

PUBLIC OPINION.

Opinions From Various Sources on Questions of Public Interest.

If William McKinley would resign the presidency at once and accept that college professorship, which it is said is awaiting him, it would probably be well for the country.—Atlanta Journal.

Senator Beveridge is a young man of so many accomplishments that the Republicans can use one of his speeches for campaign purposes while the Democrats circulate the other.—Chicago Record.

"Our flag," says President McKinley in an address last August, "does not mean one thing here and another thing in Cuba or Porto Rico." Have we changed our flag since then?—Louisville Courier-Journal.

The law says, "Thou shalt not steal a horse," and the punishment is confinement in the penitentiary. The law says, "Thou shalt not form a trust," and the punishment is confinement in the penitentiary. But if a man steals a horse they hound him with bloodhounds; if he organizes a trust, they give him a banquet.—W. J. Bryan.

A liberally attended entertainment at West Virginia the other day was a light between a wildcat and a bulldog. The animals were confined in a wire cage 15 feet square. At the end of 30 minutes the dog was dead, but the cat was uninjured. It is pleasant to know that cock fighting has been stopped in the Philippines in the interests of civilization.—Boston Transcript.

When American free traders sought a peaceful alliance with England through the channels of civilization, nothing was more obnoxious to the tribe of McKinley than the British flag; but now that an alliance for years of conquest is on the diplomatic stocks the British flag has become with the tribe of McKinley almost as dear a fetish as "Old Glory."—The Public.

Why do we redeem our pledge to extend equal rights to Hawaii and not to Porto Rico? Why do we open our arms to the islands of the Pacific and turn our backs on the islands of the Atlantic? Why do the Republicans in congress thus stultify the nation? A rare handful of lobbyists, representing the sugar and tobacco interests, and these interests alone, have demanded his sacrifice of the nation's welfare and the Republican party's future.—Inter-Ocean, Chicago.

A young man out of work has written the superintendent of Bellevue hospital, New York, saying he has been reduced to want by enforced idleness and having pawned all he has, even to his wife's wedding ring, he would sell his blood to some patient in need of it. The superintendent wrote that there were no patients with empty veins that would patronize him. There are, evidently, some spots where the overflow of our supposed prosperity has not reached.—People's Advocate.

In regard to drunkenness in the Philippines, it is unfortunate for Bishop Otter, of New York, that just as we get his assurance that he saw no drunk men in Manila in his brief visit there the court martial sentences in a major and two lieutenants to dismissal from the army for appearing drunk in the streets of Manila should have been made public. If officers are drunk in public, what can be expected of the men, especially when the bars are let down, and there are 450 saloons in Manila now to 30 when the Spaniards held sway?—Norristown Register.

From the time when George Dewey hot the Spanish tubs in Manila bay all of holes up to the day when millions of people cheered his passage up the streets of New York he could have had anything in America for the asking. He didn't want a thing, not even the presidency. He refused everything except a house and the Widow Hazen. Having acquired her, he has decided to accept the presidency. You may bet Mrs. McKinley has informed her sweet William that that woman is just a cheming, tricky old thing, and that it's a pity about George. And so it is.—Venango Spectator.

Now, man to man, what are we plain people to think of such a man, who does not seem to know his own mind or two consecutive hours, and who asks Mr. Sperry to vote in opposition to his message to congress? In the last quarter of a century there has not been an occupant of the presidential chair, roved Rutherford B. Hayes, who vetoed a free silver bill passed by a Republican congress, to Grover Cleveland, who forced the repeal of the Sherman purchasing clause, who ever displayed such uncertainty in leadership, such absolute subservience to the will of others.—New Haven Register.

Those arguments that are made, and the inferior race are to be treated with as much allowance as they are capable of enjoying; that as much is to be done for them as their condition will allow—what are these arguments? They are the arguments that kings have made for the enslaving of the people in all ages of the world. You will find that all the arguments of ding-craft were always of this class; they always bestrode the necks of the people—not that they wanted to do it, but because the people were better off or being ridden. * * * Turn it very way you will—whether it come from the mouth of a king as an excuse for enslaving the people of his country, or from the mouth of men of one race—it is all the same old serpent.—Abraham Lincoln at Chicago, July 10, 1858.

