## SATURDAY NIGHT TALKS

By REV. F. E. DAVISON Rutland, Vt.

ANCIENT AND MODERN SEA VOYAGES.

> International Bible Lesson for Oct. 31, '09-(Acts 27: 1-26).



A sea voyage is a memorable experience. It is an event to be anticipated with roseate dreams, and to be remembered with pleasurable emotions. From time immemorial, the ocean has been the object of the deepest interest to the dwellers on this planet.

Lure of the Sea.

Its all-encompassing embrace, its mystery, its calms, its storms, its restless motion, its heaving tides, its eternal secrets have allured and baffled the minds of men. Mythology has peopled its depths with gods and god-desses; ignorance and superstition have made it the abode of entrancing sirens and seductive mermaids. Artists have raved over it, poets have sung its praises, scientists have written learnedly of its value, explorers have pushed their prows into its bays and inlets, or dropped their sounding lines and dredges into its fathomless depths, commerce has whitened its bosom with the sails of its merchantmen, and countless multitudes have pitched their tents upon its beach in search of health and vigor, or, crowded its floating palaces of light, which by day and by night, pant their way through its healing waters.

The Bible is full of references to the sea, and some of its most dramatic incidents relate to that natural wonder, David, who perhaps never saw the ocean in a storm, in one of his Psalms has one of the most vivid descriptions of a mid-ocean hurricane that has ever been penned. One of the books of the Old Testament, around which the fiercest criticism has centered, deals with the interrupt ed voyage of a preacher on the stormy Mediterranean, and no more accurate and vivid story of a shipwreck was ever written than the account, by the Amanuensis Luke, of the foundering of the corn ship off the island of Melita, on which the apostle Paul was

being conveyed, a prisoner to Rome. Up to this time Paul had been a land traveler. On foot, he had tramped all over Asia, with only occasional excursions by water on short trips from shore to shore, but his appeal to Caesar, at his farcical trial at Caesarea, made it necessary that he should appear at the capital at Rome. That meant a long and dangerous voyage in the winter season through a sea, swept by equinoctial storms, in merchant vessels, and any and every sort of crazy craft, whose owners dared or could be persuaded to take the risk of tempest and break-

Ancient and Modern Ships.

In these days of swift ships and modern improvements a voyage to Europe is about as pleasant at one season as another. The accommodations are palatial, every comfort and luxury of life is provided, every wish is gratified, there is instant and constant communication with the hemispheres ahead and astern, the news of the world is found at the breakfast table in a newspaper damp from the press, and it is only a tittle matter of four days and a half from the shore of America to the shore of Europe, 3,000 miles apart. But Paul had no such conveniences on his historic voyage, 2,000 years ago. He was a prisoner under guard of a Roman soldier. The fare was of the coarsest, the accommodations were of the poorest, herded with the imperial prisoners from all parts of the empire, being transported to the capital to answer for their crimes, ro consideration was shown the man whose name was destined to endure forever; in hunger, cold, and weariness this distinguished prisoner took his Mediterranean voyage from Caesarea to

Personal Influence.

And yet before that voyage was ended, that solitary man, little, and prematurely old, was providentially put into a position, where his personality and influence, permeated and controlled the whole situation. In the midst of a fourteen days' evclonic tempest, the captain lost his head, the sailors were panic-stricken, the soldiers were ready to assassinate their prisoners, riot and utter absence of discipline prevailed. At that juncture, when all hope of being saved had expired in every breast, this landlubber, unknown and unskilled in sea craft, assumed command of the ship, put heart into the hopeless, by his calmness soothed the panic of the hysterical, and stopped their attempts to abandon the passengers, gave directions about life-preserving methods when the ship struck the beach and began to go to pieces under the pounding of the waves, and by his christian fortitude, calm trust, cheerful words, sensible directions, and general, all-around manhood brought passengers and crew all safe to land without the loss of a soul.



PRACTICAL HIVE LIFTER.

It is a Simple Arrangement Attached to a Wheel Cart.

I have added a very simple arrangement to my wheel cart that I use for moving hives, making it a practical hive-lifter, says H. R. Boardman, in Bee Culture. A weight is placed between the handles of the cart in such a way that it may be easily removed to and from the axle. The object of this weight is to counterbalance the weight of the hive. When lifting a hive I slide the ends of the framework under the hive cleats in the usual



A Serviceable Hive-Lifter.

way and then move the weight back far enough so that it will hold the hive suspended. In this way the upper stories can be removed and held to one side while the frames in the lower story are examined; or the lower story may be removed entirely. if necessary, or replaced by another

For a weight I use an ordinary hivebody in which I put whatever heavy material I desire. The illustration shows the trunk-rollers on the under side of the cleats, so that the weight may be slid back and forth without

much exertion. With this arrangement I can weigh hives as well as move them. With my regular scales I weighed different hives and marked the position of the weight on the framework when a good balance was secured. In this way I can get the weights of different hives accurately enough for general purposes.

Notes on Bee Culture.

Don't tolerate a leaky cover. Success does not come without an

effort. There are no ironclad rules in bee keeping.

