

IMPORTANT LAW MISUNDERSTOOD

Relating to Burial of Soldiers, Sailors and Marines—What It Provides. A law, which is misunderstood is the act of assembly authorizing and requiring each county to bury and to provide a headstone for any honorably discharged soldier, sailor or marine, who served in the army or navy during the late rebellion or any preceding war, and who shall thereafter die in that county leaving insufficient means to defray the necessary burial expenses.



Rapid changes of temperature are hard on the toughest constitution.

The conductor passing from the heated inside of a trolley car to the icy temperature of the platform—the canvasser spending an hour or so in a heated building and then walking against a biting wind—know the difficulty of avoiding cold.

Scott's Emulsion strengthens the body so that it can better withstand the danger of cold from changes of temperature.

It will help you to avoid taking cold.

ALL DRUGGISTS: 50c. AND \$1.00.

NEW HOBOKEN TERMINAL.

The first of the Great Railway Terminals that are to grace New York was opened to the public by the Lackawanna Railroad Co. on February 24. Besides having the distinguished honor of being the first great Terminal to be opened, it still has a higher one; that of the best arranged water front Railway Terminal in the world, having a frontage of 730 feet upon the Hudson River.

The Terminal itself is unique in many respects. It is built upon new engineering and architectural lines, there being none like it in existence. It was built over traffic, 100,000 people using the Terminal daily during its construction without the loss of time or a single injury. It is built over water, its concrete and steel foundation resting upon piling; its system of train sheds is absolutely original, designed by the Chief Engineer of the Company. These are a few of the most interesting features.

On the first floor is the waiting room and its dependencies; also the ferry concourse. The waiting room is 90 by 100 feet and 55 feet high; it is finished in limestone and plaster, with high windows on all sides, and a leaded ceiling light in art glass.

On the second floor, reached by an easy inclined plane by stairways, and elevators, will be found the Restaurant, a fully equipped Emergency Hospital, a Barber Shop and Bath rooms, and necessary offices. The most ornate room in the new Terminal will be the Restaurant, finished in old ivory with old-gold hangings and French gilt fixtures, all the wood-work being of mahogany.

The tower by day carries a flag that can be seen for many miles up and down the river. At night it is illuminated from top to bottom with electric lights, making it the most conspicuous feature on either side of the Hudson. The six ferry slips are spanned by arches supported by ornamental piers, all of which are pricked out at night by electric lights, making a beautiful picture.

The San Jose scale was unknown in this country twelve years ago. A man by the name of Lovett, conducting a nursery in one of the Southern states, received a Japanese plum tree from Japan. The tree was infected with the scale, which was first noticed in San Jose, California, where the tree was sent. Nothing was thought about it at that time. Since then, in a period of twelve years, the pest has spread over the whole country, until now it is attacking trees in every state, county and township.

An Argument for Good Roads.

The Department of Agriculture has been gathering statistics to show the cost of haul paid by farmers in getting their crops to shipping points. Investigation has been made in 1900 counties, covering practically the whole farming area of the country, with the following stated results:

The average cost to the farmer of hauling wheat from farms to shipping points is given as 9 cents per 100 pounds, the average distance hauled is 9.4 miles, and the average wagon load of wheat weighs 3323 pounds, thus containing about 55 bushels. For cotton, the average load is 1702 pounds, distance from shipping point 11.8 miles, and cost of hauling 16 cents per 100 pounds. Reduced to terms of cost per ton mile, the rate for wheat is 19 cents, and for cotton 27 cents.

The highest cost of haul is for wool, which is carried on an average 39.8 miles from farm or ranch to shipping point at a rate of 44 cents per hundred pounds for the entire distance. The lowest cost for any one product is for hemp, which is hauled from farms to shipping points at an average cost of 6 cents per 100 pounds, the average distance hauled being 5.2 miles and the average load of hemp weighing 3393 pounds.

For the entire distance from farm to shipping point, corn, oats and barley are each hauled at an average cost of 7 cents per 100 pounds; hay, flaxseed, rye and timothy seed 8 cents; wheat, potatoes and beans, 9 cent; tobacco and live hogs, 10 cents; rice, hops and buckwheat, 11 cents; apples and peanuts, 12 cents; vegetables (other than potatoes) and cotton seed, 15 cents; cotton and fruits (other than apples), 16 cents, and wool, 44 cents.

Except in the case of wool, practically all costs represent the expense incurred by farmers in hauling their own produce. Wool is hauled in the Rocky mountains largely by regular freight wagons, and the wool growers pay for the hauling at varying rates per 100 pounds.

The total tonnage of farm products hauled on country roads in the United States is not known, but of twelve leading products it is estimated that nearly 50,000,000 tons were hauled from farms during the crop year 1905-6, at a cost of about \$85,000,000, or more than 5 per cent of the entire local markets. Of this traffic, 40,000,000 tons represent the weight of corn, wheat and cotton, and the cost of hauling these three products was \$70,000,000.

