

AN ORDINANCE.

Granting the Bellefonte Traction Company the Privileges of Laying and Operating a Single Track Railway, with Necessary Curves, Turnouts, Switches and Crossovers, upon Certain Streets in the Borough of Bellefonte.

SECTION 1. Be it ordained and enacted by the Council of the Borough of Bellefonte, in council assembled, and it is hereby ordained and enacted by authority of the same: That the Bellefonte Traction Company be and the same is hereby granted the privilege of laying, constructing and operating by electricity only, a single track railway, with necessary curves, turnouts, switches, crossovers, poles and wires over and upon the following named streets in the said borough, to wit: Beginning at the northern line of the borough on Allegheny street, thence on Allegheny street to Curtin street, thence on Curtin street to Armor street, thence on Armor street to Linn street, thence on Linn street to Allegheny street, thence on Allegheny street to the Diamond, thence on west High street to the Pennsylvania railroad, thence returning on west High street to Spring street, thence on Spring street to Bishop street, thence on Bishop street to the borough line, thence returning on Bishop street to Spring street, thence on Spring street to Pine street, and thence on Pine street to the borough line; also on west Linn street from the borough line to Allegheny street.

SECTION 2. The consent hereby granted to the said Bellefonte Traction Company to occupy the said several streets and highways or parts thereof shall be under and subject to the following terms, conditions and limitations, namely:

(a). That the said Traction company shall procure and apply the most modern and approved fenders and pilots, brakes, lights, gongs and appliances for the protection and safety of life and property in the operation of its railway lines in the borough, and give proper alarms when approaching street crossings or persons and vehicles, and subject itself to all regulations and ordinances of the borough now or here, after passed relating to the operation of street railways or anything in connection therewith. And in running cars, the speed within the limits of the borough shall not exceed eight miles per hour.

(b). That the said company shall have plans and drafts of the location of its tracks, switches, sidings and turnouts made and submitted to the council, which, after approval shall be filed among the records of the council, and the said tracks, switches and turnouts shall be put down as located upon said plans as directed by the borough engineer and the Street committee. No sidings, switches or turnouts shall be placed on any of the streets in front of, or alongside of any school buildings or grounds.

(c). The said railway shall not disturb the grades of the streets and highways, within the borough authorized to be occupied by its tracks, sidings, turnouts and switches and after the same shall be laid and are in place the streets or highways shall immediately be paved and repaired as provided in paragraph (g) of this section and restored to grade, and thereafter the said Railway company shall at no time permit its tracks in any part thereof to offer an undue and improper obstruction to the said highways or any of them, but shall keep its tracks, sidings, turnouts and switches in good order and repair. And in case the authorities of said borough shall at any time hereafter change or alter the grade of any of the said streets or parts of streets, whether occupied or not by the tracks of the said company, so as to require the elevation or depression of the tracks at any point the said company shall be and are hereby required, at their own cost and expense, to elevate, depress and place their tracks to conform to such changes of grade or grades in any of the aforesaid streets.

(d). The said Railway company shall construct and complete said railway on all the streets herein specified within the time herein required and shall not hereafter abandon or remove the same, or cease to operate the same on any of said streets without the consent of the borough council, and in case said railway or any part of the same shall be abandoned, such abandonment of same or parts of same shall work a forfeiture of the franchises and privileges herein granted, so far as appertain to such street or streets so abandoned.

(e). The said Railway company shall at all times save and keep the borough of Bellefonte free from any and all damages that may be done or result to any person or property by reason of construction and operation of its railway, and in case the said Railway company shall at any time change its route or abandon any street or highway or any part thereof with the consent of the borough council, it shall immediately take up and remove its rails and ties, and restore said street or highway, or the part thereof abandoned, to good order and repair.

(f). The tracks of the said railway shall be laid in the centre of the said streets, except where turnouts are built and except on such streets as the council shall otherwise direct, and shall be four (4) feet eight and one-half (8 1/2) inches in gauge, and the said company shall use in the construction thereof the standard girder rail, with flange, weighing not less than sixty (60) pounds to the yard and shall be so put down that the top of the rail shall be even with the grade or surface of the street.

