Farm.

Roads and Road-making.

Of primary importance to the civil as well as military power of any country, are good public thoroughfares. Rapidity and cheapness in transportation are vital necessities to commercial prosperity, and in time of war the safety of a nation may depend upon the state of her roads. These facts have long been recognized, and hence the perfection of roads has been a problem to which engineers have in all ages assiduously applied themselves. The importance of even a slight advance in improvement has kept alive interest in this department of engineering, and century after century has elapsed without the perfect ideal being considered as yet reached.

That this is true is proved by a very brief review of the Patent Office records, in which patents for various compositions for road surfaces, and for methods of road building, constitute every year a notable number of the patents applied for and issued.

Probably the most remarkable success ever yet achieved by any one system was that which attended and still attends the macadam road. Notwithstanding its expensive character, it today covers more surface in Europe than any other. In America, except in the vicinity of large towns, this road is not much employed, the comparative sparseness of the population and the small amount of travel in rural districts not warranting the cost of its construction and maintenance.

There are few circumstances under which this road is not admirably adapted to town and country thoroughfares. It has a smooth surface after it has been a little used, and affords an admirable foothold for horses. It is expeditiously laid, and perhaps demands as little expense for care and maintenance as any other capable of equal endurance and service.

It is now fifty years or thereabout since Macadam introduced this celebrated system, and it is quite doubtful whether the next fifty years will give the world anything better for all purposes. But, as we have already said, this system is not at the present, nor is it probable that it soon will be, available for the greater part of American thoroughfares.

Roads in this country, must, from the nature of the case, be constructed of such materials as are available immediately along their lines, and must necessarily be more or less imperfect.

In this and in other countries the great enemy of roads is frost, and the only way to even partially prevent its ravages is to construct roads high enough to allow thorough drainage. The flat surfaces permitted on most roads in this country is their most radical defect. The result is rivers of mud in spring and autumn, and frozen ruts of indescribable ugliness and discomfort in winter until such time as the snow covers and fills them.

A few days' labor devoted to thorough ditching along the sides of the roads and elevating the centres where they have settled below the proper grade, would greatly mitigate the evils complained of. This is generally done, when done at all, by throwing back on the road the soil excavated from the ditches, a very ceremonious method and almost a sheer waste of labor. Such soil is generally composed of comminuted and pulverized material washed off from the road, and will only temporarily pack. As soon as it becomes very dry in summer it grinds up into a dust heap, and is blown off by winds, and washed off again by rains.

All soil used to raise the level of roads should be new soil, not the washings of the roads, which latter should be carted away. Where roads are much traveled these washings are a valuable manure, and it would pay well to cart them into the fields lying along such roads, from which soil of inferior fertility might be taken to form the roadways.

Wherever practicable, a deep hard bed of stone or timber should be laid below the reach of frost, upon which the surface materials should be distributed. Gravel stands unrivaled for road purposes, but it is not available in many localities. Broken stone, however, is obtainable oftentimes where gravel cannot be got, and answers the purpose very well.

We have seen a road laid through a swamp made with a bed of rough logs, well sunk down, and covered with a mixture of blue clay and broken stone, which was excellent in all respects, having almost as good and permanent a surface as Macadam.

It is usual to work country roads early in the summer, to repair the defects caused by spring upheavals. This done, they are generally left till the coming season, when the same operation is repeated. But a little labor late in the fall would pay well on most roads. This labor should be expended in securing proper drainage. All sluices should be opened if stopped, the roads raised where the summer wear and tear have depressed them, and their surfaces made smooth, so that the water may run off with the utmost facility. Neglect in these particulars is always dearly paid for in the miring of teams and wagons, and in wear and tear of both animals and vehicles. *Scientific American.*

Saving Fodder.

In many localities the drouth has made a short crop of hay, and though of excellent quality, it will not suffice to carry the ordinary stock of the farm through the coming winter. All the substitutes ever heard of for good hay will be wanted, and it becomes farmers to make the most of them. Corn and wheat straw that is often allowed to rot upon the ground, or is used for bedding, make a very good fodder, and should be carefully stacked or stored in the barn at the time of threshing. If cut and mixed with corn meal or with wheat bran, cattle will thrive upon the feed quite as well as upon good hay.—Those who have sowed corn fodder abundantly, have a good substitute for hay. Save what is left from the fall feeding. Make the most of the fodder from the cornfield, which is often damaged from careless stacking. It is not yet too late to cut salt grass and bury meadows, that are often neglected from the abundance of other feed. To be sure there is not much nourishment in these grasses, but there is some, and when run through the cutter, and mixed with meal or roots, they serve a good purpose. Carefully store the turnips that have been sown between the corn rows, or by themselves. It frequently happens that a dry summer is followed by abundant fall rains, which come in season to allow us to make a large turnip crop. *American Agriculturist.*

Small Animals Gnawing Trees.