A stronger argument for the building of good roads, or for the extension of trolley roads with the freight-carrying privilege, could hardly be presented.

Trespass Notices. Card signs "No Trespassing" for sale at this office. They are printed in accordance with the late act of 1903. Price 5 cents each. If

Try to Catch the Farmers.

Farmers and rural residents in this section are cautioned to be on the lookout for a scoundrel who is operating a new scheme. He is selling a stretcher for barb wire fencing. The machine and section of fence are left with farmers, and a contract signed by the latter for \$300 to be paid in case the stretcher is accepted. The swindler never appears but later the signer is confronted with a note at his bank for \$300.

CASTORIA For Infants and Children. The Kind You Have Always Bought. Bears the Signature of J. C. Watson.

Where Humor, Love, and Mystery Prevail.

March Lippincott's Magazine breathes a foretaste of summer in its leading feature, the complete novelette, "The Smuggler" is its title, and the author, Ella Middleton Tybout, has already to her credit several successful full-grown novels, notably "The Wife of the Secretary of State." This newest story does not deal with smugglers and pirates of the past, but with the modern manner of getting jewels into our fair land without asking Uncle Sam's consent.

The characters are mightily convincing in their various roles; and her rapid acting plot makes the most indifferent reader "sit up" until he has devoured the last word. Ellis Parker Butler has never written anything funnier than "Pat Cronin and the Foretellin' Lady." It beats the record of "Pigs in Pigs." A more serious story, of subtlety and originality, is "The Convicts Strain," by Edith Robinson. An amusing episode in the domestic life of the newly married is "The Accomplished Mrs. Thompson," by Norval Richardson.

Among the poets appearing this month are Florence Earle Coates, whose verses called "The Lark" are especially attuned to the Easter season, Mary Byerley, Charles Hamilton Musgrove, Fullerton L. Waldo, Grace MacGowan Cooke, and Mary Caldwell Richardson. The "Walnut and Wine" department is not a reprint of worn-out jokes, but aims to publish whatever is funny—and fresh.

No More Little Necks.

No more Little Necks! There will still be clams, but never again can they be real Little Necks. The Long Island Railroad station at the famous point on the north shore is to have its name changed to Westmoreland, as the result of a long, bitter controversy which has finally been won by the innovators. With the region around Little Neck about to be included within the zone of improved transit, new residents have rebelled at living in "the place where clams come from." What the clams think of "Westmoreland" has not been ascertained.

Now the Maple Sugar.

The Williamsport Gazette and Bulletin says: Notwithstanding the frigidities which have been prevailing during the past two weeks, in about two weeks from this time the sap of the sugar maple tree will start upwards through the fibres of the trees. The maple sugar industry of Pennsylvania these years hardly measures up in importance to what it was during the days of our grand parents' youth. In fact the spurious "maple sugar" of to-day, made out of glucose and other substances, has in a great measure driven out of market the genuine and healthful article we used to buy.

HUMPHREYS'

Veterinary Specifics cure diseases of Horses, Cattle, Sheep, Dogs, Hogs and Poultry by acting directly on the sick parts without loss of time. A. A. FEVERS, Concessions, Influenza, Coughs, Lung Fever, Milk Fever. B. H. SPRAINS, Lameness, Injuries, Burns, Rheumatism. C. C. SORE THROAT, Quinsy, Epizootic, Croup, Distemper. D. D. WORMS, Bots, Grubs, Glands. E. E. COUGHS, Colds, Influenza, Inflamed Glands, Lung, Pleuro-Pneumonia. F. F. COLIC, Bellyache, Wind-Blown, Glands, Distemper, Dysentery. G. G. Prevents MISCARRIAGE. H. H. KIDNEY & BLADDER DISORDERS. I. I. SKIN DISEASES, Mange, Eruptions, Cures, Itches, Grease, Farcy. J. K. BAD CONDITION, Staring Coat, Cures Indigestion, Stomach Stagers. 50c. each; Stable Case, Ten Specifics, Book, 2c., 47c. At druggists, or sent prepaid on receipt of price. Humphreys' Medicine Co., Cor. William and John Streets, New York.

PENNSYLVANIA Railroad.

SCHEDULE IN EFFECT NOVEMBER 25, 1906. Trains leave EAST WYOMING as follows: For Susquehanna and Williamsport, 7:30 a. m., 11:15 a. m., 7:30 p. m. week-days. For Philadelphia and Sunbury, 8:05, 11:57 a. m., 4:07, 7:25 p. m. week-days; Sundays 4:07 p. m. For Pittston and Scranton as follows: 7:30, 10:16 a. m., 2:45, 6:30 p. m. week-days. For Pottsville, Reading and Philadelphia, 7:50 a. m., 4:35 p. m. week-days. For Hazleton, 7:50, 10:16 a. m., 4:35, 6:30 p. m. week-days.

