

The Pain of eumatism!

...of eumatism is the most in-... Many have for years... relief from this disabling... and are 10-day worse off than... Rhuematism is a blood disease... Swift's Specific is the only cure... it is the only remedy which can... ch such deep-seated diseases.

A few years ago I was taken with Inflamma-... Rhuematism, which became so intense... I was for weeks unable to walk. I tried... several prominent physi-... cians and took their treat-... ment faithfully, but was... unable to get the slight-... est relief. In fact, my con-... dition seemed to grow... worse, the disease spread... over my entire body, and... from November to March... I suffered agony. I tried... many patent medicines... but none relieved me.

Upon the advice of a... friend I decided to try... S. S. S. Before allowing me to take it, how-... ever, my physician, who was a chemist, and... advised the remedy, and pronounced it free of... mercury. I felt so much better... after taking two bottles, that I continued the... remedy until two months I was cured completely.

The cure was permanent, for I have never since... had a touch of Rhuematism though many... times exposed to damp and cold weather.

W. H. POWELL, M. D., TRENTON, N. J.

111 Exposition Avenue, Philadelphia.

Don't suffer longer with Rhuematism. Throw aside your oils and liniments, as they can not reach your trouble. Don't experiment with doctors—their potash and mercury will add to your disability and completely destroy your diges-... tion.

S. S. S. For the Blood

will cure perfectly and permanently. It is guaranteed purely vegetable, and contains no potash, mercury, or other mineral. Books mailed free by Swift Specific Co., Atlanta, Ga.

PENNSYLVANIA RAILROAD.
Sambury & Lewistown Division.
In effect June 26, 1898.

STATION	W. B. DIV.	S. DIV.	P. B. DIV.
Phila.	10:00	10:00	10:00
Phila. & Erie R. R. Division			
Phila.	10:00	10:00	10:00
Phila. & Erie R. R. Division			

Train leaves Sambury 5 25 p. m. ar-... rives at Selinsgrove 5 45 p. m.
Train leaves Lewistown Junction 11 08 p. m. ar-... rives at Selinsgrove 11 27 p. m. and at 11 38 p. m. at... Altoona, Pottsville and the West.
Train leaves Altoona 7 05 a. m. and 1 02... p. m. for Philadelphia and New... York. 8 30 a. m. and 1 02 p. m. for... Altoona, Pottsville and the West.
Philadelphia & Erie R. R. Division.
SOUTHERN CENTRAL RAILWAY
Train leaves Philadelphia 6 00 a. m. and 11 30... a. m. for Baltimore. 9 30 a. m. for... Baltimore. 11 30 a. m. for Baltimore.
Train leaves Baltimore 6 00 a. m. and 11 30... a. m. for Philadelphia. 9 30 a. m. for... Philadelphia. 11 30 a. m. for Philadelphia.

Cost of Good Roads.

Gen. Roy Stone figures that there are 1,500,000 miles of public roads in the United States over which \$600,000,000 tons of freight is hauled every year. Putting the average haul at eight miles—though it is probably an overestimate, says the St. Louis Post-Dispatch—he figures the cost of carting at two dollars the ton, or \$1,000,000,000 the year. With uniformly good roads the cost of moving this freight would be only \$400,000,000, saving \$600,000,000 to the public annually. This equivalent to the yearly interest on \$20,000,000,000 of three per cent. government bonds. One-half of this almost inconceivably vast sum would rebuild every mile of road in the United States at an average cost of, say, \$8,166 per mile, and the other half would furnish a yearly income of \$200 per mile for their repair and maintenance. At present the people spend the vast sum of \$600,000,000 each year in the repairing of their worthless roads. This sum would build 4,000 miles of thoroughly good macadam road, sufficiently wide for rural purposes. Experiments made in the Missouri agricultural experiment station show that in nearly all road conditions broad-tired wagons pull easier than those with narrow tires. On a macadam road a load of 2,518 pounds can be hauled on broad tires with the same draught as a load of 2,000 on narrow ones. On gravel road, except when wet and sloppy on top, the draught of the broad-tired wagon is much less than that of the narrow-tired wagon; a load of 2,482 pounds can be hauled on broad tires with the draught required for 2,000 pounds on narrow tires. The trials on dirt roads give varying results. When it is dry, hard and free from dust 2,530 pounds can be hauled on broad tires with the draught required for 2,000 pounds on narrow tires. When the surface is covered with two or three inches of dry, loose dirt the results are unfavorable to the broad tire. In general the better the road the greater the advantage to the broad tire.