Every winter the agricultural journals contain inquiries as to a remedy to prevent mice and rabbits gnawing trees, and we have nearly annually answered them. Our remedy, which we have tried with success, has proved effectual in every instance in which it has been properly applied. It is to bandage the trees with an old cotton or woolen cloth, or very stiff paper will do—for mice eight or ten inches high will answer; for rabbits not less than two feet. The latter standing upright will reach up very nearly two feet, and as far as they can reach they will gnaw. The same cloth, if put away, will last for several years. Of course the bandaging must be well done and tied to the tree securely.

In gardens where rabbits are sure to be found, if there are any in the vicinity, a good protection is to feed them with cabbage stalks, or decayed heads of cabbage, offals of ruta-bagas, carrots, &c., a supply of which is to be found on every farm. A "dead trap," baited with apple, will also clear a garden; but, if in a starving condition, a half dozen rabbits will destroy fifty young trees in a single night. One winter they not only injured several young pear trees for us, but nipped off the tender ends of certain shrubs as cleanly as if done with pruning shears. But, as we say, they are driven to this by starvation, when the grounds are covered with snow.—*Germantown Telegraph.*

Corn or Oats.

"I feed my horse well, but somehow he looks rough-coated and don't seem to do very well."

"What kind of provender do you give him?"

"Oats, and plenty of them."

That's what's the matter. Too many oats. Half the amount of oats and the rest in corn would, no doubt, work an improvement in him. We have found out that horses should not be feed entirely with oats for provender. They need something else. Give them corn or cornmeal part of the time, or a mixture of oats and corn, and see if they do not improve. And, by the way, don't forget to give him, twice a week, a mess of potatoes as a medicine.—*Country Gentleman.*

Raised Cake Without Eggs.

Eggs are scarce and expensive, and we invent recipes which require few or none. Stir together a coffee-cupful of light sugar and a half cupful of butter; add a pint of warm water, half a cupful of yeast, and flour enough to make as thick as ordinary fruit cake. Rise over night. When very light, add a little mace, cinnamon, allspice, and nutmeg, and a cup of chopped raisins. Put in the pan, let rise until light, and then bake.

Miscellaneous.

The Mont Cenis Tunnel.

A despatch from Susa, announces that the Alps were pierced through on December 25th, and that the workmen from both ends of the Mont Cenis Tunnel joined in congratulations upon the completion of the great work.

Between Susa in Piedmont and St. Jean de Maurienne in Savoy, is one, not of the highest, but of the most famous passes of the Alps long known in the history of war, but henceforth from today to be celebrated as the scene of one of the greatest triumphs in peace of that engineering "which knows no impossibility." Where the Graian and the Cottian Alps meet there is a high table land nearly 7,000 feet high with a peak springing up to 11,454 feet high. This is the Monte Cenidio of the Italians, the Mont Cenis of the French. It has long barred the free way from France into Italy. Over this pass Hannibal is asserted by some historians to have worked his way with vinegar and elephants; and over this pass more certainly King Pepin, in 755, led his Frankish legions to aid Pope Stephen III. against the heretical Lombard King Astolphus.—The famous Catinat, Marshal of France, in the service of Louis XIV., followed in his path nine centuries later, and, foreseeing that it might be needed again by his august master, the Grand Monarch, he made it by a great effort for those days passable for mules. It was the engineering triumph of his century. Napoleon I., stopped by the same immovable opponent, built a road over it eighteen feet wide, for thirty miles, reaching from Lans-le-bourg to Susa. This was the triumph of his period, purchased by an outlay of 7,000,000 francs and by indomitable labor.