(g). The said Traction company shall pave the space of said streets or portion of streets herein mentioned between the rails with vitrified brick, to wit: Curtin street from Allegheny to Armor street, Armor street between Curtin and Linn streets, Linn street from Armor to Allegheny street, Allegheny from Linn to High street, High street between Allegheny and the mill race, Spring street between High and Bishop streets, and Bishop street from Spring street to the east side of Penn street, and west Linn street to the crossing in front of the Rhoads residence, and macadamize the space between the rails on the balance of the said streets named in section one (1), of this ordinance, and keep all of the said streets for two (2) feet six (6) inches in width on the outside of each rail at all times in such condition and repair as the other portion of said street is kept, and whenever at any time hereafter the said borough or the citizens thereof shall pave any of said streets or parts of the same, the said Traction company shall at its own proper expense pave such streets or parts thereof for the space of two feet six inches on each side of its tracks, with the same kind of material, so that the entire paving of such streets or parts thereof shall be uniform.

(h). Whenever and wherever, under the provisions of this ordinance, the said Railway company is required to perform any work or make any alterations, improvements or repairs on any of said streets and it shall refuse or neglect to perform the same, the said borough may, after five days notice to said company, proceed to perform such work or make such alterations, improvements and repairs and shall collect the cost thereof together with a penalty of one hundred dollars added thereto from the said Railway company, to all of which the said Railway company shall give its assent by its acceptance of this ordinance.

(i). That work shall be commenced by the said Traction company on its main line within the borough within one year, and the same shall be in full operation within two years from the date of the acceptance of this ordinance or all rights, consents and privileges hereby granted shall be null and void upon all streets and highways covered by the main line within said period, any delay however occasioned by the mandate of any court shall be an excuse for non-continuance of work during such order. Provided however, that the said company shall have three years from the date of acceptance to complete its branch lines on west Linn street and east Bishop street.

(j). In case of fire or conflagration or the alarm of fire the right of way on said streets must be yielded readily and at once to the fire apparatus of the borough, and the said company shall not, by the running of its cars, interfere with the use of the hose or other portion of said apparatus during the time of any fire. The fire patrol, during the time of a fire and the police of the said borough, while on duty, at all times shall have the right of riding in the cars of the said company free of charge.

(k). That during the construction of said railway, said company shall not unnecessarily impede public travel on any of the streets aforesaid, removing all dirt and stone as hereinafter required.

SECTION 3. That all poles erected by the said Bellefonte Traction company shall be erected, located, and maintained as directed by the borough engineer and the Street committee of council; they shall be straight and smooth and shall be painted and kept painted by the said company; they shall be placed in such a manner so as to cause the least possible obstruction and injury to the curb, sidewalk, gutter or street, shall be as few in number as possible, and shall be subject to the use of the borough for stringing wires for its own use, not however in any form or manner to interfere with the operation of said railway; whenever and wherever poles are erected said company shall carefully replace the material excavated and relay in good order and repair all bricks, flagging, paving, curbing or guttering and shall at all times keep and maintain the pavements, curbs, gutters and streets around and about their said poles in good order and repair.

SECTION 4. That all wires suspended over the streets by said Traction company shall be at least eighteen feet above the surface of the tracks, and shall be so fastened to the poles and to each other that they will be effectually insulated and properly secured.

SECTION 5. The said Railway company shall at the time of its acceptance of this ordinance file with the clerk of the council a bond to said borough in the sum of two

thousand dollars with good surety, either individual, or bonding and surety companies, as surety and with clause indemnifying the borough against cost and damages for injuries to persons or property resulting from the construction, maintenance or operation of said railway.

SECTION 6. The authorities of the said borough shall at all times by themselves, their servants, workmen, agents and employees have the right to make such repairs and improvements to the culverts, drains, sewers and water pipes running under, along, or near the surface of said railway tracks, and to lay and maintain such additional drains, sewers and water pipes as they may see proper, causing as little obstruction to the running of cars as possible, and whenever it shall be necessary for said purpose to remove the tracks of said company, the same shall on reasonable notice be removed and relay by said company at the expense and charge of said company.

SECTION 7. That any citizen, company or corporation to which the borough has heretofore granted, or may hereafter grant, the right to lay gas pipes, steam pipes, or put down electric conduits on the streets of the borough or to make connection with any sewers or sewer shall have the right to lay, or put down such pipes or conduits and make all repairs thereto under and along the tracks of the said Traction company, said work to be done in such manner as not to interfere with the traffic of the said company more than is necessary; but where excavations are made under or across the line of the said road for the purpose herein specified, the person, company or corporation making the said excavations shall solidly refill and repair the same without expense to the said Traction company.

SECTION 8. The said Traction company is hereby required to spread the snow that may accumulate upon or be thrown from its roadbed in such manner that it will not interfere with travel by vehicles or otherwise along and upon the streets on which its line of road extends, or at street crossings.

