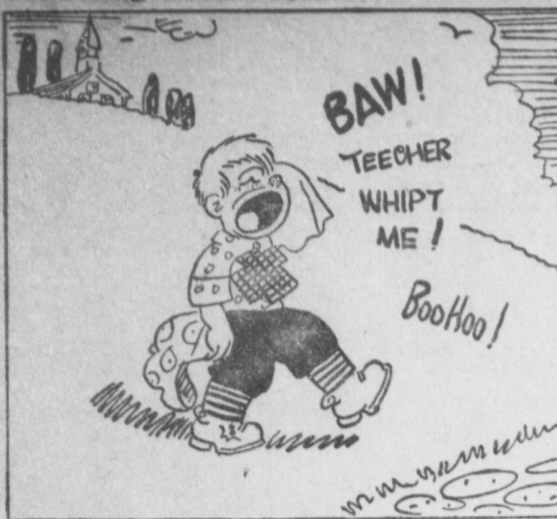


THE PRINTER'S DEVIL



People Read This Newspaper. That's why it would be profitable for you to advertise in it. If you want a job, if you want to hire somebody, if you want to sell something, if you want to buy something, if you want to rent your house, if you want to sell your house, if you want to sell your farm, if there is anything that you want the quickest and best way to supply that want is by placing an advertisement in this paper. The results will surprise and please you.

HARRISBURG The State Capital AND RETURN SUNDAY, JUNE 1st, 1924. The magnificent Capitol Building will be open on this date at Harrisburg, and at Elizabethtown an opportunity will be given to visit the commodious and beautiful Masonic Homes. SPECIAL TRAIN LEAVES Eastern Standard Time Mt. Joy 8:50 A. M. Stopping at principal stations between Paoli and Mount Joy. Returning leaves Harrisburg 7:15 P. M., Elizabethtown 7:40 P. M., and Lancaster 8:05 P. M. Tickets on sale Friday preceding excursion. Penna. R. R. System The Standard R R of the World

HOME HEALTH WEEKLY LETTER WRITTEN EXPRESSLY FOR THE BULLETIN BY DR. DAVID H. REEDER. Hurry. Many, many times daily do we hear that word, hurry. Its one of the deadliest words in this tremendous age of hurry, of rush and worry. Of desire to get ahead of the other fellow. I have before me a little booklet of eighteen pages which was sent to me by the Chief Signal engineer of the Pennsylvania railroad system. In it he makes plain some rather startling facts about hurry and his study of methods of saving the lives of people who are in too much of a hurry. I wish I could just copy the contents of the booklet and let you read all of it, because it is not only interesting but illuminating. Now we expect the railroad trains to be in a hurry but as a matter of fact they seldom are permitted to hurry. Always the first consideration is safety. Better to be an hour or several hours late than to kill some human being, but every day we hear or know of one or several people being killed for the sake of only a moment's time. A stop of ten seconds by the driver of an automobile before crossing the railroad tracks would prevent 75 per cent of the crossing accidents. During the year 1922 there were just 72 people killed in the entire United States by railroad collision and during that same period 11,000 people were killed by automobiles. During 1921 the Pennsylvania system, with trains running an average of 50 miles an hour, killed only six passengers and five of those were in one accident, while on their 14,000 crossings there were 711 persons killed who might be alive to-day but for too much hurry. During 1923 the Santa Fe system carried sixteen million passengers an average of 152 miles without killing a single passenger. During a period of three years they did not kill a passenger, but in 1922 they killed 27 on grade crossings and in 1923 they killed 38 in the same way. It is not often that the grade crossing killings are horse drawn vehicles, but it is far too often. The driver of a horse can hear more easily and just the least precaution may save his life as well as the lives of his passengers, but the auto driver becomes a hurry maniac. A few seconds time, which really means nothing to him or his passengers, might save all of their lives, but he is in a hurry. At present there are said to be 14,000 automobiles in the United States and the number is increasing daily. This is perfectly alright and I am glad to see this modern piece of splendid machinery, for it's the greatest educator and mixing machine ever devised. It is rapidly making people acquainted. Provincialism and sectional differences, prejudices and boundary disputes are rapidly disappearing and will soon be a thing of the past, but for the sake of the women and children, the wives, mothers and sweethearts, as well as all others who ride as passengers or guests in automobiles there should be a most stringent test applied to every driver of any power machine before a permit is given to that person to drive. The driver of a locomotive engine must undergo a long course of training and then be carefully and scientifically tested as to fitness before he is intrusted with the lives of human beings, and he has before him a track of smooth iron rails upon which to drive. The average auto driver passes no test and receives very little instruction with nothing to restrain him. He is always anxious to go past the car ahead and to get across the track ahead of the approaching train. It is shown in Mr. Rudd's to blame for the crossing accidents to autoists occur when their trains are standing still. A northern Pacific train stopped on a crossing in day time, a Ford ran into it on the left side and while they were clearing away the wreckage a Buick ran into the right side. On the Pennsylvania system last years the gates guarding gate crossings were run into and smashed 222 times. Isn't it about time to stop the hurry and test the drivers? Perhaps the railroads are not altogether to blame for the crossing accidents as most people seem to think.