The first great triumph of our later period was the building of a railroad over the mountain range. This was called for by higher requirements than those of war, for over the path where the mailed legions of Pepin had preceded the battalions of Louis and the veterans of the first Napoleon, commerce had marked its way. The railroad systems of France and Italy required a connecting link from Calais to Brindisi. There was need of an uninterrupted route for traffic. The link was formed in what is known as the Brassey-Fellor "American" three-rail line opened over the Alps in 1867. It was a brilliant achievement, not so perfectly satisfactory as to make the route really uninterrupted. The passage across the mountain was continually stopped last year by the heavy snow. It is always slow, always liable to accident from avalanches, and the rails of course are of a different gauge from those of the lines it is meant to connect.

But a grander and eliminoterie triumph has been attempted and, as the cable informs us, is now practically achieved. This is a road which opens through the seven miles of schist and quartz of the Alps a clear passage, which gives an unbroken and continuous line from Calais, on the English Channel to Brindisi, in the heel of Italy a port famous before the days of Pompeii, and marked out by the Roman builders of the Appian Way for a chief position in the world's commerce. Already the voices of the Indian excavators chanting victory in the tunnel's depths has proclaimed the approaching end to their French fellow-workmen, separated from them now only by a thin wall of fifteen feet of rock and earth. When the rails are laid through the new tunnel there will be a line of 1,390 consecutive miles of rails of the same guage running from the Channel to the Mediterranean!

This tunnel, which Chevalier Marsin 1862 proposed to excavate by a machine of his own invention at the rate of one mile and a half per annum, was decided upon first by Piedmont, and begun in 1857. It passes west of the peak, properly known as Mont Cenis, and is on a straight line from Fourneaux, in the valley of the Arc, about two miles from Modane on the French or Savoyard side to Bardonneche on the Italian. The distance is 12,230 metres, or 7 miles 1,029 yards. The elevation at each side of the tunnel is not the same. At Bardenneche it is 1,335.38 metres or 4,381 feet above the sea level. At Fourneaux it is 1,292.82 metres or 3,946 feet above. This difference of level—132.56 metres or 435 feet—would have made necessary a gradient of 1 in 92. To provide against a possible rush of water, which was anticipated, the tunnel was constructed with a rising gradient of 1 in 2,000 from the Bardonneche side. From Fourneaux to the middle of the tunnel the gradient is 22.5 per 1,000 or about 1 in 45. The tunnel runs through schist, quartz and limestone. From the French end the schist extends 2,346 yards, and this was bored at the average rate of 1.26 metres, or rather more than four feet per day.—Then came 550 yards of quartz cut through at the rate of two feet per day; this was followed by limestone, excavated at the rate of 6 feet 10 inches per day. It was originally calculated this limestone would only extend to a thickness of 3,208 yards. At the Italian side there was nothing but schist, and it was excavated at the rate of 1.55 metres, or about five feet per day. The well-known apparatus for excavating this tunnel is thus described by the *Scientific American:*

At Fourneaux the compressed air is led through lines of cast iron pipes from the buildings containing the air-compressing machinery to the engineering workshops, and thence to the tunnel itself. The workshops are situated on the hillside above the level of the air-compressing machinery, but considerably below that of the mouth of the tunnel. They are fitted with good plant of ordinary engineer's tools, most of them made by English makers, and in the smith's shops there is a 12 cwt. hammer, which is worked by compressed air. The machinery in the workshops is ordinarily driven by a turbine, which is supplied nine metres, or twenty-eight feet eight inches below the floor of the machine shop; but in winter, when the supply of water for the turbine is stopped by the frosts, the shafting is driven by an engine worked by the compressed air. The torrent of the arc, from which the water power for working the air-compressing machinery is obtained, is, we may mention here, never frozen even in the most severe seasons. The frame of each machine is formed by a pair of bars about 6 feet 6 inches long, these bars having placed between them the three-inch cylinder in which the piston of which the boring bar is actuated. The cylinder is not fixed to the frame bars, but is capable of sliding on them, motion given to it by a large worm at its hind end which gears into racks formed on the inner sides of the frame bars. The cylinder is three inches in diameter, and its piston has a rod about two inches in diameter, there being thus but a comparatively small annular area on the front of the piston on which the air continually presses. At the hind end of the frame bars of the machine is placed a kind of miniature horizontal engine worked by the compressed air; this engine driving, through a bevel gear, a square shaft which extends nearly the whole length of the machine above the boring cylinder. This shaft carries a cam which gives the necessary motion to the side valve which governs the admission of the air to, and its release from, the boring cylinder; and from the same shaft the intermittent rotary motion is given to the tool, and also the necessary advance as the hole is bored. The manner in which the advance of the tool, or rather of the cylinder, is regulated, is as follows: The cylinder is free to slide longitudinally on the frame bars, these bars having on their inner sides racks into which a worm, carried on a spindle projecting from the hind end of the cylinder, gears. On this same spindle there is a clutch, which is driven by gearing connected to the square shaft already mentioned, and when this clutch is in gear with the worm, the cylinder is advanced along the frame towards the face of the rock. As, however, the rock is of unequal hardness, the rate of advance is made dependent upon the rate at which the borer penetrates, in the following manner: The clutch by which the worm is driven is embraced by a fork formed on a bar which extends forward past the boring cylinder, and which has at its front end a finger, which is bent so as to catch on ratchet teeth formed on the tops of the frame bars, as shown in our engraving last week. Supposing the clutch to be in gear with the worm, and the machine to bear work, the cylinder will be gradually advanced along the frame bars; but the clutch being held by the bar just mentioned, and the front end of this bar abutting against one of the ratchet teeth, cannot follow the cylinder, and consequently after the worm has made a couple of turns or so, the clutch is worked out of gear and the cylinder becomes stationary. As the boring goes on, however, the piston makes a longer and longer stroke out of the cylinder, and eventually a projection on its end raises the front end of the finger bar out of gear with the ratchet tooth, against which it also presses. As soon as this takes place a spring behind the clutch forces the latter forward into gear with the worm, and the advance of the cylinder again goes on until the end of the finger bar coming against the next tooth, the forward motion of the clutch is again arrested until it gradually works itself out of gear. Each boring machine weighs about 6 cwt., and as the wear and tear to which they are exposed is very severe, it is found necessary to keep from three to four machines in reserve for each one at work.