SECTION 9. This ordinance and the rights and privileges herein granted shall cease and determine and be forfeited in case said company shall at any time cease, fail or neglect to operate said road within the borough for a continuous period of thirty days, unless said cessation be caused by riot, flood or other unavoidable cause by the said company: Provided, however, that no cars shall be run at intervals simply for the purpose of retaining and holding the franchise and right of way herein granted.

SECTION 10. The material excavated on any of the streets on which the tracks of the said Traction company may be constructed and not needed by the said company, shall be removed by the said company at its own expense. If any such material is needed on any of the streets of the said borough it shall be delivered on such street or streets and at such place as the Street committee may direct without cost to the borough.

SECTION 11. That nothing herein contained shall be taken or construed to be an assumption of or release by the said borough of Bellefonte of any damages which may be claimed by the owner of any lot or occupant of any building in the said borough by reason of the putting down of the said line of railway, the erection and maintaining of the said poles and the stringing of wires thereon.

SECTION 12. The rights, privileges and franchises herein granted shall be and continue for ninety-nine years. The said company shall, after a period of ten years from the date on which they begin to run cars, pay to the borough of Bellefonte annually as license fees or consideration for the use and occupancy of the streets or portions of streets hereinbefore mentioned and granted, the sum of one hundred (\$100.00) dollars so long as the number of cars regularly run within the said borough shall not exceed five in number; and for all additional cars regularly run therein by said company, in addition to the first five said company shall pay to said borough the additional sum of twenty-five (\$25.00) dollars annually for each car regularly used.

SECTION 13. The fare from one point to another within the borough limits shall not exceed five cents.

SECTION 14. Wherein and wherever the services of the borough engineer are required under the provisions of this ordinance, such service shall be at the cost of the said Traction company.

SECTION 15. The provisions of this ordinance shall be binding upon the said Bellefonte Traction company, its successors, lessees and assigns.

SECTION 16. This ordinance shall be void and all the rights granted hereunder shall cease and be of no effect unless the said company, its successors, lessees and assigns shall within thirty days after the passage and approval thereof file an acceptance of the same under their corporate seal with the secretary of the council, and shall pay the cost of publishing this ordinance and the resolution of acceptance therewith.

Ordnained and enacted into an ordinance this 6th day of February, A. D. 1905.

Signed, W. R. JENKINS, President of the Borough Council.

Attest: Wm. T. KELLY, Secretary.

Approved this 27th day of February, A. D. 1905.

Signed, W. HARRISON WALKER, Chief Burgess.

INAUGURATION BALLS.

The First Was Madison's, Saturday Evening, March 4, 1900.

Four hundred guests, as all the contemporaneous accounts agree, gathered at the first inauguration ball, which took place on the evening of Saturday, March 4, 1900, at Mr. Long's hotel, on Capitol hill, in celebration of the accession to the presidency of James Madison. Each of the three presidents who had preceded him in office had been permitted to close the day of his inauguration by going early to bed. General Washington and John Adams had been inaugurated at temporary capitols, and Thomas Jefferson would have rebelled against a ceremony plainly modeled upon the customs of royalty, but when Madison's inauguration came the new federal city had been a visible fact for nine years and was determined to assert a right to enjoy itself. Even in doing so it followed a habit always hitherto associated with the celebration of the coronation of kings.

Royal customs were really the only ones the people knew, for every American in Washington over thirty-two years of age had been born the subject of a king, and the new order of things had not given birth to new ideas of how to manifest rejoicing. Moreover, if the method chosen seems to some to have been an imitation of monarchical customs, they should reflect in extension that it is an instinct of man coequal with his feeling the sensation of pleasure to show his joy by dancing. So an official ball closed the day of Madison's inauguration and has presided the inauguration day of every president who has succeeded him—Gallard Hunt in Century.

Worst of All.

"So the specialist said you'd have to give up smoking for awhile, eh?" "Yes, and he also said I'd have to give up \$15 for good."—Collier's Weekly.

Business Notice.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of CHAS. H. FLETCHER.

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The trouble with us is that we look too high and too far away for our chances. We forget that the greatest things are the simplest. In hunting for roses we trample the daisies under our feet. We are blind to the chances and blessings near us because we are looking so far away for them. Everything depends upon the power of the mind to see opportunities. It is the eye that can see the chance, the pluck and determination to lay hold of it and wring from it every possibility that we lack rather than the chance "to make good"—Orison Sweet Marden in Success Magazine.

Insurance.

WILLIAM BURNSIDE.

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FIRE INSURANCE.

