leave Bloomsburg as follows: Sundays excepted. Leave New York, Philadelphia, Reading, Pottsville, Tamaqua, etc., 10.11.36 a.m. For Williamsport, 7.45 a.m., 3.15 p.m. Sunday, 7.55 a.m., 4.25 p.m. For Danville and Milton, 7.45 a.m., 3.15, 11.10 p.m. Sunday, 7.55 a.m., 4.25 p.m. For Catawissa 6.10, 7.45, 11.36 a.m., 12.15, 5.00, 6.30, 11.35 p.m. Sunday, 10.21 a.m., 7.08 p.m. For Rupert 6.10, 7.45, 11.36 a.m., 12.15, 5.15, 6.00, 6.30, 11.35 p.m. Sunday 7.58, 10.21 a.m., 4.25 p.m. Trains for Bloomsburg Leave New York via Philadelphia 7.45 a.m., 4.00 p.m. and via Easton 8.45 a.m., 4.30 p.m. Leave Philadelphia 10.20 a.m., 6.00 p.m. Leave Reading 11.50 a.m., 7.37 p.m. Leave Pottsville 12.30 p.m. Leave Tamaqua 1.31 a.m., 7.57 p.m. Leave Williamsport 6.50 a.m., 4.25 p.m. Sunday, 8.00 a.m., 4.25 p.m. Leave Catawissa 7.00, 8.30 a.m., 1.30, 2.19, 6.10, 11.10 p.m. Sunday, 7.45 a.m., 4.25 p.m. Leave Rupert 6.21, 7.08, 8.27, 11.43 a.m., 1.37, 3.27, 6.19, 11.21 p.m. Sundays, 7.59, 10.12 a.m., 4.22 p.m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wha South Street Warr.

FOR ATLANTIC CITY. Weekdays—Express, 9.00 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, 1.00 p.m. Accommodation, 8.00 a.m., 5.45 p.m.

Returning leave Atlantic City Depot, corner Atlantic and Arkansas avenues. Weekdays—Express, 7.00, 7.45, 9.00 a.m., 2.00, 3.30 p.m. Accommodation, 8.15 a.m., 4.15, 4.45, 6.15 p.m. Sunday—Express, 4.00, 8.00 p.m. Accommodation, 7.15 a.m. and 4.30 p.m.

L. A. SWEIGARD, C. G. HANCOCK, Pres. & Genl. Manager. Genl. Pass. Agt.

BLOOMSBURG & SULLY R. R.

Taking effect MONDAY, NOV. 1, 1892.

STATIONS.	A. M.	P. M.	A. M.	P. M.
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