The boring bars employed are of various forms and of various diameters.—The Z and double Z or crown borers are those most used, but for some kinds of rock other forms are found preferable. The holes generally bored are about 1¼ inch in diameter, but some are much larger. In working through some of the very hard quartz, it was found that the shots flew back from the ordinary holes without producing any disruptive effect on the rock, and the plan was therefore adopted of first boring several holes 4 inch or 5 inch in diameter, and then disposing some ordinary holes around these. When the charges in the ordinary holes were fired, the portions of the rock between them and the central hole were blown out, and a cavity thus formed around which other shot holes were bored. The borers used for the 4 inch and 5 inch holes are of similar form to smaller bars, and, like them they are worked by the boring machines, but at a slower speed.

Not Posted.

A writer in the New York *Times* hopes that, as the English sparrows make short work of the caterpillars, next year they will attack the rose bugs. But unless the sparrows are more carefully fed during the winter seasons, they will not destroy either caterpillars or bugs, and unless they have better digestion than young chickens, rose bugs will be fatal fare for them. A country correspondent, whose chickens died by the dozen a year or two since, investigated the subject, and found their crops packed with the pests which destroy roses and grape blossoms. The sparrows led by instinct unperverted by domestication, will, like other free birds, let the rose bugs alone, we suspect. These insects seem to enjoy an immunity from all feathered enemies.

A Western Railroad Man from Pennsylvania.

Mr. George Noble was born in Franklin county, Pa., in 1832, and is now 38 years of age. At about 20 years of age he commenced his railway apprenticeship as brakeman on the Pennsylvania Central road. In this position he remained but four months, having been promoted to conductor, when he remained for one year, and then received the appointment of master of transportation. In this position he served the company to their entire satisfaction for eight years, when he resigned his place and made a trip to California and Arizona, in charge of a mining party organized in Philadelphia. He has traveled on the Pennsylvania Central Road as brakeman and conductor, 300,000 miles. One hundred miles per day and a little over eight years' service is the figures by which to arrive at the result. He remained in California about two years, during 1865 6. Upon his return he was off from duty about six months, the only vacation he has had since he commenced his career as brakeman. In the fall of 1866 Mr. Noble came to Kansas, having accepted the position of Assistant Superintendent of the Kansas Pacific Road (then U. P. R. W. E. D.) under Gen. Wright. His present rank is that of Superintendent of the Kaw Valley division and assistant general superintendent, having received but a short time since the latter promotion. Mr. Noble graduated in a railway school that ranks in the profession by the side of Harvard and Yale as colleges of learning, he being a pupil of the Pennsylvania Central Railroad. To say that the student honors his alma mater is a compliment to both pupil and teacher.