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Successor to JOHN C. MILLER.

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Represents some of the Best Stock Companies.

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LOOK! READ

JOHN F. GRAY & SON,

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FIRE, LIFE, AND ACCIDENT INSURANCE.

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NO ASSESSMENTS.

Do not fail to give us a call before insuring your life or property as we are in position to write large lines at any time.

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THE PREFERRED ACCIDENT

INSURANCE CO.

THE \$5,000 TRAVEL POLICY

Benefits: \$5,000 death by accident, 5,000 loss of both feet, 5,000 loss of both hands, 5,000 loss of one hand and one foot, 2,500 loss of either hand, 2,500 loss of either foot, 630 loss of one eye, 35 per week, total disability; (limit 52 weeks), 10 per week, partial disability; (limit 26 weeks).

PREMIUM \$12 PER YEAR, payable quarterly if desired.

Larger or smaller amounts in proportion. Any person, male or female engaged in a preferred occupation, including house-keeping, over eighteen years of age of good moral and physical condition may insure under this policy.

FREDERICK K. FOSTER, 49-9 Agent, Bellefonte, Pa.

Travelers Guide.

CENTRAL RAILROAD OF PENNA.

Condensed Time Table effective Nov. 28, 1904.

Read Down Stations Read Up.

No. 1 No. 2 No. 3 Stations No. 4 No. 5 No. 6

A. M. P. M. A. M. P. M. A. M. P. M. A. M. P. M. A. M. P. M.

11 45 8 38 Jersey Shore 3 16 7 50

12 20 9 10 Arr. Wm's Port Lve 2 40 7 20

13 28 11 30 Lve Arr. 2 25 6 50

7 30 6 00 PHILA. Reading 12 36 11 30

10 40 9 02 NEW YORK 14 30 7 30

p. m. a. m. Arr. Week Days Lve. a. m. p. m.

10 40 a. m. Arr. NEW YORK Lve. 4 00

(Via Tamaqua)

WALLACE H. GEPHART, General Superintendent.

BELLEFONTE CENTRAL RAILROAD.

Schedule to take effect Monday, Apr. 3rd, 1899.

Westward Read Down Stations Eastward Read Up.

No. 5 No. 3 No. 1 Stations No. 2 No. 4

P. M. A. M. A. M. P. M. A. M. P. M. A. M. P. M.

4 00 10 30 9 30 Bellefonte 8 50 2 25 6 30

4 27 10 37 9 35 Coleville 8 40 2 10 6 15

4 30 10 40 9 38 Harrisburg 8 37 2 07 6 12

4 35 10 45 9 43 Stevedore's 8 32 2 02 6 08

4 40 10 50 9 48 Hunter's Park 8 27 1 57 6 03

4 45 10 55 9 53 Fillmore 8 22 1 52 6 00

4 50 11 00 10 00 Harrisburg 8 17 1 47 5 55

4 55 11 05 10 05 State College 8 12 1 42 5 50

5 00 11 10 10 10 Strubbs 8 07 1 37 5 45

5 05 11 15 10 15 Bloomfort 8 02 1 32 5 40

5 10 11 20 10 20 Pine Grove Cr. 7 57 1 27 5 35

5 15 11 25 10 25 H. F. THOMAS, Supt.

Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES.

Schedule in effect Nov. 27th 1904.

VIA TYRONE—WESTWARD.

Leave Bellefonte, 8:53 a. m., arrive at Tyrone, 11:05 a. m., at Altoona, 1:00 p. m., at Pottsville, 2:50 p. m.

Leave Bellefonte, 1:05 p. m., arrive at Tyrone, 2:10 p. m., at Altoona, 3:10 p. m., at Pottsville, 5:05 p. m.

Leave Bellefonte, 4:44 p. m., arrive at Tyrone, 6:00 p. m., at Altoona, 7:05 p. m., at Pottsville, 8:55 p. m.

VIA TYRONE—EASTWARD.

Leave Bellefonte, 8:53 a. m., arrive at Tyrone, 11:05 a. m., at Harrisburg, 2:40 p. m., at Philadelphia, 5:47 p. m.

Leave Bellefonte, 1:05 p. m., arrive at Tyrone, 2:10 p. m., at Harrisburg, 5:35 p. m., at Philadelphia, 10:47 p. m.

Leave Bellefonte, 4:44 p. m., arrive at Tyrone, 6:00 p. m., at Harrisburg, 8:55 p. m., at Philadelphia, 12:43 a. m.

VIA LOCK HAVEN—WESTWARD.