"Hunger is the Best Sauce," yet some people are never hungry. Whatever they eat has to be "forced down." There is, of course, something wrong with these people. By taking Hood's Sarsaparilla a short time they are given an appetite and they enjoy eating and food nourishes them. If you find your appetite failing, just try a bottle of food's. It is a true stomach tonic and every dose does good. The best family cathartic is Hood's Pills.



COL. JAMES M. GUFFEY.

Col. James M. Guffey, who is at the head of the Democratic state organization, is one of Pittsburgh's most prosperous business men and is as generous as he is wealthy. He is a natural leader, quick to perceive and prompt to execute. When difficulties arise he has the happy faculty of solving them so as to strengthen the cause he desires to promote. For several years past he has contributed more to the Democratic state campaign fund than any other man in the state and perhaps more than all the others together. Though he is a very busy man, with large and varied business interests demanding his attention, he has devoted a great deal of time to the cause of the state and national Democracy.

Col. Guffey's insight concerning political events is remarkable. During the closing days of the Quay case in the senate prominent Democrats almost without exception were convinced that Quay would be seated. Col. Guffey, on the contrary, persisted in declaring to the last that Quay would not get a seat on the governor's commission, and the result showed that his judgment was correct.

Though Hon. J. C. Sibley and Col. Guffey have not been pulling in double harness since the former transferred his allegiance to the Republican party, yet Mr. Sibley recognizes the colonel's sterling qualities and in an interview a few weeks ago paid the following tribute to him as a leader: "I would say that while he and I have differed upon some questions, that does not prevent my recognizing the great qualities of leadership he has manifested, and if his friends would unite in his support, he could unquestionably be made the next chairman of the Democratic national committee, and with him in that position they would be sure of seeing the greatest national campaign that was ever waged, so far as generalship is concerned. He is a dashing, bold, and a natural born strategist, and many incidents in Pennsylvania could be quoted to prove the latter; he has marvelous ability, great organizing powers, and has shown a tact rarely exhibited by any man with so limited an experience in public life as he has had. No man who has watched Col. Guffey's career can fail to recognize the fact that in national as well as state politics he is a man who must be taken into account for a good many years to come. If made national chairman he would catch the people of the south and the west. He is just their style. A business man, and possessing the confidence of the east, he has also the breeziness of the west and the good fellowship of the south, and would be equally popular in all sections. I should not be surprised to see Col. Guffey placed at the head of the Democratic national committee."

Col. Guffey will head the Pennsylvania delegation to the Kansas City convention, and there will be no such trifling as there was at Chicago in 1896 on the part of the Pennsylvania delegates. His advice is much sought by the national Democratic committee, of which he is an active and influential member. The Democracy of Pennsylvania is fortunate in having so capable and energetic a leader as Col. J. M. Guffey.

How would Great Britain like to sell the Boer "rebellion" to the United States for twenty millions of dollars, or such other sum as might be agreed upon by commissioners unable to cope with English diplomats? We're round buying up such odds and ends as that.—Cincinnati Enquirer.

We are not trying to array one class against another; we are trying to teach each class its relation to every other. The person who warns by the fire must not forget the hand that brings the coal from the mine. The person who eats at the table must not forget the man whose toll loads the table with bounties. The person who can clothe himself with the best that the loom produces must not forget those whose muscles and brains create the cloths. Shall the bud, blooming in beauty and shedding its fragrance upon the air, despise the roots of the rosebush because they come into actual contact with the soil? You may pluck the bud and other buds as beautiful will grow, but destroy the root and all the buds will die.—William J. Bryan.

Goldwin Smith, who left his high place in British politics and in Oxford university to live in Canada, has no very high opinion of the operations of his countrymen in South Africa. In New York the other day he expressed himself freely and fully. He had no doubt Great Britain would win in the end, as the entire forces of the British empire were opposed to a population half as large as that of Liverpool. "But," he added, "in winning we will reap the same measure of glory, in the judgment of posterity, which we reaped by the burning of Joan of Arc." Through great hardships the Boers trekked to the Transvaal. Queen Victoria did not create Africa. If the Boer found a gold mine in his own territory was it not his? Prof. Smith, just returning from travels through Europe, says the heart of the people everywhere, no matter what governments may say or do, is against the British usurpation and wrong. That is precisely the case in the United States. The British war craze he described as merely a new kind of gin.—Cincinnati Enquirer.