PHILADELPHIA & READING RAILWAY.

In effect Nov. 11, 1904. TRAINS LEAVE BLOOMSBURG For New York, Philadelphia, Reading, Pottsville, Tamuqua, weekdays 7:27 via West Milton 11:30 a. m. via East Mahanoy 3:39 p. m. via West Milton. For Williamsport, weekdays, 7:27 a. m. 3:39 p. m. For Danville and Milton, weekdays, 7:27 a. m. 3:39 p. m. For Catawissa weekdays 7:27, 11:28 a. m. 12:20, 7:00 p. m. For Pottsville weekdays 7:27, 11:28 a. m. 12:20, 7:00 p. m.

ATLANTIC CITY R. R.

From Chestnut Street Ferry. For South St. see timetables at stations. WEEKDAYS. ATLANTIC CITY. ATLANTIC CITY. CAPE MAY AND OCEAN CITY. 7:30 a. m. L. Exp. 8:00 p. m. Exp. 8:50 a. m. L. Exp. 9:00 a. m. Exp. 9:00 p. m. Exp. 9:15 p. m. Exp. 9:30 p. m. Exp.

Columbia & Montour El. Ry.

TIME TABLE IN EFFECT June 1, 1904, and until further notice. Cars leave Bloom for Espy, Almedia, Lime Ridge, Berwick and intermediate points as follows: A. M. 7:50, 8:10, 8:30, 8:50, 9:10, 9:30, 9:50, 10:10, 10:30, 10:50, 11:10, 11:30.

LACKAWANNA Railroad.

BLOOMSBURG DIVISION. In Effect March 1st, 1904. NORTHWARD. STATIONS. A. M. P. M. P. M. P. M. NORTHBURLEIGH... 6:45 10:00 11:50 5:27 Taylor... 6:56... 10:11... 12:01... 5:38 Danville... 7:06... 10:21... 12:11... 5:48 Catawissa... 7:17... 10:32... 12:22... 5:58 Bloomsburg... 7:28... 10:43... 12:33... 6:08

WEST.

STATIONS. A. M. P. M. P. M. P. M. SCRANTON... 6:35 10:20 11:55 7:40 Taylor... 6:44 10:29 12:04 7:49 Old Forge... 6:50 10:36 12:10 7:55 Duryea... 6:53 10:39 12:13 8:02 Pottsville... 6:57 10:43 12:17 8:06 Susquehanna Ave... 7:00 10:46 12:20 8:09 West Pittston... 7:04 10:50 12:24 8:13 Wyoming... 7:08 10:54 12:28 8:17 Luzerne... 7:16 11:02 12:36 8:25 Kingston... 7:24 11:10 12:44 8:33

\*Daily. †Daily except Sunday. ‡Stops on signal or notice to conductor. R. M. RINE, Supt. T. W. LEE, Gen. Pass. Agt.

Bloomsburg & Sullivan Railroad.

Taking Effect May 1st, 1906, 12:05 a. m. NORTHWARD. STATIONS. A. M. P. M. P. M. A. M. Bloomsburg D & W... 9:00 3:37 6:15 6:08 Bloomsburg P & R... 9:02 3:39 6:17 6:10 Bloomsburg Main St... 9:05 3:42 6:20 6:13 Paper Mill... 9:08 3:45 6:23 6:16 Light Street... 9:12 3:49 6:27 6:20 Orangeville... 9:16 3:53 6:31 6:24 Forks... 9:20 3:57 6:35 6:28 Zions Creek... 9:24 4:01 6:39 6:32 Stillwater... 9:28 4:05 6:43 6:36 Benton... 9:32 4:09 6:47 6:40 Edons... 9:36 4:13 6:51 6:44 Cokes Creek... 9:40 4:17 6:55 6:48 Laubachs... 9:44 4:21 6:59 6:52 Grass Mere Park... 9:48 4:25 7:03 6:56 Central... 9:52 4:29 7:07 6:60 Jamison City... 9:56 4:33 7:11 6:64

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A BEAUTIFUL FACE Send stamp for Particulars and Testimonials of the remedy that clears the Complexion, Removes Skin Imperfections, Makes New Blood and Improves the Health. BEAUTY SKIN CHICHESTER CHEMICAL CO., Madison Place, Philadelphia, Pa.

PARKER'S HAIR BALM Cleanses and beautifies the hair. Keeps the scalp cool and moist. Never Falls to Resting City. Circulars free. Write to Parkers' Hair Balm, 242 and 244 Broadway, New York.

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