

REPUBLICAN NEWS ITEM.
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CHECKING NOXIOUS WEEDS.

Line of Road Improvement That
Should Not Be Overlooked.

It is encouraging to see the attention that is being paid to good roads all through the United States. Various state organizations are taking the matter up, national conventions are being held, and an international meeting was recently called to convene in France. Everything points toward better highways, better facilities for marketing crops and better conditions for the farmer.

A good road brings one nearer to his neighbors, nearer to his church and school and nearer to his market. The time will soon come when one will speak of a farm as being ten minutes distant from town rather than two miles. The popularity which the automobile is rapidly acquiring among farmers will promote this good roads movement.

There is a splendid opportunity for the individual to help the good work along by taking care of the roads in front of his own farm. There is no surer method than to take pride in the road that goes past your door.

There is one line of road improvement—the holding in check of noxious weeds—that is frequently overlooked. Every roadway can be kept free from these with comparatively little labor if the matter is taken up promptly. Each weed that matures bears a more prolific crop of seed than its predecessor. If the fence corners and the roadside are kept free it will be an easy matter to exterminate the undesirable weed pests which are coming to be a decided problem. If you cannot drag your road, you can at least have regard for your adjacent field to keep the weeds from growing along the roadside.

MAINTENANCE OF HIGHWAYS.

Features of the Patrol System to Keep
Roads in Good Condition.

The new state highway commission has announced that it expects to adopt the patrol system for the maintenance of the state and county highways heretofore improved by state aid. This will involve the maintenance of a force of some 180 patrolmen, each with a horse and cart and each assigned to look after the repair of ten miles of road. This system involves an expense of \$60 a year per mile of road to be repaired. It has been successfully followed out in keeping in condition improved highways in Massachusetts and in certain foreign countries, and under the system the roads are kept in such a state of efficiency that much in the way of expensive repair work is avoided.

The commission has also voted to establish immediately a bureau of research for the purpose of investigating the various methods of construction in vogue in neighboring states and for conducting experiments with a view to ascertaining the best form of construction which will be adapted to the present conditions, having in mind especially the great damage caused by automobile traffic.

FLORIDA SAWDUST ROADS.

Southern Expert Finds It Cheaper and
Best Material to Use.

They are making roads of sawdust mixed with earth on a new plan in Leon county, Fla. Two ridges of earth are thrown up with a road machine at the required width from each other, and the space between is filled with a six inch bed of sawdust. This is followed with a smaller machine, which plows up and mixes the earth with the sawdust. This makes a roadbed on which the tires of the heaviest loaded vehicles make no impression. The contractor, G. H. Averitt, has kept an accurate account of expenses in connection with this section of sawdust and earth road and says the cost aggregates \$297 a mile, showing it to be about the cheapest road material in use.

It may be suggested that sawdust is not a durable material, but the Florida True Democrat meets this objection with the statement that one or two such roads were constructed in a south Georgia county twenty years ago and are still in good condition, showing its durability. As is well known, Leon county soil is clayey.

Oil For Country Roads.

A most interesting experiment is being conducted in central Illinois near Springfield. The state highway commission is making a test of oil on country roads. While oil roads are no novelty in many parts of the United States, they are not known on the heavy black soil of central Illinois. The top soil of the road is being mixed with an asphalt oil to the depth of six inches. In many parts of the Sucker State stone roads are out of the question. Without the material near at hand the great prairie states cannot expect to have stone pikes, as do some of the eastern states. Good roads must be secured by drainage, special care and possibly by the use of oil. This experiment will be watched with a great deal of interest.

COST OF POOR ROADS

Waste of Labor In Hauling Crops
to Market.

WHAT THE MUD TAX FIGURES.

Six Hundred Million Dollars is the
Price We Pay Annually For Our
Impassable Highways—What is Being
Done to Improve Them.

It cost a little over a billion dollars to haul the farm crops of America to market last year. With good roads, roads such as are to be found in some parts of America and in all parts of France, the marketing of the crops would have cost \$400,000,000. Six hundred million dollars per year, then, is the price we pay in this land of the free for having impassable roads, says a writer in the St. Louis Times. Did ever a nation spend so much for so doubtful a luxury before? With American roads lying open and fathomless before the eyes of our foreign critics, what monstrous injustice it is to talk of American dollar worship!

Most men of middle age can recall the annual picnic known as mending the roads. Just why it got that name no one has ever explained, for in practically every case the picnic left the roads in worse condition than before. The law in many states prescribed that each resident of a rural district must pay a certain road tax in labor each year. The payment of this tax was done under the supervision of a local officer, known as the pathmaster. The customary time of payment was in the early summer, just before haying time, when there wasn't much else for the men and teams to do. The neighborhood turned out with horses and plows and harrows, ripped up diverse sections of highways which the year's travel had packed to a more or less navigable condition, rounded them up nicely in the middle and scratched them up smooth with the harrows. You were never expected to work very hard at these festive occasions, and the pathmaster who insisted on real work soon found himself unpopular. It was just as well, for since nobody had any knowledge of road-making, the more work the worse results.