"Whether or not the United States government makes a display at the Paris exposition in 1900, the fact remains that thousands of Americans who intended visiting the exposition will stay at home," said a prominent Indiana man at Washington a few days ago. In my state, in many of the small towns, clubs had been formed, whose members were saving up money with which to do Paris on that occasion. But a great change has occurred owing to the hostile attitude of the French press. At least half a hundred of these clubs have been dissolved, and the members thereof have had their contributions refunded. There is no longer any desire out our way to make the journey, because of the notion that it is not right to spend money with your enemies. The Frenchmen had better have maintained silence in this affair, for the affronts which they have put upon us will cost them the loss of much American coin.

Hamilton Fish long will be remembered at San Antonio, Tex., as the hero of one of the most thrilling episodes that took place in the camp of the Rough Riders. On the day before the "Terrors" left for Tampa they gave an exhibition drill, which was witnessed by thousands of persons. Lieut. Col. Roosevelt was in command and ordered the entire regiment to charge. As the thousand troopers were dashing upon a hill a ragged little Mexican child scampered out in front of the galloping column of horses. Hamilton Fish was one of the few who saw the danger. He spurred his horse ahead of the column, and while galloping at full speed snatched the child up with a dexterity that would have done credit to an Arizona plainsman.

It is estimated by postal authorities that each regiment in camp writes an average of 600 letters a day. The mail of 60,000 troops, received and sent, is equal to that of a city of 500,000 inhabitants. Of course, the government will forward mail with the greatest possible promptitude to the army on Cuban soil, and to the fleet. It will be rapidly sorted while en route by railroad and steamer. The sorters are kept supplied with a military directory furnished by the war department and revised daily.

At the beginning of the war friendly British papers said that while there could be no doubt as to the complete victory of the United States in the end, Spain, with her superior navy, might give us "a bad half hour" at the beginning. It has not come yet, and where is Spain's superior navy?

Capt. Sigsbee says the success of the American navy is due to constant work to attain the utmost efficiency. "Every point of discipline, gun practice and cooperation," he remarks, "we have been studying incessantly and seriously, and our opponents evidently have not."

A destitute Memphis widow lately walked 400 miles with a crippled five-year-old child in her arms, to find a St. Louis uncle who had promised her a home. What kind of a home it proved to be is not stated.

The next great orange-bearing state will be Arizona. The yellow globes ripen early and have a fine Florida flavor.

All She Wanted.

Little Mabel had been having trouble with her French nurse and had reached the conclusion that she would like to have a change. So she said to her mamma: "Mamma, will the dear Lord answer my prayer I offer?" "It depends somewhat on the nature of the prayer, Mabel. What do you wish to ask Him?" "I want to ask Him to take Ninette to Heaven," replied Mabel.—N. Y. World.

Her Popularity.

"I can't see why that Perkley girl is so popular with the fellows. She could dispense with at least half a dozen beaux and still have more than her just share left. Don't you think she is very ordinary looking?" "She isn't beautiful; but, say, she has a glorious way of telling a fellow that he's just the greatest little man on earth. You can't help thinking that she really means every word of it."—Chicago Daily News.

Managing a Boy.

Mrs. Springs—How careful your little boy is of his health! My boy is constantly running out in all sorts of weather, without overcoat or overshoes, no matter what I say. How do you manage?" Mrs. Briggs—When my boy catches cold I give him cod liver oil.—N. Y. Weekly.

Complimenting Him.

I must give you credit for having remarkably light bread," said the housewife. "We try to keep it so," replied the baker. "And you succeed. It is so light that it goes up in price a great deal easier than it ever goes down."—Washington Star.

Financial Side of Surgery.

Patient—Doctor, \$500 is too much to pay for a little surgical operation like that. Doctor—But think of the responsibility. Suppose I had made a slip and caused your death, what then? Patient—You would have charged the estate \$1,000, I suppose.—Harlem Life.

Not Quite Exempt.

"Well, then," said the doctor, "as I understand your arguments, you think if we didn't have any microbes we wouldn't have any sickness?" "I didn't say exactly that, doctor," replied the caller; "you know we would still have the doctors."—Yonkers Statesman.

Well Qualified.

Examiner—Want to enlist as nurse to Cuba, eh? Had any experience with the sick and wounded? Fair Applicant—Have I? Well, now! I've four brothers, everyone of 'em a scroacher, and p shaves himself with a safety razor.—Town Topics

In the Art Gallery.

Nephew Jack (of New York)—That uncle, is Napoleon Bonaparte—the man whom the duke of Wellington got the best of? Uncle Porkenard (of Chicago)—Barn them foreign noblemen, anyway!—how much did he lend him?—Puck.

Business Stimulus.

Now the weather man is happy. And rejoices in his lot; For he reads the war dispatches, Then gets up and makes things hot.—Chicago Record.

AND NOW HE IS SORRY.

