THE PUBLIC ROAD LAW.

Some New Light Thrown Upon a Matter of Increasing Interest.

Judge Yerks, of the Bucks county court, recently delivered an opinion in a case involving the rights and duties of road supervisor which is of general interest. On the demand of certain taxpayers of Bensalem township, Moses Vandegrift, the supervisor, made a contract with them for making a good and supstantial road-bed upon a specified part of the township, either by macadamizing the same, or by the use of stone and gravel, or in such other way as should be deemed advisable and proper, to make a permanent benefit to the township. The work appears to have been done to the supervisor's satisfaction, and the cost was claimed as a credit against the amount charged to him upon the township duplicate. The cost according to the contract, equaled the amount of taxes due to the township from the taxpayers with whom the contract was made. The township auditors disallowed the credit, on the ground that the supervisor exceeded his authority in making such a contract. Judge Yerkes said that the contract was clearly within the law, and such as the supervisor had the right to make. It was also for the making of such a road as the law contemplates, and of the materials mentioned by the act. It was true it might result in making a better character of road than is usually provided by the ordinary suporvisor, but no better than the status intended should be made.

Judge Yerkes said that instead of making such improvements to the roads as would keep them constantly in repair and at all seasons clear of impediments to easy and convenient traveling, it was usual for the supervisor to make a pretense of repairing the roads by throwing upon the hard bed from the side ditches loose earth, unbroken rolling stones and whatever other material, suitable or unsuitable. might be found in the ditches alongside, without reference to the condition of the road or the necessity for repairs or filling up. The consequence was that often good roads were made worse, if not nearly impassible for a season, while poor ones were negleted, simply because the immediate side ditches did not furnish suitable materials to repair them with. This shortsighted and to often useless system of repairing roads was frequently approved by the taxpayers for two reasons: First, because supposed to be inexpensive; second, it permitted him to work out his taxes without being required



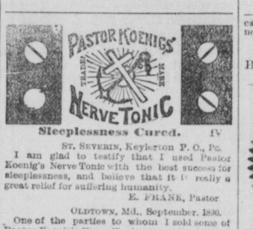
will be paid for a recipe enabling us to make WOLFF'S ACME BLACKing at such a price that the retailer can profitably sell it at IOC. a bottle. At present the retail price is 20c.

"L'his offer is open until January 1st., 1893. For Methodars address the undersigned.

A'CME BLACKING is made of pure alcohol, aer liquid dressings are made of water. ater costs nothing. Alcohol is dear. Who a show us how to make it without alcohol o that we can make ACME BLACKING as cheap s water dressing, or put it in fancy pack-ces like many of the water dressings, and ion charge for the outside appearance inteal of charging for the contents of the

WOLFF & RANDOLPH, Philadelphia.

PIK=RON use name of a paint of which a 25c, bottle mugh to make six scratched and dulled tirs look like newly finished mait will do many other remarkable no other paint can do. Alt retailers sell it.



Pastor Koenig's Nerve Tonie was telling me to-day that he had suffered from great diamens and pain through his whole body. After using one bottie he was entirely cured. JOHN W. CARDER, Merchant

My wife suffered for a number of years from avail. After taking only two bottles of Pastor Koenig's Norve Tonic har trouble in subsided. JOHN FULLMER

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BARBED WIRE .- Cambria Link Wire. Plain and barbed bog wire at lowest prices

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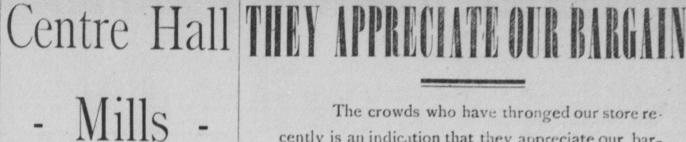
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Time Table, in effect N v. 15, 1891,

TRAINS LEAVE MONTANDON. EASTWARD.

9.27 a. m -- Train 14. (Daily except Sunday, For Sunbury, Willkerbarre, Hazleton, Pottsville, Harrisburg and intermediate stations arriving at Philadelphah at 31 p. m., New York, 550 p. m., Baltimore, 3 20 p. m., Washington, 4.30 t. m., connecting at Philadelphia for all sea shore points. Through passenger coaches to Wickes-barre, Philadelphia and Baltimore.

1.35 p m.-Train 8. (Daily except *unday.) For Subbury, Harrisburg and Intermediate stas-tions, arriving at Philadelphia at 6.50 p m., New York, 935 p m., Baitimere, 6.45 p. m. Washing-ton at 8.15 p m. Parlor car through to Philadel-phia, and pas enger coaches to Philadelphia and failtmore.

Baitimore, 5.00 p. m.—Train 12. [Daily except Sunday.] For Wilkesbarre, Hazieton, Pottsville Harrisburg and intermediate points, arriving at Phils delphia 10.65 p.m., Baltimore 10.40 p.m. reserver coach-es to Wilkesbarre and Philadelphia.

8.02 p m.-Train 6 (Daily.) For Sunbury, Harrisburg and all intermediate stations, arriv-ing at Philadelphis, 4.25 a.m., New York at 7.10 at m. Philman si-eping cars from Harrisburg Lo Philadelphia and New York. Philadelphia pas-seingers can rehoain in sleeper undisturbed until 7.00 a.m.