Two brothers, named Jones, were committed to prison in Pottsville on Sunday, charged with shooting John Caton, a saloon keeper in Mahanoy City, on Saturday night. Caton is not expected to recover.

LEGAL NOTICES.

NOTICE IS HEREBY GIVEN THAT application will be made to the next Legislature of Pennsylvania for the incorporation of a Savings Bank with discounting, depositing, and safe trust privileges, under the name of "The Columbia Dime Savings Bank," and to be located in Columbia, in the County of Lancaster, with a Capital of Twenty-five Thousand Dollars, with the privilege of increasing it to one hundred Dollars.

COLUMBIA, June 27th, 1870. jy28-6mw

ESTATE OF HENRY CRAWFORD, late of Drumore Township, deceased.—Letters testamentary on said estate having been granted to the undersigned, all persons indebted thereto are requested to make immediate settlement, and those having claims or demands against the same will present them without delay for settlement to the undersigned, residing in Fulton township.

JOHN W. SWIFT, Executor.
JESSE LANDIS, Esq., Attorney. de7-6tw19

ESTATE OF AMELIA MORROW, DEC'D. Letters testamentary in the estate of Amelia Morrow, late of Earl twp., dec'd., having been granted to the undersigned, residing at Vogansville, said township. Notice is hereby given to all persons having claims against the same to present them for settlement, and those indebted are requested to make payment without delay. C. S. HOFFMAN,
d21-6t5w Executor.

ASSIGNEES' NOTICE.—ABRAHAM Kreider and wife, of Warwick Township, Lancaster County, having by deed of voluntary assignment of December 1870, assigned and transferred all the estate and Effects of said Abraham Kreider to the undersigned, for the benefit of the creditors of the said Abraham Kreider. Notice is hereby given to all persons indebted to said Assignee, to make immediate payment to the undersigned without delay and those having claims present them to

JOHN E. ERB, Assignee,
Residing in Litiz, on
SIMON P. EBY, Attorney. Lancaster, Pa.
d27-6tw29

IN THE COURT COMMON PLEAS OF Lancaster County.
J. Frederick Tammy Vendition Exponas.
No. 12.
Jacob Miller. November Term, 1870.
The undersigned Auditors, appointed to distribute the fund arising from the sale of defendant's real estate, hereby give notice to all parties interested, that they will meet for the purpose of their appointment at the Court House, in Lancaster, on SATURDAY, the 23rd day of DECEMBER, 1870, at 10 A. M., when and where they are requested to attend.

EMLEN FRANKLIN,
E. D. NORTH,
Auditors.
Lancaster Dec. 6th, 1870. d7-4tw26

ESTATE OF MARGARET FREYMOYER, late of East Cocalico township, dec'd. Letters of administration de bonis non on said estate having been granted to the undersigned, all persons indebted thereto are requested to make immediate payment, and those having claims or demands against the same will present them for settlement to the undersigned, residing in said township.

CYRUS REAM,
Administrator de bonis non of said dec'd.
d11-6tw30

ESTATE OF WILLIAM SCHNADER, late of East Earl township, deceased. Letters testamentary on said estate having been granted to the undersigned, all persons indebted thereto are requested to make immediate settlement, and those having claims or demands against the same will present them without delay for settlement to the undersigned.

JACOB SCHNADER,
Residing in Brecknock Township,
SAM'L B. WINTERS, M. D.,
Residing in East Earl Township,
de 14 6tw 50 Executors.

NOTICE.—TWO-THIRDS OF THE TAX-able inhabitants of the Borough of Washington having on the 22d of November, 1870, presented to the Court of Quarter Sessions of Lancaster county, praying to order the charter of said Borough be surrendered, all persons in the said Borough to taxation for Borough purposes, the Court entered the petition to the Grand Jury, who certified that they believed it expedient to grant the prayer of the petitioners whereupon, the said Court directed this notice to be given, that application will be made to the said Court on the third Monday in January next, 1871, to confirm the judgment of the Grand Jury.

MARTIN M. GRIDER,
p11-4w20 D. C. Q. S. C.

ACCOUNTS OF TRUST ESTATES, &c.—The accounts of the following named estates will be presented for confirmation on MONDAY, JANUARY 16, 1871:

Adam Shenk's Assigned Estate, John S. Hostetter, Assignee.

John Doughlass' Assigned Estate, C. S. Erb, Assignee.

Nancy Landis' Trust Estate, Samuel Wolf, Trustee.

