MISUNDERSTOOD

Relating to Burial of Soldiers, Sallors 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. In each county the act requires that in every township and ward suitable persons be appointed to look after and bury the deceased soldiers, sailors or marines who are entitled to the benefit of the above act. Before assuming charge and expense of burial, section second provides that the men appointed must first satisfy themselves by careful inquiry into and examination of all the circumstances in the case whether the deceased soldier, sailor or marine they are called upon to bury served in the army or navy and was honorably discharged and died in their township or ward, leaving insufficient means to defray necessary burial expenses. If they are satisfied that such facts exist they shall take charge of the body and cause it to be buried and thereupon they shall immediately report their action in the case to the county commissioners, setting forth the facts ascertained by them, together with the name, rank, command to which such deceased soldier, sailor or marine belonged, the date of discharge, etc., which report shall be duly attested by three reputable persons residing in the same township or ward with the deceased soldier, sailor or marine, knowing the fact that the latter died without sufficient means to defray necessary burial expenses. The above provisions, when known, ought to make it clear, not only that veterans of the war must die wholly without means before they can be buried at the expense of the county, but also that whatever is done in the premises must be done promptly, as soon as death occurs, if the provisions of the law are to be lived up to. The county commissioners of some counties are much perplexed by applications that come into the office months after the death and burial of the veteran has occurred. Persons who are unacquainted with the provision of the act seem to think that by establishing certain facts at any time subsequent to death money will be paid by the county for burying deceased soldiers, sailors or marines. This is a mistake, as those who apply soon learn. The death rate is rapidly increasing among the veterans and it is only just that all should know what the law provides as to their burial and

Sunbury People Want Dam Rebnilt.

The people of Sunbury are unafforded by tre Susquehanna's glass. stretch of water which fronted Sunbury before the ice gorge of 1904.

River men and sand dredgers say the destruction of the dam has injured their business and Sunbury coal operators say the low water has greatly crippled their business. Lack of money is the only bar to rebuilding and movements are now being made to finance the project.

## Must Fly The Flag.

A bill has been introduced in congress providing that the flag shall fly over every building in which a post office is located from sunrise to sunset of every day that it is open for business. In order to carry out the provisions of the bill, it directs that in making leases for postoffice purposes the postmaster general shall cause to be inserted a provision requiring the landlord to attend to this.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive care now known to the medical fraternity. Catarrh being a constutional disease, requires a constitutional treatment Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. thereby destroying the foundation of the disease, and giving the padoing its work. The proprietors have so much faith in its curative

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.

**\$0000000000000000000000000000** 

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.

Not to go deep into statistics or ancient history, on the night of August 8.h, 1905, the Poboken Terminal and Ferry Houses were burned to the ground. Before the last flame had flickered out, plans were being drawn for a temporary terminal. In a few days the temporary structure was in place.

On March 25th, 1906, the first actual concrete construction was commenced and on February 3rd 1907 the entire station except three of the ferry slips was finished and opened to the public. The quick construction of the Terminal, going on over the traffic of 100,000 people and 3,000 teams daily, is a marvel in itself.

The Lackawanna Terminal is absolutely fire-proof; even the racks and desks in the ticket office are of

what proceedure mustbe employed, metal. 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; animous in their desire to rebuild it is finished in limestone and plasthe dam at that place and restore ter, with high windows on all sides, the beautiful aquatic playground and a leaded ceiling light in art

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 Restaurant, seating over 250, overlooks the water, and gives its patrons a fine marine view. An outdoor balcony seating 45 will be utilized in the summer. This will allow patrons while enjoying a dainty lunch or dinner to see the busiest harbor in America at its

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 teature on either side of the Hudson. The six terry slips are spanned by arches supportec by ornamental piers, all of which are pricked out at night by electric lights, making a beautiful picture. It is the best lighted and deco-

present moment. San Jose Scale.

rated of all terminals up to the

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 tient strength by building up the tree was infected with the scale, constitution and assisting nature in which was first noticed in San Jose, California, where the tree was sent. Nothing was thought about it at powers that they offer One Hundred that time. Since then, in a period Dollars for any case that it fails to of twelve years, the pest has spread Address F. J. CHENEY & Co.
Toledo, O.