What some of these results were and are we have vivid testimony. Across Iowa last winter the "racing" autos had to take to the railroad tracks because the common roads were simply impassable. Last March some misguided creatures began an automobile race from New York to Savannah, Ga. It was just at the opening of navigation on the country roads of the middle south, the time when the roads are too thin for wheels and too thick for boats. Across Virginia each racing automobile had an escort of six mules to pull it out of extra deep mudholes and to haul its emergency rations of gasoline. Usually this was enough, but when an auto was so thoughtless as to stay in the mudhole all night the mule teams had to be doubled and all the negroes of the neighborhood commandeered to service before that particular contestant could proceed. The racers averaged four miles per hour across the Old Dominion—a perfectly stunning rate of speed, all things considered.

And yet the roads of America are vastly better than they once were, and the improvement is going on apace. The United States government is lending a hand by setting its spare scientists to work teaching the people of different regions how to make the best roads at the least cost. The states are doing vastly more. New York in 1905 voted to spend \$50,000,000 on her highways, and, while no other state is investing in roads at that rate, all are doing something. Cities are finding it good business to improve the roads leading out into the farming region, the farmers are beginning to tax themselves in a rational fashion for highway improvement, and many philanthropists have passed by the conventional college and library donation to spend their surplus funds on good roads. Historic mudholes are being slowly filled up, stone and concrete are replacing the crazy wooden bridges, and a hundred inventions have been made to help get the best results for the lowest expense.

Some of the last deserve attention. Macadam roads have long been accepted as the standard of highway construction. But macadam roads of the old pattern, with crushed stone eight inches thick, cost from \$6,000 to \$10,000 per mile. Now it has been found that three or four inches will do quite as well, and the cost is cut squarely in two. In some parts of the central states, where crushed stone is rare, it has been found that the very clay which makes the roads almost impassable is the best trackmaking material when burned. In yet other regions the farmers have discovered how to make good roads by the simple expedient of rolling or dragging them after each rain, and in yet other places a mixture of sand and clay, costing \$300 or \$400 a mile, is found almost as good as the best macadam.

It is well that the roadmaking materials are abundant and varied, for there are roads enough in the United States to reach eighty-six times around the earth at the equator, and nearly all those roads are bad. The advocates of good highways will find ample room for their missionary enterprise for a generation to come.

The Auto a Road Builder.
Good country roads are already in sight. Every prosperous farmer either owns an automobile or is making inquiries as to the price of one.

Short Talks on Advertising
By Charles Austin Bates.
No. 19.

People generally read advertisements more than they did a few years ago. The reason is to be found in the advertisements themselves. Advertisements more readable than they used to be. They make the advertisements more readable. Some of them even become, in a way, a department of the paper, and people look for them every day with as much zest and pleasure as they turn to any other feature. This is true of many department stores all over the country. In many cities there is just one man who appreciates the value of such interest. He breaks away from the old set style. He tells something interesting in his space every day. There are lots of interesting things in business. Look over the miscellany page of any paper—look at its local news columns, and its telegraph news, for that matter, and you'll see that the majority of the items are more or less closely related to some business fact. Dress these facts up in a becoming garb of words, and they will find readers, even though they be in a "mere advertisement." Let the merchant come down off his pedestal and talk in his ads. He needn't be flippant—far from it, but let him not write as if he were addressing somebody afar off, and telling him about something at even a greater distance. The newspaper goes right into its reader's house—goes in and sits down with him. It is on the table when he eats, and in his hands while he is smoking after the meal. It reaches him when he is in an approachable condition. That's the time to tell him about your business—clearly, plainly, convincingly—as one man talks to another.



"The newspaper goes right into its reader's house and sits down with him."

"Let the merchant come down off his pedestal."

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Never Before Have We Received
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Were you one of the vast throngs that
crowded our store during the past week?
Did you get your share of the articles
advertised? If not you should

COME HERE NOW

We are making new friends fast: selling more
goods than ever before

But we still want more friends, want to sell our stock faster, yet we are spurred on to deeper price cutting. People wonder how we can do it. To this we can answer, that no other store in the section has the wholesale buying facilities enjoyed by this establishment. We can buy lower, we can sell lower.