Elizabeth Freestone's Trust Estate, Robert Warden, Committee.

W. D. STAUFFER,
d21-4tw31 Prothonotary.
PROTHONOTARY'S OFFICE, Dec. 19, 1870.

ASSIGNED ESTATE OF JAMES Reilly, Sr., Geo. Reilly and James Reilly, Jr., of East Hempfield twp., Lancaster county, James Reilly, Sr., Geo. Reilly and James Reilly, Jr., of East Hempfield twp., having by deed of voluntary assignment, dated October 31st, 1870, assigned and transferred all their estate and effects to the undersigned, for the benefit of the creditors of the said James Reilly, Sr., Geo. Reilly and James Reilly, Jr., they therefore give notice to all persons indebted to said assignors, to make payment to the undersigned without delay, and those having claims to present them to

BENJAMIN SNAVELY,
M. HABERKRUSH,
Assignees,
d20-2tdhw4tw Residing in Lancaster city

ROOFING SLATE.

ROOFING SLATE—PRICES REDUCED The undersigned has constantly on hand a full supply of Roofing Slate for sale at Reduced Prices. Also, an extra LIGHT ROOFING SLATE, intended for slating on shingle roofs. Employing the very best slaters all work is warranted to be executed in the best manner. Builders and others will find it to their interest to examine the samples at his Agricultural and Seed Warerooms, No. 8 East King street Lancaster, Pa., 2 doors west of the Court House. We have a so the Asbestos Roofing for flat roofs, or where slate and shingles cannot be used. It is far superior to Plastic or Gravel Roofing.

dec12-1dlaw GEO. S. SPRECHER

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The INLAND INSURANCE AND DEPOSIT COMPANY, will pay interest on deposits as follows, viz:

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REFERENCES.—Rev Drs. Meigs, Scheffer, Mann, Krauth, Seiss, Hutton, etc.—Hons. Judge Ludlow, Leonard Myers, J. S. Yost, B. M. Boyer, M. Russel Thayer, etc. jy27-1tw

OUR PROSPECTUS.

1871. 1871.

PROSPECTUS

OF

THE INTELLIGENCER.

This paper, established in **1794**, has always maintained the position of

A LEADING DEMOCRATIC JOURNAL.

In the beginning it contended vigorously against the attempted encroachments of Executive authority and a tendency to the centralization of power in the hands of the Federal Government. It has done battle for three-quarters of a century against political heresies, and in favor of the great fundamental principles of the Democratic Party.

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Was established in **1864**, and it is now one of the best known and most popular Daily newspapers in the State. It has a large circulation in Lancaster City and the adjoining towns and villages. It furnishes all the general and local news of the day, in an attractive form, and proper editorial comments upon political and other topics of interest.

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S. H. PRICE, Court Avenue, west of Court House, Lancaster

A. J. KAUFFMAN, No. 238 Locust street, Columbia, Pa.
dec22 1yd&w

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A. J. STEINMAN, No. 4 South Queen st., Lancaster

H. H. NORTH, Columbia, Lancaster county, Pa

D. W. PATTERSON, Has removed his office to No. 68 East King st

SIMON P. EBY, ATTORNEY-AT-LAW, OFFICE WITH N. ELLMAKER, Esq., NORTH DUKE STREET, a25 LANCASTER, PA. 1yw38

E. M SCHAEFFER, *WHOLESALE AND RETAIL SADDLERY* NOS. 1 AND 2 EAST KING STREET an 10 LANCASTER, PA.

MEDICAL.

PAIN KILLER Prop'd by PERRY DAVIS & SON PROVIDENCE, R.I. 1840 1870

Pain is supposed to be the lot of us poor mortals, as inevitable as death itself and liable at any time to come upon us. Therefore it is important that remedial agents should be at hand to be used on an emergency, when the seminal principle lodged in the system shall develope itself, and we feel the excruciating agonies of pain, or the depressing influence of disease. Such a remedial agent exists in the PAIN KILLER, whose fame has made the circuit of the globe. Amid the eternal ices of the polar regions or beneath the intolerable and burning sun of the tropics, its virtues are known and appreciated. Under all latitudes, from the one extreme to the other, suffering humanity has found relief from many of its ills by its use. The white and broad area over which this medicine has spread, attests its value and potency. From a small beginning the Pain Killer has pushed gradually along, making its own highway, solely by its virtue.