Peck Henry—That sad-faced man over there looks as though he had loved, but lost. Henry Peck—No. He loved and won.—Boston Herald.

A Hard Run.

They say the Spanish race is proud. That all are noble sons; It seems to us the Spanish race Is from our Yankee guns.—Puck.

The Power of Wealth.

"Has your daughter made her debut yet, Mrs. Green?" "I don't think she has. She ain't obliged to make her own things, you know. We can afford to buy the best."—Tit-Bits.

Wants Legal Aid.

"He sent her documents giving her control of their child." "Gracious! I wish I knew where to obtain documents that would give us control of our child!"—Puck.

The War Spirit.

Patriotic Cub—Papa, were you born in England? Papa—Yes, my son. Patriotic Cub—Say, but didn't we like you in 1812?—Judge.

A Paradox.

Casey—Ah, they're noble boys, this soldiers, goin' an' dyin' fur their country. Doolan—Shure, that's the way they make their livin'.—N. Y. Journal.

Might Be Necessary.

May—What would you advise me to line my bathing suit with this summer? Agatha—Six-inch plate armor appears to be the most fashionable and safe.—Town Topics.

Only Single Men Know.

"Do you know how to manage a woman?" "Why, of course not, I'm married."—Chicago Post.

NEED CONSTANT CARE.

Some Roads Require Attention at All Seasons of the Year to Preserve Good Condition.

A subject of importance which has not yet received the attention it requires is brought to the fore by a statement recently made to the effect that "the smooth surface of the New Jersey stone roads, so much admired by bicycle riders, is rapidly disappearing, owing to the infrequency of rains in summer, the prevalence of sweeping winds, and the absence of trees and hedges from the roadside. The disintegration of the New Jersey stone roads, especially of those over which a constant stream of heavy wagons roll into the city markets, must sooner or later raise the question of the expediency of giving a part of the annual state appropriation to the repair of the roads on the same plan of division of cost upon which new roads are built."

Up to the present time so much attention has been given to efforts to secure hard roads, and considerations of how they should be laid, that their maintenance when put down has largely been lost sight of. Many, indeed, have supposed, and some have asserted, that when once laid it should not be necessary to touch them for years. Such ideas are radically wrong, and, if acted upon, lead to disastrous results.

As a matter of fact, macadam roads require constant attention and care if they are to be kept in good condition, the greatest efficiency secured from them, and economy of maintenance maintained. All these things will vary largely with the character and quality of the roads, some requiring attention much more quickly and far more constantly than others, but the principle of maintenance is the same for all.

All stone roads are liable to "disintegration" under certain conditions, and will speedily be ruined if the tendency is not checked at the outset or, better still, warded off, so to speak, by constant care and attention. The smooth surface disappears, ruts form, water settles in them, and the road gradually breaks up.

The trouble with many of the New Jersey roads is not due particularly to the winds or "absence of trees and hedges from the roadside," but it is due to four principal causes, one of which is the "infrequency of rains in summer," and the others are the excessive use of clay for "binding" purposes in constructing the roads, insufficient rolling, and failure to adopt an adequate system of care and maintenance after they are constructed.

We have repeatedly pointed out the features necessary to obtain and maintain good macadam roads, and no community which builds them can afford to overlook them, viz.: thorough drainage; abundant rolling of each layer of stone as laid; little or no clay for "binding" purposes; and a complete system of care and repair, which involves the constant employment of a suitable force of men to keep roads clean, fill up the smallest ruts as they appear, and regular sprinkling in dry weather.—Good Roads.

AN INFALLIBLE TEST.

What the Bicycle Has Done to Impress the Necessity of Good Roads on the Public Mind.

The readiness of wheelmen to find fault with the condition of most highways has, at times, aroused much unfavorable comment, particularly in the earlier days of good roads agitation, when the subject was far less perfectly understood than at present. The public-spirited crusade which they inaugurated was ascribed wholly to ulterior motives, and it was not until they began to demonstrate its universally-beneficent effects that the position of the cyclist began to be at all appreciated.

For generations, those who used the highways had been satisfied to plod along as best they might, behind steeds that could voice no intelligible complaint, traveling as little as possible in the bad seasons and never considering the many ways in which they would be advantaged if firm roadways in every direction emancipated them from the reign of King Mud.

But the bicycle opened fresh vistas and started new lines of thought. The patient beast no longer trudged along through mud—over rocks, ruts and stumps, up-hill and down—while the driver indolently bounced along in the vehicle behind him. On the wheel, the rider, driver and motor are one, and immediately awakens to a keen and realizing sense of the road beneath him. Every change in grade is registered by human nerves; every depression, rock, or stretch of sand causes a shock to a human backbone, and calls for greater energy. With bad conditions a severe strain is put upon the attention, pleasure is destroyed and wearisome labor takes its place.