- Sweater Coats**
Men's or Boys' Sweater Coats .38
Men's sweater coats .75
Men's sweater coats 1.25
Men's sweater coats 1.50
Men's sweater coats 2.00
Men's V-neck sweaters 25 and 46c
Men's cardigan jackets 1.25
- Underwear**
Boys' Shirts or Drawers .40
Ribbed or fleeced 20 and 26c
Men's ribbed underwear all colors 39c
Men's fleeced lined underwear all colors 39c
- Boys Corduroy Pants**
Boys' corduroy knee pants, lined throughout, fine ribbed quality worth regular 75c Special 39c
- Men's Suits**
Men's Suits 4.65
Men's Suits 6.75
Men's Suits 8.50
Men's Suits 9.65 10.50
Men's Suits 11.75 14.50
Men's Suits 15.50 16.25

- Specials Men's Corduroy Pants**
From 1.19 to 2.50
- CHILDRENS' SUITS**
From 99c to 3.50 and 5.50
- MEN'S TROUSERS**
From 69c to \$4.75.
- MEN'S OVERALLS.**
From 39c to 75c
- MEN'S ODD COATS**
All Prices All Prices
Duch and Corduroy 85c to 2.25

SHOES

Also big line of Shoes at saving prices \$1.65 for 2.50 Dress Shoe. Ladies' 1.65 shoes for 1.09 Men's Working Shoes 1.65 W. L. Douglas Shoes at reduced prices. Big Line of Men's and Children's Overcoats at reduced prices.

THE TRI-WEEKLY GAZETTE and BULLETIN
Tells all the general news of the world, particularly that of our State, all the time and tells it impartially. Comes to subscribers every other day. It is in fact almost a daily newspaper, and you cannot afford to be without it. We offer this unequalled paper and the NEWS ITEM together one year for \$1.50

THE LAPOORTE REPUBLICAN NEWS ITEM
Best dressed and most respected newspaper in Sullivan county. Pre-eminently a home newspaper. The only Republican paper in county and comes from the seat of justice with new news from the county offices, clean news from all sections of the county and political news you want to read. This with Tri-weeklys at \$1.50

The REPUBLICAN NEWS ITEM and Tri-Weekly GAZETTE AND BULLETIN.

In every city there is one best paper, and in Williamsport it is the Gazette and Bulletin. It is the most important, progressive and widely circulated paper in that city. The first to hold the fort journalistically. Order of the News Item.

If you want to keep in touch with the Republican party organization and be informed on all real estate transfers or legal matters in general that transpires at the county seat you must necessarily take the NEWS ITEM.

WINCHESTER
"NEW RIVAL"
FACTORY LOADED SHOTGUN SHELLS
No black powder shells on the market compare with the "NEW RIVAL" in uniformity and strength shooting qualities. Are fire and waterproof. Get the genuine. WINCHESTER REPEATING ARMS CO. New Haven, Conn.

"The Jewel Shop."

Where your repair work receives special attention and you are sure to be pleased. Where you can get glasses correctly fitted, that make your eyes see like young eyes. Where you can get high grade Watches, Clocks and all kinds of Jewelry at the bargain prices you have long looked for.

L.J. Voorhees, SONESTOWN.

Administrators' Notice.
Notice is hereby given that Letters of Administration upon the estate of Francis W. Gallagher, late of Laporte Borough, Sullivan County, Penna., deceased, have been granted to the undersigned. All persons indebted to said estate are requested to make payment, and those having claims or demands against the same will make them known without delay to MRS. THERESA GALLAGHER, Laporte, Penna., Administratrix. January 4, 1909.

COURT PROCLAMATION.
WHEREAS, HON. CHAS. E. TERRY, President Judge, Honorable Henry Richlin and R. C. R. Kshinka, Assoc. Judges of the Courts of Oyer and Terminer and General Jail Delivery, Quarter Sessions of the Peace, Orphans' Court and Common Pleas for the County of Sullivan, have issued their precept, bearing date the 14 day of Mar. 1909, to me directed, for holding the several courts in the Borough of Laporte, on Monday the 17 day of May 1909, at 2 o'clock p. m. Therefore, notice is hereby given to the Coroner, Justices of the Peace and Constables within the county, that they be then and there in their proper person at 2 o'clock p. m. of said day, with their rolls, records, inquisitions examinations and other remembrances to these things to which their offices appertain to be done. And to those who are bound by their recognition to prosecute against prisoners who are or shall be in the jail of the said county of Sullivan, are hereby notified to be then and there to prosecute against them as will be just. JUDSON BROWN, Sheriff, Sheriff's Office, Laporte Pa., 9, Jan 1909.

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So Come to J. M. Wighton's to satisfy your wants. Remember sale only lasts this month. Railroad fare from Laporte and Nordmont for purchase of \$10.00 or over.