TH' OLE GROUCH. YEP, THEY CALL ME 'TH' OLE GROUCH' BUT 'LL KISS A PIG IF I AINT A BETTER CITIZEN THAN 'TH' BIRD 'AT GOES 'ROUND TALKIN' NICE 'Y' FOLKS FACES AN' SNEERIN' AT 'EM BEHIND THEIR BACKS! CHARLES SUGHRIS

Sand-Asphalt Pavements," by E. R. Olbrich; "Problems in Highway Bridge Design," by E. F. Kelley; and "Roughness as a Factor in Pavement Life," by A. T. Golbeck. Under "Traffic and Maintenance" G. E. Hamlin discusses "Traffic Surveys"; N. M. Isabella talks of "Highway Traffic Accidents, Their Classification and Causes"; J. Gordon McKay writes on "Traffic Surveys, Findings, and Deductions"; while Leroy C. Smith has a paper on "Central Plant Maintenance for Large Mileage." Under "Administration," "State Purchase and Manufacture of Road Building Material" is contributed by B. H. Piepmeier, and "State Cement Manufacture" by C. N. Connor. "Equipment and Construction" brings papers on "Equipment Standardization," by John W. Cowper; "Uniform Contracts," by C. E. Bement; "Day Labor Construction," by Arthur S. Bent; and "Bonds" by N. F. Helmers. "Construction, Simplified Practice" heads a series of papers entitled "Curing Concrete Roads," by H. F. Clemmer; "Simplified Practice as a Service to American Industry," by Ray M. Hudson; and "Controlling Distant Units in a Highway Construction Organization," by O. L. Kipp. Lists of officers, committees, and exhibitors close the volume.

SUFFERED PAIN FOR YEARS Mrs. Jahr Finally Relieved by Lydia E. Pinkham's Vegetable Compound. Howard Lake, Minnesota.—"I write to let you know that I have taken several bottles of your medicine in the last three months, and found it to be very good. I had pains and other troubles women have and was not able to do my work. Seeing your Ad. in the paper, I thought of giving Lydia E. Pinkham's Vegetable Compound a trial. I got good results from it and feel able to do my housework now. I used to have lots of pains, but after taking the medicine I am relieved from pains that I had suffered from for years. I recommend the Vegetable Compound to my friends, and hope this letter will be satisfactory for you to publish."—Mrs. JENNIE JAHR, R. R. No. 2, Box 51, Howard Lake, Minn. Free upon Request Lydia E. Pinkham's Private Text-Book upon "Ailments Peculiar to Women" will be sent you free, upon request. Write to the Lydia E. Pinkham Medicine Co., Lynn, Massachusetts. This book contains valuable information that every woman should have.

Krall's Meat Market. I always have on hand anything in the line of SMOKED MEATS, HAM, DRIED BEEF, BOLOGNA, LARD, ETC. Also Fresh Beef, Veal, Pork, Mutton. H. H. KRALL West Main St., MOUNT JOY.

50 GOOD CIGARETTES 10¢ GENUINE "BULL" DURHAM TOBACCO

100 Uses Gardeners. Pulverized and sterilized sheep Manure can be applied in many ways as a fertilizer. It will promote thrift to any growing crop in field or garden, lawn, or to your most delicate house plants. We have just received a car of the Old Reliable Sheep Head Brand Try a ton or a few bags. For Sale at E. H. Zercher MOUNT JOY, PA.