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 hanl paid by farmers in getting their crops to shipping points. Investigation has been made in 1900 counties, covering practically the whole farming area

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 pounds, thus containing about 55 bushels. For cotton, the average load is 1702 pounds, distance from mise for its author. shipping point 11.8 miles, and cost of hauling 16 cents per 100 pounds. Reduced to terms of cost per ton keen observation; and under an enmile, 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 strates the difference between a 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 and the average load of hemp and Mary Caldwell Richardson. weighing 3393 pounds.

For the entire distance from farm barley are each hauled at an aver- ever is funny-and tresh. age cost of 7 cents per 100 pounds; hay, flaxseed, rye and timothy seed 8 cents; wheat, potatoes and beans, o cent. tobacco and live hogs, to cents; rice, hops and buckwheat, 11 cents: apples and peanuts, 12 cents: vegetables (other than potatoes) cents, and wool, 44 cents.

tically all costs represent the ex- long, bitter controversy which has 6:00 a. m. pense incurred by farmers in haul- finally been won by the innovators. ing their own produce. Wool is With the region around Little hauled in the Rocky mountains Neck about to be included within 12:00.

Neck about to be included within 12:00.

P. M. 1:00, †2:00, 3:00, 4:00, 5:00, 6:00, and the wool growers pay for the residents have rebelled at living in hauling at varying rates per 100 ounds.

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,-

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 print-ed in accordance with the late act of 1903. Price 5 cents each. tf

Trick to Catch the Farmers.

Farmers and rural residents in this section are cautioned to be on the lookout for a scoundrel who is without loss of time. operating a new scheme. He is selling a stretcher for barb wire fencing. The machine and section of B. B. SPRAINS, Lameness, Injuries, fence are left with farmers, and a contract signed by the latter for \$300 to be paid in case the stretcher | D. D. } WORMS, Bots, Grabs. is accepted. The swindler never appears but later the signer is confronted with a note at his bank for

CASTORIA For Infants and Children. The King You Have Always Bought Bears the

#0000000000000000000000000000 | Where Humor, Love, and Mystery Prevail.

> March Lippincott's Magazine breathes a foretaste of summer in Schedule in Eff. its leading feature, the complete novelette. "The Smuggler" is its title, and the author. Eila 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 nevel

written anything funnier than "Pat Cronin and the Foretellin' Lady." It beats the record of "Pigs is 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. Another one of Marion Hill's inimita bly humorous sketches of neighborhood types is "The Too-Travelled Will Levington Com-Kings." fort's name is associated with the of the country, with the following best kinds of Western stories, and his contribution this month, "The clear. "Miss Merriam's Groom," by Harold R. Durant, is a pleasi: g tale of love and disguise. "The White Passion of the Sea," by a wagon load of wheat wheighs 3323 new writer, Nina Spalding Stevens, is a vignette of the sea, which is intensely human and shows pro-

"The American Gentleman," by Minna Thomas Antrim, evidences tertaining style in presenting comparisons, there is earnest endeavor to define this rather difficult line. Incidentally, the author demon-'gent'' and the genuine article.

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 cents per 100 pounds, the average Hamilton Musgrove, Fullerton L. distance hauled being 5.2 miles and Waldo, Grace MacGowan Cooke,

The "Walnut and Wine" department is not a reprint of wornto shipping point, corn, oats and out jokes, but aims to publish what-

No More Little Necks.

No more Little Necks! There will still be clams, but never again can ther: be real Little Necks. and cotton seed, 15 cents; cotton The Long Island Railroad station and fruits (other than apples), 16 at the famous point on the north shore is to have its name changed "the place where clams come from." What the clams think of What the clams think of "Westmoreland" has not been ascertained

Now the Maple Sugar.

The Williamsport Gazette aud Bulletin says:

Nothwithstanding the frigidity which has 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 mapie 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

A. A. PEVERS, Congestions, Inflamma ourses tions, Lung Fever, Milk Fever,

C. C. SORE THROAT, Quinsy, Epizootic

E. E. COUGHS, Colds, Influenza, Inflamed P. F. | COLIC. Bellyache, Wind-Blown, curss | Diarrhea, Dysentery, G. G. Prevents MISCARRIAGE.