The bicycle showed conclusively that roads were wrong, and it largely indicated the extent of their imperfection. It thereby set in motion the forces that have in ten years accomplished much and are working toward the accomplishment of much more under the power of the inevitable logic of events.—Good Roads.

Economical Road Building.
In Amador county, Cal., they are building a stretch of macadam road by day labor, and figure the cost to be \$2,777 per mile instead of \$5,000 as asked for in the bids received. The members of the bureau of highways give their services.

Truth in a Few Words.
Next to good schools, upon good roads depend the future welfare and prosperity of our New England country towns.—Bristol Times.

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"Do you know how to manage a woman?" "Why, of course not, I'm married."—Chicago Post.

Advice to Consumptives

There are three great remedies that every person with weak lungs, or with consumption itself, should understand. These remedies will cure about every case in its first stages; and many of those more advanced. It is only the most advanced that are hopeless. Even these are wonderfully relieved and life itself greatly prolonged.

What are these remedies? Fresh air, proper food and **Scott's Emulsion** of Cod-Liver Oil with Hypophosphites. Be afraid of draughts but not of fresh air. Eat nutritious food and drink plenty of milk. Do not forget that Scott's Emulsion is the oldest, the most thoroughly tested and the highest endorsed of all remedies for weak throats, weak lungs and consumption in all its stages.

Scott & Bowne, Chemists, New York.

WHY?

"Embursed buiel eisobt un tem clush... THFRE YOU HAVE it, Clear as Mud.

The original of the above, written with a pen, when deciphered was not only an order for a type-writer, it reads: "Enclosed find draft on New York for \$20 for which please send me at once one of your latest improved type-writers."

It is purchasing a machine now too soon, you say. **HOW ABOUT YOURSELF?** You may not be poorly provided, but your letters may not be legible, but a type-writer communication has a business-like appearance which a pen-written one has not.

That's Why

YOU should use a type-writer. That it does the same work as the standard one, and costs but \$20.00, and is giving satisfaction to 35,000 users is why.

YOU SHOULD USE THE "ODELL"

Send for a catalogue and sample of its work. **ODELL TYPE-WRITER CO.** 358-364 Dearborn St., CHICAGO, ILL. 4-15-98.

Mifflinburg Marble Works.

R. H. LANGE, DEALER IN MARLE AND SCOTCH GRANITE Monuments, Headstones and Enclosures. Old Stones Cleaned and Repaired. Prices as Low as the Lowest. SATISFACTION GUARANTEED. J. A. JENKINS, Agt., Crossgrove, Pa.

MAKE PERFECT MEN!

DO NOT DESPAIR! Do Not Suffer Longer! The joys and ambitions of life can be restored to you. The very worst cases of Nervous Debility are absolutely cured by PERFECT TABLETS. Give prompt relief to insomnia, falling memory, and the waste and drain of vital power, incurred by indigestion, overwork, and all other causes. Impart vigor and potency to every function. Restore to you the health and strength of youth. Restore to you the vigor and strength of youth. Restore to you the vigor and strength of youth.

REVIVO RESTORES VITALITY.

1st Day. 15th Day. Well Ma. of Me. THE GREAT 50th Day. FRENCH REMEDY produces the above results in 30 days. It is powerfully and quickly. Cures when all other fail. Young men will regain their lost manhood, and old men will recover their youthful vigor by using REVIVO. It quickly and surely restores Nervousness, Lost Vitality, Impotency, Nightly Emissions, Lost Power, Failing Memory, Rheumatism, and all effects of self-abuse or excess and indigestion, which unite to enfeeble, enervate, and enfeeble. It not only cures by starting at the seat of disease, but it cures nerve tonic and blood purifier, bringing back the pink glow to pale cheeks and restoring the fire of youth. It wards off fatality and Consumption. Insist on having REVIVO, no other. It can be carried in your pocket. By mail \$1.00 per package, or six for \$5.00, with a post paid written guarantee to cure or refund the money. Circular free. Address: WYAL MEDICINE CO., 271 Wabash Ave., CHICAGO, ILL. For sale at Middleburgh by W. H. SPANGLER.

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Marble-Ya

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Good Childs

5¢ Cigar. For sale in Middleburgh, Pa., by Middleburgh Drug Co., in Mt. Pleasant Mills by Henry Harding, and in Penn's Creek by J. W. Sampson.

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WHELEN RODE ONE 2093 MILES IN 132 HOURS.

The Eldredge \$50.00

The Belvidere \$40.00

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NATIONAL SEWING MACHINE CO., 150 BROADWAY, New York. BELVIDERE, ILL.

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