Such unexampled success and popularity has brought forth imitators by the dozen, who have attempted under similarity of name, to usurp the confidence of the people and turn it to their own business and profit, but their efforts have proved fruitless, while the Pain Killer is still growing in public favor.

RECOMMENDED AND ENDORSED BY OVER SEVEN HUNDRED DOCTORS!

DR. LAWRENCE'S COMPOUND FLUID EXTRACT

OF

KOSKOO!

THE GREAT HEALTH RESTORER!

NOT A SECRET QUACK MEDICINE—FORMULA AROUND THE BOTTLE.

PREPARED SOLELY BY

Dr. J. J. LAWRENCE, Organic Chemist.

KOSKOO

STRIKES AT THE ROOT OF DISEASE BY PURIFYING THE BLOOD, RESTORING THE LIVER AND KIDNEYS TO A HEALTHY ACTION, AND INVIGORATING THE NERVOUS SYSTEM.

This is the Secret of its Wonderful Success in Curing

CONSUMPTION IN ITS EARLY STAGES, SCROFULA, SYPHILIS, DYSPEPSIA, LIVER COMPLAINT, CHRONIC RHEUMATISM, NEURALGIA, NERVOUS AFFECTION, ERUPTIONS OF THE SKIN, HUMORS, LOSS OF VIGOR, DISEASES OF KIDNEY AND BLADDER, AND ALL DISEASES CAUSED BY A BADSTATE OF THE BLOOD.

It thoroughly eradicates every kind of Humor and Bad Taint, and restores the entire system to a healthy condition.

It is beyond question the FINEST TONIC IN THE WORLD.

Thousands have been changed by the use of this Medicine from weak, sickly, suffering creatures, to strong, healthy, and happy men and women.

Invalids cannot hesitate to give it a trial.

No Medicine has obtained such a great reputation as this justly celebrated compound.

FOR TESTIMONIALS

From Physicians, Eminent Divines, Editors, Druggists, Merchants, &c, see Koskoo Almanac for this year.

PRICE ONE DOLLAR PER BOTTLE.

FOR SALE BY

The Principal Druggists in the United States and British America.

DR. LAWRENCE'S WOMAN'S FRIEND cures all Diseases peculiar to Females. d19-1ydaw

PHILOSOPHY OF MARRIAGE.—A NEW COURSE OF LECTURES, as delivered at the Penna. Polytechnic and Anatomical Museum, 845 Chestnut St., three doors above Twelfth, Philadelphia, on the subjects: How to Live and What to Live for; Youth, Maturity and Old Age; Manhood generally Reviewed; The cause of Indigestion; Flatulence and nervous Diseases accounted for; Marriage Philosophically considered. These lectures will be forwarded on receipt of 25 cents by addressing: Secretary of the Penna. POLYTECHNIC AND ANATOMICAL MUSEUM, 125 Chestnut St., Philadelphia, Pa. 1y12-12mdecdaw

FOR SALE OR RENT.

VALUABLE AND EXTENSIVE LIVERY STABLE AT PRIVATE SALE.—The undersigned being engaged in other business offers at private sale their valuable large and valuable Livery Establishment in the rear of the "City Hotel," North Queen street, Lancaster, Pa. Persons desiring a bargain will please call on John Murphy, Harrisburg Car Works Harrisburg, Pa.

MURPHY & KIRBY.
d23-6tdaw

THE MOST DESIRABLE FARM IN WESTERN MARYLAND FOR SALE.—Situated in Frederick county, on the Baltimore and Ohio R. R., sixty miles west of Baltimore or mountain

200 ACRES

of land; improved by two dwellings, one brick, with hall and eight rooms, and fine cellar the grounds are beautified with choice trees shrubbery, &c., &c., the other a handsome frame cottage, situated in the Orchard, containing Forty Acres of choice apples and pears, and enclosed by an image orange hedge. The barn and other out-buildings are ample and in good repair. Land is of the best quality of lime stone. Fencing good, with running water in every field. Lime kilns and inexhaustible quarries of the purest stone, &c., &c. The farm is offered entire, or will be divided to suit purchasers. For full description, price, terms, &c., address or apply to

A. PLOUGHSHUTT,
Trustee,
d17-4tw49 Buckeystown, Md.

REAL ESTATE AT PUBLIC SALE.—ON SATURDAY, JANUARY 7TH, A. D. 1871, by an order of the Orphans' Court of Lancaster County, the undersigned will sell at public vendue, at the public house called the Black Horse Tavern, of Cyrus Lutz, in West Cocalico township, Lancaster County, the following real estate belonging to the Estate of Jacob Lutz, late of Margaret Freymoyer, of said Township and County, dec'd:

A Tract of Arable Land in said Township, adjoining lands of Christian Gress, George Swelgart, Jesse Lutz, John Swelgart's Estate, Peter Walter and Jacob Royer, containing

19 ACRES

more or less, on which is erected a two-story frame or log DWELLING HOUSE, Stable and other Out Buildings.