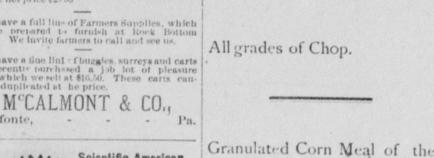
setupora can reliatio in suscept undisturbed much 7,00 a.m. 1.25 a.m.—Train 4. (Daily.) For Sunbary Harrisourg and intermediate stations, arriving a Pottadelphia at 6.50 a.m., New York 9.30 a.m. Baltimore, 6.20 a.m. Washington, 7.83, a m. Pullman sleeping cars to Philadelphia and passenget cosclues to Philadelphia and Baltimore.

WESTWARD.

5.56 a.m.-Train 3. (Daily) For Erie and Can and aigus and intermediate stations. Rochester Buffaio and Niagara Falls, with through Puliman cars and passenger coaches to Erie and Roches-

ter 10.17 — Train 15. (Daily) For Lock Haven and

10.17 — Train 15. (Daily) For except Sunday. Intermediate stations. 1.56 p m — Train 41. (Daily except Sunday. For Kaue, Ca and signa and intermediates atlons Kochester, Buffalo and Nugara Falis, with Usrough passenger coaches to Kane and Rochess-ter, and Parlor car to Bochester. 551 p. m.— frain 1. (Daily except Souday.) For Removo, Elmira and intermediate stations. 9.25 p. m.— Train 21. (Daily) For Wildiams-9.25 p. m.— Train 21. (Daily) For Wildiams-1. (Daily States). THEOUGH TRAINS FOR MONTANDON FROM EAST AND SOUTH., Train 15 leaves New York 12.15 night, Philadels phia 3.50 a th, Bal. more 4.45 a th, Harrsburg 5.10 a m, daily, Wilkesbarry, 7.25 a m, (Daily except Studey) arriving at Montandon 19.17 a m Train 11 leaves Philadelphia 8.50 a m. Washings ton 8.10 a m. Baltimore 5.00 a m. Willkesbarre 10.15 a m. (Dally except Study) arriving at Montshulon 1.55 p m. with parlor car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.



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Coal, always on hand, Hard.

All kinds (fgrain wanted and

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to furnish valuable material or to provide the better labor that a different method would demand.

This method was characterized by Judge Yerkes as both expensive and wasteful, and moreover, was not lawful, as the law requires that the work be effectually done and of a permanent charactor, so as to keep the road in constant repair. The Judge suggested that if, instead of this ineffectual method, a portion of the highways of each township where most needed should each year be put in a state of permanent improvement, with such temporary repairs only as are needed to other portions in a few years the same expenditure would result in establishing a system of safe, good and permanent roads which would not require half the expenditure incurred by the system now practiced. Instead of being condemned and put to loss, Judge Yerkes said that the supervisor to be commanded for good sense and judgment.

Burned to Death. From the Clearfield Republican it is learned that Robert Parker, aged five, was cremated alive in a burning building at Irwin station on Tuesday of last week. The little fellow, whose mother is dead, made his home with his grandmother and during the afternoon the grandmother and her daughter locked the child in the house and started out to do some shopping. By some unknown means the house took fire, and when discovered the entire lower part was in flames. Although every effort was made to save the clfild. whose screams were heartrending, the spectators had to look on and see the little fellow slowly burn to death in the flames. The body was recovered after the fire was extinguished, and BUGGIES, CARTS, :. presented a horrible sight. His guardians are almost frantic with grief. .

A Bedford Co. Elopement. The latest Bedford county sensation en and Mrs. Doniel Miller. They left their home on the 13th of April, he to go to Johnstown on business, she to visit friends in Martinsburg, Their Millheim, - - - - Pa. prolonged absence aroused suspicion and investigation showed that they have fled the country. Hofecker de- FARMERS :. serts a wife and two children; Mrs. Miller a husband and six children. This is a case where tar and feathers would have a genuine mission.

Circulating a Petition.

Friends of Charly Cleary, the murderer of Policeman Paul, of Renova, are circulating petitions praying the Board of Pardons to commute the doomed man's sentence from that of hanging to imprisonment for life. The Board of Pardons meets on the" fourth Tuesday of every month.



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Baltimore Train 21 leaves New York 200 pm, Philadelphia 4,25 pm, Washington 3 25 pm, Baltimore 4 39 p m, (daily) arriving at Mostandon 9 25 pm, Through cosen from Philadelphia.

Train 3 leaves New York at 8,09 p m. Philad. 11.25 p m. Washington 30.00 p m. Baltimore, 11.25 p m. (daily) arriving at Montandou at 5.26 a m. with through Puliman sleeping curs from Phila Washington and Balti core and throng passenge: coaches from Philadelphia and Bal-timore

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WEBLWBILL.		Eastward.	
MA.N	I.A.M. STATIONS.	AM P.M	1. P M
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15	8 42 Oak Hall	6 45	2 27
19	8 46 Lemont	6 41	
135	8 51 Dale Summit	6 37	
32	9 00 Pleasant Gap	6 28	2 18
25	9 04 Axemann		2 08
0	9 10 Bellefonte	6 25	2 04
No.	A IN INCLUSION IG	6 20	2 00

Additional trains leave Lewisburg for Montan-don at 5.20 a m, 10.70 a m, 5.35 and 7.30 p m. re-turning leave Montandom for Lewisburg at 9.35 a turning leave Montandon for Lemonary in 5.05 p.m.6.00 p.m. ands 05 p.m. CHAS, E.PUGH, J. R. WOOD General Mausger, Gen'l Faswer Agt



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