Lancaster County Farm Bureau News. WEEKLY LETTER WRITTEN EXPRESSLY FOR THE BULLETIN BY THIS WELL KNOWN ORGANIZATION. Members of the Lancaster County Farm Bureau in every section of the county received checks from the Co-operative Commodity Division of the Bureau this week. The checks aggregated about \$8,000. Not a large amount when distributed over several hundred farmers, but the significance attached to the small slips of paper is of such far-reaching consequence that history has been made, by their distribution. The sending of the checks marks the close of the spring fertilizer purchase for the members of the Bureau by the Commodity Division. The spring fertilizer purchase was conducted along radically different lines than have ever before been attempted in Lancaster County and was and acid test of the Lancaster County farmer's belief in the principles of co-operation. The fertilizers were sold to all farmers, members and non-members alike, at the prevailing market prices. At the close of the purchase, members were given a rebate based on the actual cost of the materials. The rebates in several instances ran to almost \$200 on a single farmer's order. No one but the Manager of the Commodity Division had an inkling as to how much the rebate per ton would be. The fertilizers were purchased by the farmer members of the Bureau on Faith. Faith in their organization which they had themselves created, faith in the principles of co-operation and the faith that must lie at the base of every enterprise—faith in their fellow-men. When it is considered that less than four per cent of the farmers in the county took part in this purchase, the possibilities that exist when the remainder of the 11,000 farmers of Lancaster County join hands in the organization may be estimated. The \$8,000 which was sent to farmers as a rebate on their fertilizers represents a direct saving to them through their co-operation with their fellow-farmers, since the original price of the materials was at the current market level. It is safe to state that if but one-half of the farmer population of the county joined hands in this undertaking, the results would be stupendous. The Coming Chautauqua The date of the Mount Joy Chautauqua this year as it came in the Circuit is July 8-July 13. Some years we have had it in June and that appeared too early. Last year it came in August and that was too late. We believe the date this year is to our advantage. Real wisdom has been shown in the make-up of the Chautauqua program which will be given in a later issue of our paper. Plays—two of them—symphony orchestras and national figures are among the attractions. Subscribe for the Mt. Joy Bulletin

NEW GOOD ROADS BOOK READY TO DISTRIBUTE American Road Builders' Association Proceedings off Press. The enormously successful convention of the American Road Builders' Association, held in Chicago, January 15 to 17, has its story completely told in the "Proceedings" just issued in book form by the association, and put on sale at \$3 a copy. Frank H. Page, then president, appears with "The Year's Work and Problems Ahead"; "Transportation" is discussed by M. R. Boardman; and Thomas H. MacDonald, Chief of the Bureau of Public Roads, writes of "Highway Improvement a Continuing Business." The volume contains authoritative papers on modern road problems, here put in print for the first time. Under the heading "Materials and Design" are "Bituminous Base and

It's the Talk of the Town. the new Sunbeam Set—the finest electric iron you ever saw, with cord and stand all conveniently tucked away in an indestructible, dirt-and-moisture-proof case. A lifetime ironing equipment. \$8.50 complete. Step in and see it. 2% Cash Discount on Irons During the Month of June. JNO. H. DIETZ 119 E. Main St. Bell Phone 115R3

Stitchers Wanted. REAL WORKING CONDITIONS. THE LeBLANC COMPANY. 66 West Main Street, Mount Joy, Pa. mar. 5-5 mos

Dr. MORSE'S INDIAN ROOT PILLS. DRIVE out the body poisons. Keep well. Relieve constipation. Favored for Fifty Years

ROY C. BATES. IT WITH ELECTRICITY. ELECTRICAL CONTRACTOR. Fixtures and Appliances of All Kinds. 66 West Main Street, Mount Joy, Pa. mar. 5-5 mos

W. Gorrecht. Jeweler. Watchmaker—Engraver. 66 West Main Street, Mount Joy, Pa. mar. 5-5 mos

W. H. Dishong Tailor. BAINBRIDGE, PA. Repairing--Cleaning--Pressing. Will call for and deliver all orders twice a week. mar. 26-tf

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Furniture. ARE YOU BUYING SATISFACTION WITH YOUR FURNITURE AND CARPETS? QUALITY AND SERVICE MAKE FOR SATISFACTION. WE ASSURE YOU OF ALL THREE WE ARE DEPENDABLE. Westenberger, Maley & Myers 125-131 E. King St., Lancaster, Pa. 6 O'Clock Closing Saturdays