The land is in good sandstone soil, well fenced, divided into convenient fields. There are also on the premises many and Varied Fruit Trees.

It is situated on a public road leading from Lamaster to Stirking Spring, and about one-fourth of a mile from the Reading and Columbia Railroad.

Sale to commence at 1 o'clock, P. M., of said day, when attendance will be given and terms made known by

CYRUS REAM,
Administrator, de bonis non, of Margaret Freymoyer, dec'd d13-4tw30

A VALUABLE FARM IN LITTLE BRITAIN TOWNSHIP AT PRIVATE SALE.

The undersigned offers his valuable Farm, situated in the township aforesaid, at private sale,

CONTAINING 108 ACRES,

more or less, adjoining lands of Nathan Haines, David Christy, John Gibson and others, upon which is erected a two-story Dwelling House, a Bank Barn, 64x66 feet, (but recently erected roof with slate, with Granaries and Corn Crib, all in complete order. Two Apple Orchards and other fruit on the premises, and all the necessary out-buildings. Two good springs of water, from which every field can be watered. 81 acres of the above tract is arable, and the balance is covered with heavy timber, principally white oak. The land is of the high state of cultivation, under good fence, convenient to churches, mills, stores, schools, &c. It is unsurpassed for productiveness, being as good quality of land as the above township can produce, divided into convenient fields. To any person wishing to invest in real estate, a chance is here presented rarely to be met with. Persons wishing to view the premises will please call upon David Christy, adjoining the property, by whom the same will be shown or upon the subscriber at Mount Joy.

DAVID EVANS.
sep24tw37

REAL ESTATE AT PRIVATE SALE.—The undersigned, desirous of removing to the City, offers the following described property, on which he resides at private sale.

A lot of ground, containing 1 ACRE and 53 PERCHES, situated in the central part of the village of Conestoga Centre, adjoining properties of Benj. F. Hookey, Dr. John Kendig and others, on which are erected a fine two-story BRICK HOUSE, with a good, dry cellar under the whole, Frame Summer House, good Barn, Hog Sty, Smoke House, and all other necessary out buildings. There is on the premises a fine Orchard of young bearing apple trees, and peach trees just coming into bearing, also a number of pears—dwarf and standard—cherry and plum trees, besides a large number of grape vines of the best varieties, and an abundance of small fruits, viz: raspberries blackberries, gooseberries, currants, &c.

The property is in the best condition, having been put entirely under new fences, and the house re-painted inside and outside in the summer of 1869. There is a rain cistern, with a pump in, under the Summer House, which is connected with the kitchen by a roofed porch, also a water right to a well with a pump in, within 10 yards of the door. On the whole this is one of the most desirable residences in the county, good graded schools, churches, stores, &c., being convenient, and the morals of the village and neighborhood excellent.

Any one wishing to see the property can do so by calling on the undersigned, residing thereon.

ULRICH STRICKLER.
dec 6 2tawdatfw

THOMAS W. BAILY, IMPORTER OF WATCHES, No. 022 Market Street, Philadelphia, Would respectfully call attention to his new and carefully selected stock of WATCHES, JEWELRY, DIAMONDS, SILVER AND PLATED WARE, &c. ☞ Repairing promptly attended to and neatly done.

CLOTHING.

GIGANTIC SALE!

THE LATENESS OF THE SEASON AND THE ENORMOUS OVERSTOCK which we are carrying necessitates our commencing

AT ONCE

OUR GRAND CLEARING SALE.

WE OFFER OUR ENTIRE

STOCK OF MAGNIFICENT GOODS,

(By far the largest we have ever had, embracing

10,000 BUSINESS COATS,
15,000 MEN'S PANTS,
15,000 MEN'S VESTS,
15,000 OVERCOATS,
3,000 FINE CHESTERFIELDS,
4,000 BOYS' JACKETS,
6,500