H. H. KIDNEY & BLADDER DISORDERS. 1. 1. SKIN DISEASES, Mange, Eruptions, cures Ulcers, Grease, Parcy.

J. K. BAD CONDITION, Staring Coat, coxes Indigestion, Stomach Staggers. 60c. each ; Stable Case, Ten Specifics, Book, &c., \$7. At druggists, or sent prepaid on receipt of price. Humphreys' Medicine Co., Cor. William and John

Streets, New York. EF BOOK MAILED FREE.

## PENNSYLVANIA Railroad.

\*\*\*\*\*\*\*\*\* 25, 1906 Trains leave EAST ..... 'tG as follows:

For Nescopeck and with states and 10:46 a. m., 20:3 (12:48 New opens, only a red plan, weekm. 2.13 (a.2 No. ph. days.

Hor Catawissa and Sunbury, 8:25, 11:47 a. m.,

4:67, 7:25 p. m. wors days; -undays 4-6 p. m.

For Pitston and Scranton as follows: 7:50 10:46

a. m., 2:45, 6:20 p. m. week-days.

For Pottsyille, Reading and Philadelphia, 7:50 a.

m., 4:28 p. m. week days.

r Hazleton, 7:50 10:16 a. m., 4:28, 6:20 p. m.

week days.

Cr Lewisburg. Milton, Williamsport, Lock
Laven, Kenovo, and Ridgway 11 47 a.m. Week
Laven, Kenovo, and Ridgway 11 47 a.m. Week
Lock Havenoniy, 8:25 a.m. 4:07 p. m.;

O Williamsport and Intermediate stations,
1:30, 1:47 a.m. 4:07, 7.25 p. m. Week days; 4.07

140, 11:47 a, m. 4:07, 7.25 p. m. week days; 4.07
1. n. Sundays.
For l'ellefonte, Tyrone, l'hilipsburg, and Clearfield, 8:25, 11:47 a, m., week days.
For durrisburg and intermediate stations 8:25,
11:17 a, m., 4:07, 7:25 p. m. week days; 4:07 p.
m. Sundays.
For Philadelphia (via Harrisburg), Baltimore
and Washington 8:25, 11:47 a, m., 4:07, 7:25 p. m.
week days: Sundays, 4:07 p. m.
For Pittsburg (via Harrisburg), 8:25 a, m., 4:07
7:25 p. m. week days; 4:07 dally; via Lewistown
Junction, 8:25, 11:47 a, m. week-days; via Lock
Haven, 8:25, 11:47 a m. week-days.
For further information apply to Ticket
Agents.

Agents.
W. W. ATTERBURY.
General Manager.
GEO, W. BOYD.
General Passenger Agent.

PHILADELPHIA & READING RAILWAY.

In effect Nov. 17, 1904. TRAINS LEAVE BLOOMSBURG

For New York, Philadelphia, Reading, Potts ville, Tamaqua, weekday 7.27 via West Milton; 11:30 a.m., via East Mahanoy; 3.29 p.m. via West For Williamsport, weekdays, 7,27 a m 3.49

P for Danville and Milton, weekdays, 7:27 a m 8.29 p. m. For Catawissa weekdays 7.27, 11-28 a m his contribution this month, "The For Rupert weekdays 7.27, 11.28 a. m. 12.20 Fighting Death," is powerful and 3.29, 7.00, p. m.

Leave New York via Philadelphia 9.05 a m., andvia Easton 9.10a. m., Leave Philadelphia 10.21a. m. Leave Reading 12.15p. m. Leave Pottsville 12.55 p. m.

Leave Pottsviller 2.55 p. m. Leave Tamaqual 49 p. m., Leave Williamsport weekdays 10.06 a m. 4.30 p. m. Leave Catawissa weekdays, 6.36, 8.20 a. m. 1.30, 3.32 p.m. Leave Rupert, weekdays, 6.44, 8.25, 11.40 a. m. 1.28, 3.40 6.21 p. m. ATLANTIC CITY R. R.