Leave Bellefonte, 1:25 p. m., arrive at Lock Haven, 2:10 p. m., arrive at Buffalo, 7:40 p. m.

VIA LOCK HAVEN—EASTWARD.

Leave Bellefonte, 9:32 a. m., arrive at Lock Haven, 10:30 a. m., leave Williamsport, 12:35 p. m., arrive at Harrisburg, 3:20 p. m., at Philadelphia at 6:23 p. m.

Leave Bellefonte, 1:25 p. m., arrive at Lock Haven, 2:10 p. m., leave Williamsport, 4:15 p. m., arrive at Philadelphia at 7:17 p. m.

VIA LEWISBURG.

Leave Bellefonte, at 6:40 a. m., arrive at Lewisburg, at 9:55 a. m., at Middletown, 11:55 a. m., at Harrisburg, 11:30 a. m., Philadelphia, 6:50 p. m., Philadelphia at 10:47 p. m.

For full information, time tables, etc., call on ticket agent, or address J. M. Keichline, Passenger Agent Western District, No. 300 Fifth Avenue, Pittsburgh.

TYRONE AND CLEARFIELD, R. R.

Nov. 29th, 1903

WESTWARD. EASTWARD.

EXPRESS. DAY. EXPRESS. DAY. EXPRESS. DAY.

P. M. P. M. A. M. P. M. P. M. P. M. P. M. P. M.

6 50 9 05 8 00 Tyrone Ar. P. M. P. M.

6 58 9 13 8 08 E. Tyrone... 4 14 11 25 29

7 01 9 16 8 11 Vail... 11 25 27

7 04 9 19 8 14 Vascocoy... 9 03 (11 02) 5 14

7 07 9 22 8 17 Mt. Pleasant... 9 00 (10 59) 5 17

7 10 9 25 8 20 Summit... 8 59 (10 58) 5 20

7 13 9 28 8 23 Retort... 8 58 (10 57) 5 23

7 16 9 31 8 26 Powellton... 8 57 (10 56) 5 26

7 19 9 34 8 29 Osceola J... 8 56 (10 55) 5 29

7 22 9 37 8 32 Bonville... 8 55 (10 54) 5 32

7 25 9 40 8 35 Philadelphia... 8 54 (10 53) 5 35

7 28 9 43 8 38 Philadelphia... 8 53 (10 52) 5 38

7 31 9 46 8 41 Philadelphia... 8 52 (10 51) 5 41

7 34 9 49 8 44 Philadelphia... 8 51 (10 50) 5 44

7 37 9 52 8 47 Philadelphia... 8 50 (10 49) 5 47

7 40 9 55 8 50 Philadelphia... 8 49 (10 48) 5 50

7 43 9 58 8 53 Philadelphia... 8 48 (10 47) 5 53

7 46 10 01 8 56 Philadelphia... 8 47 (10 46) 5 56

7 49 10 04 8 59 Philadelphia... 8 46 (10 45) 5 59

7 52 10 07 9 02 Philadelphia... 8 45 (10 44) 6 02

7 55 10 10 9 05 Philadelphia... 8 44 (10 43) 6 05

7 58 10 13 9 08 Philadelphia... 8 43 (10 42) 6 08

8 01 10 16 9 11 Philadelphia... 8 42 (10 41) 6 11

8 04 10 19 9 14 Philadelphia... 8 41 (10 40) 6 14

8 07 10 22 9 17 Philadelphia... 8 40 (10 39) 6 17

8 10 10 25 9 20 Philadelphia... 8 39 (10 38) 6 20

8 13 10 28 9 23 Philadelphia... 8 38 (10 37) 6 23

8 16 10 31 9 26 Philadelphia... 8 37 (10 36) 6 26

8 19 10 34 9 29 Philadelphia... 8 36 (10 35) 6 29

8 22 10 37 9 32 Philadelphia... 8 35 (10 34) 6 32

8 25 10 40 9 35 Philadelphia... 8 34 (10 33) 6 35

8 28 10 43 9 38 Philadelphia... 8 33 (10 32) 6 38

8 31 10 46 9 41 Philadelphia... 8 32 (10 31) 6 41

P. M. P. M. A. M. P. M. A. M. P. M.

ON SUNDAYS—a train leaves Tyrone at 8:00 a. m., making all the regular stops through to Grampian, arriving there at 11:00 a. m., Reston, arriving at Grampian at 2:50 p. m., and arrives in Tyrone at 5:35 p. m.

BALD EAGLE VALLEY BRANCH.

Nov. 29th, 1903