You should read one or more good ooks on bees. One must be a thinker as well as

worker to succeed with bees. Think what you are doing and do

right, and you'll succeed. The new pure food law will be

some help to the bee keeper. The one and one-half story hive for comb honey is the best hive for one who is raising comb honey for mar-

All small tools used in the apiary should have a red string tied to them so they can be easily found if lost

The pound foolish, penny wise fellow does without improved hives and fixtures that make work with bees more pleasant and profitable.-Farmers' Home Journal.

Solar Wax Extractor.

I very much doubt whether there is a better way for the rank and file of beekeepers to render wab than by using the sun, or solar, wax believe it will to have a sun wax extractor. If you do not care to buy one you can make one. All that is necessary is to have a box with glass over it, and you will find that when it stands in the sun the inside of the box will be a very warm place. To melt your combs, put in the box an old dripping pan having a hole at one corner, or having one corner torn entirely open, and that corner the lowest, with some kind of a dish set under to catch the dropping wax.

It is claimed that all the wax cannot be got out of the combs in this way, but if any person will take off the glass frame after most of the wax has run out, and with a trowel, or something similar, rub down the refuse, so as to break down the cocoons that may remain whole, I think he will have no trouble in securing 90 per cent. of all the wax contained in any comb, no matter how old or tough

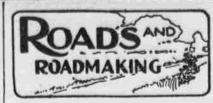
Industry Full of Details.

Beekeeping is an industry full of details the neglect of which will have an effect upon the earnings of the apiary, and the detail that seems to receive a little more than its share of neglect is the saving of wax. Beeswax s a very important product, and in the markets of the world it has more standard value than honey. There is no substitute that can take the place of beeswax in the many uses to which it is put in the industrial arts, and when we have a pound of wax we know there is more gold in it to the square inch than there is in an equal amount of honey.

To get the most wax from an apiary, it pays occasionally to scrape the frames, honey boards and the inside of the hives, and when old frames are broken up, to be sure they make fine kindling wood, but before using them for that purpose they should be boiled; there is much wax sticking to old frames even after they are scraped seemingly clean.

For Pure Wax.

Any plan by which the wax is kept in a liquid state for a long time, the same being perfectly stationary during this time, and while cooling and using quite a body of water with the wax for the dirt to settle into, has a tendency to separate the impurities from the wax and give it a bright yellow color.



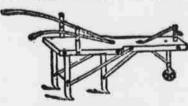
KEEPS ROADS IN CONDITION.

Directions By Which Home-Made Ditcher Can Be Constructed.

A complete homemade ditch digger may be made by following the description here given.

The bed piece, five and a half inches long, is cut out of a hard plank two and a half inches thick, bolted at each end and in the middle to prevent splitting. The rear half is nine inches wide, and the front half six inches

The diggers are made of steel bars two and a half inches wide, threequarters of an inch thick and twentyfour inches long. They are fastened to the plank by a right angle turn and bolted. The two rear diggers are held firmly by a rod with nuts inside and out, the points being spread out so that the bed piece can easily drop into the space when the ditch is two feet or more in depth. The front digger is the same size, but set in the middle. All are held firmly by brace rods and sharpened like the flat end of a pickax. A wheel is set under the front end to steady the movement and is braced backward. An adjusta-



The Digger Equipped.

ble draw iron is placed above, through which the rod may pass at any height suited to the depth of the ditch.

The handles are also adjustable, raising them as the digger drops low-

In hard subsoils one will save the cost of this simple device in digging skull, and left only a small mark, seventy-five rods of ditch. In our hardpan sections of the east, which always need drainage, one does not feel encouraged to dig ditches with pick and shovel when more than half the energy is required to loosen the dirt. With this machine the toughest subsoil when dry handles as rapidly as loose sand.

Good Roads.

A resolution was adopted at Darden Pomona Grange asking all the subordinate and Pomona Granges to discuss the advisability of having the State Grange at their next session to ask the governor to include in his call for a special session a request for a law permitting good road districts to be formed and the property owners of the district to be allowed to vote a special tax levy or vote bonds for good roads in that district.

We believe that the subordinate lecturer should have this subject discussed in their Granges. Under the present system of building roads by subscription half of the people pay their share and the remainder do not, and receive the same benefits, while under this system everybody would pay his share.

Sawdust for Roads.

Sawdust is utilized in the South for roadmaking. 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 sixinch bed of sawdust, which is then mixed with the dirt. This is said to make a roadbed on which the tires of the heaviest loaded vehicles make no impression. The cost is stated by the Jacksonville Times-Union to be about \$300 a mile, showing it to be about the cheapest road material in use. One or two such roads were constructed in a South Georgia county twenty years ago and still in good condition, showing its durability.

How to Set Fence Posts.

Any timber will last quite well if set in this way: Dig a square hole about a foot deep, throwing the dirt well back. Sharpen the post and drive well into the bottom, then put a flat stone against each side and a chunk against the post, the boards holding it the other way. This prevents their rotting off at the surface of the ground as they always do.

Automobile an Aid.

The automobile has from the first been a powerful and persistent advocate of better roads. It would be impossible even to estimate with any degree of accuracy the responsibility that should in fairness be given the motor car for the present revival of interest in the movement for improved highways.