From Chestnut Street Ferry. For South St. see timetables at stations. WEEKDAYS. ATLANTIC CITY. | ATLANTIC CITY, | CAPE MAY

4:00 p. m. Exp. (60 Minutes) 5:00 p. m. Exp. 5:00 p. m. Lel. 7:15 p. m. Exp. 7:30 a, m. Lel. 9:00 a, m. Exp 11:30 a, m. Exc. 2:00 p, m. Exp. SUNDAYS. SEA ISLECTIVE SUNDAYS. SEA ISLECTIVE SEA ISLECTIV ATLANTIC CITY 5:00 p. m. Lcl.; OCEAN CITY, 7:15 p. m. Exp. CITY. Detailed time tables at ticket offices, isth and hestnut St.s., 834 Chestnut St. 1005 Chestnut t., 609 South 3rd St., 3962 Market St., and at trations

Union Transfer Company will call for and check baggage from notels and residences. EDSON J. WEEKS, Gen'l Pass, Agt,

Columbia & Montour El. Ry. TIME TABLE IN EFFECT June 1 1904, and until Further Natice.

Cars leave Bloom for Espy, Almedia, Lime Ridge, Berwick and intermediate points as

A. M. \$5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9.00, 9:40, 10:20, 11:00, 11:40.

P. M. 12:20, 1:00, 1:40, 2.20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, \*(9:40) 10:20 \*(11:00) Leaving depart from Berwick one hour Except in the case of wool, prac- to Westmoreland, as the result of a from time as given above, commencing at

> Leave Bloom for Catawissa A. M. 5:30, 6:15, 17:00, 18:00, 9:00, 110:00, 111:00,

17:00, 8:00, 9:00, 10:20, \*(11:00) Cars returning depart from Catawissa 20 minrtes from time as given above.

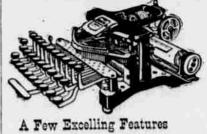
First car leaves Market Square for Berwick on Sundays at 7:00 a. m. First car for Catawissa Sundays 7:00 a. m. First car from Berwick for Bloom Sundays

leaves at 8:00 a. m First car leaves Catawissa Sunda at 7:30

From Power House. \*Saturday night only, +P. R. R. Connection.

WM. TERWILLIGER. Superintendent.

THE POSTAL \$



First-class in material and workmanship. Uses universal key board-writes 84 characters.

Simple construction-Fewest parts. Alignment positive and permanent. Extra great manifolding power. Unexcelled for mimeograph stencil

cutting. Inked by ribbon, as in \$100 machine Visible writing-no carriage to lift. Style of type changed if desired in

few seconds. Light, easily carried-weighs only 101/2 pounds.

The lowest priced practical typewriter. Every machine fully guaranteed.

Why pay \$100 for a typewriter when the Postal, which will do just the same work as well, as easily and as quickly will cost you only \$25. Why tie up that \$75 where you derive no benefit from it?

This machine can be seen at the COLUMBIAN OFFICE. Postal Typewriter Company

Norwalk Conn. 8-2 4mo.

## ACKAWANNA Railroad.

BLOOMSBURG DIVISION.

In Effect March 1st., 1904.

STATIONS. NORTHUMBERLAND .... Cameros...... Danville...... Rupert .... Bloomsburg .... Hunlock's..... Nanticoke..... lymouth Junction... 9 00 12 65 9 13 12 11 9 13 12 14 Old Forge....

SCHANTON ...... A M A.M. P. P. Y. M.

A. M. P. M. P. M P. A \*Daily. \* Daily estimated to supplied to notice to conductor.

E. M. RINE. T. W. LER,
E. M. RINE. Gen. Pass. Agt. \* Daily excect Sunday. I Stops on

Bloomsburg & Sullivan Railroad.

Taking Effect May 1st 1906, 12:e5 a m. NORTHWARD.

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

SOUTHWARD.

Jamison City... 550 10 48 435 7 00 Central... 553 10 51 438 7 83 Grass Mere Fark f6 01 47 12 7 47 11 00 Laubachs... 6 03 11 62 4 48 7 13 Coles Creek... f6 12 11 66 4 53 7 22 Basons... 6 14 f11 09 14 56 f7 24 Benton... 6 18 11 13 5 00 7 28 Stillwater... 6 28 11 21 5 68 7 38 Zaners... f6 35 f11 29 5 15 7 48 Bloom. D L & W. 7 20 12 10

Trains No. 21 and 22, mixed, second class.
† Daily except Sunday. † Daily † Sunday
only. f Flag stop. W. C. SNYDER, Supt



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
fleath. It you take BEAUTYSKIN

CHICHESTER CHEMICAL CO.