A "Calico" Road.

Des Moines, Iowa, is to build a mile of experimental roadway to determine the best method of construction. One section will be of concrete. another of flag covered with broken stone, etc. A local newspaper facetiously refers to it as a "calico" road.

Need Good Foremen.

In macadam work, as in all other construction work, there should be a competent foreman or superintendent in charge.

Less Need of Railroads.

If our country roads were what they should be-what they are in England—there would be much less need of railroad oxtension.

RULE OF THE SEA.

Whaling Law Applied to a Twice-Caught Cod.

That etiquette is observed among the fishermen that journey to the fishing was discovered by an amateur angler his first trip the other day.

The amateur hooked a codfish, but his line parted just as the fish was above the water. Back fell the codfish, carrying with him two sinkers and

Twenty minutes later another angler cried out that he had captured a cod with two sinkers and a hook. The amateur went up to the angler, who appeared to be an old salt and asked for his hook and sinkers, which had his name stamped on them. He was surprised when the old salt told him to take the fish also.

According to the rules generally followed on the fishing boats the second angler was entitled to the fish, but the hooks and sinkers should be returned to their owner. The old angler explained why he wanted to give up

It seems that he had followed the sea a great part of his life. When a young man he was a whaler, and according to whaling law, a dead whale belongs to the ship whose name appears on the harpoon that killed it. Therefore the old salt figured that the amateur owned the codfish ne had

A Big 'Gator Skinned.

An alligator considerably over seven feet in length attracted much attention while lying in front of Fire Department Headquarters, where it was skinned by several colored firemen The 'gator was a beautiful specimen of its kind, with a well-preserved hide and a beautiful head, according to the standard by which our alligators are judged. The reptile was shot on the Hagan plantation, about thirty-six miles north of Charleston, on the Cooper River, by Stephen Fraser, keeper of the Hagan tract, famous for the splendid hunting opportunities which it presents and for its lumber preserves. The rifle ball which put an end to the alligator entered the which was hardly to be noticed without close observation.

The colored firemen who "peeled" the 'gator took care that the steads situated near the tail of the animal were not lost. This portion of the alligator anatomy is considered as an exceptionally choice morsel by colored people.-Charleston News and Cour-

The Compass.

The Chinese seem to have used the compass, or its equivalent, at a very early date to guide them in their journeys across the vast plains of Tartary. They made little images, whose arm, moved by a freely suspended magnet, pointed continually toward the pole. An apparatus of this kind was presented to ambassadors from Cochin, China, to guide them in their homeward journey, some 1,100 years before our era. The knowledge thus possessed seems to have gradually traveled westward by means of the Arabs, though it was fully 2,000 years afterward before it was fairly applied among the peoples of Western Europe.

Availability.

A nobleman was once showing a friend a rare collection of precious stones which he had gathered at great expense and enormous amount of labor. "And yet," he said, "they yield me no income." His friend replied: "Come with me

and I will show you two stones which cost me but £5 each, yet they yield me a considerable income." He took the owner of the gems to his gristmill and pointed to two gray millstones, which were always busy grinding out

The Llama's Load.

When the llama is too heavily loaded, about 125 pounds, the wise beast lies down right then and there and goes on a strike and refuses to budge a peg despite any amount of coaxing, beating or swearing-actually knows the weight his burden should be almost to an ounce, or that's what they all say in the Andes. Most men know when they are overloaded, but they are afraid to lie down.

Macaroni. The word is derived from the Macaroni Club, instituted by a set of flashy men who had traveled in Italy, and introduced Italian "Maccheroni" at Almack's table. The Macaronis were the most exquisite fops that ever disgraced the name of man-vicious, insolent, gamblers, drunkards, duellers; about 773 the curse of the Vauxhall Gardens.

Pity the Poor Horse Fly. Every purchaser of a motor car discourages the life of the horse fly. Some sort of a bug or fly will have to be invented to bite autos and make them stamp, switch their tails, and kick up. We don't know what effect a cinder beetle would have on autos.

The question is referred to Judge

Adna P. Gristlebone for an expert

opinion.-Ossawatomie (Kah.) Globe.

Martyrs to Science.

At Lisbon, during the plague, Dr. Camara Pestana was infected while searching for plague in a person supposed to have died of pneumonia. It was plague; and the intrepid searcher died also. He wrote down his horrible symptoms to the very end, for the benefit of medical science.

Victim's Wall.

It's all right for a woman to save time, but making cherry ples with the stones in 'em is a poor way to do it. -Detroit Free Press.

The Parachute.

The inventor of the parachute is unknown. In 1875 an Englishman named Blanchard constructed a parachute in which he descended eight years later, but with such rapidity that he came near being killed. The first person who sucessfully descended from a balloon in a parachute was Andre Jaques Garderin in 1797.

Health in City and Country. Despite general belief to the comtrary, it is a fact that, though the cities show higher death rates from disease of the respiratory system, the rural districts have a higher death rate from diseases of the circulatory and nervous systems. Typhold is a rural rather than an urban disease. So is anaemia. The latter fact is orne out by the United States census

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