Good Advice. Put your heart into the work When a business you begin; But you'd better think awhile 'E'er you put your money in.—Chicago Daily News.

Speed of Ocean Steamers. Since their introduction the speed of ocean steamers has increased from 8 1/2 to 22 1/2 knots an hour, and their passenger capacity 30 fold. The engine power is 40 times as great, while the rate of coal consumption per horse-power per hour is only one-third what it was in 1840.



Farmers and Furrows

A farmer is known by his furrow as the carpenter is known by his chips. It takes a firm hand and a true eye to turn a straight furrow. No laborer the farmer wears out, spite of exercise and fresh air. One day's work on the farm would tire many a trained athlete. And the farmer works hardest of all. The first up and the last to bed, feeding his team before he feeds himself, his work is practically never done. Why does not the farmer treat his own body as he treats the land he cultivates? He puts back in phosphate what he takes out in crops, or the land would grow poor. The farmer should put back into his body the vital elements exhausted by labor. If he does not, he will soon complain of "poor health." The great value of Dr. Pierce's Golden Medical Discovery is in its vitalizing power. It gives strength to the stomach, life to the lungs, purity to the blood. It supplies Nature with the substances by which she builds up the body, just as the farmer supplies Nature with the substances that build up the crops.

"I write to tell you of the great benefit I received from the use of Dr. Pierce's Golden Medical Discovery. I began the use of it at Hyattsville, Putnam Co., W. Va. 'It cured me of a very bad case of indigestion associated with torpid liver. Before I began the use of Dr. Pierce's Golden Medical Discovery I had no appetite; could not sleep nor work but very little. The little that I ate did not agree with me, and I was emaciated, and life was a misery to me. I wrote to Dr. Pierce giving the symptoms, and asked for advice. He advised me to try the 'Golden Medical Discovery.' I began the use of it and after taking four bottles I felt so well that I went to work; but soon got worse, so I again began the use of it and used it about six weeks longer, when I was permanently cured."

Dr. Pierce's Pleasant Pellets invigorates the stomach, liver and bowels. Use them when you require a pill.

ORPHANS' COURT SALE OF VALUABLE REAL ESTATE.

Pursuant to an order of the Orphans' Court of Columbia County, the undersigned, executrix of the estate of William H. Snyder, late of the Town of Bloomsburg, Columbia County, Pennsylvania, deceased, will expose to public sale on

SATURDAY, JUNE 30, 1900, at 10 o'clock a. m., all that certain lot of land, situate in the Town of Bloomsburg, Columbia County, Pennsylvania, bounded and described as follows, to wit: Beginning at a post, the northwest corner of Fourth and Catharine streets, of the said Town of Bloomsburg; thence along said Catharine street north, twenty-six degrees fifteen minutes east, one hundred and sixty-three feet to a corner, on said Catharine street; thence by lot of S. M. Hess south, sixty-three degrees forty-eight minutes west, ninety-eight and nine-tenths feet to a corner of lot of Franklin Taylor; thence along said lot east, twenty-five degrees twenty-nine minutes east, fifty-five and five-tenths feet to a corner of lot of Caroline Logan; thence along said lot north sixty-three degrees forty-eight minutes east, to a corner of lot of the said Caroline Logan; thence along the said lot south twenty-five degrees twenty-nine minutes east, one hundred and seven feet to a corner on Fourth street; thence along said Fourth street north sixty-four degrees forty minutes east, sixty-one feet to the place of beginning, on which are erected a

DWELLING HOUSE and a stable, and a wagon shed.

TERMS OF SALE.—Ten per cent. of one-fourth of the purchase money to be paid at the striking down of the property; the one-fourth less the ten per cent. at the confirmation of sale, and the remaining three-fourths in one year thereafter, with interest from confirmation of sale.

SARAH M. SNYDER, Executrix. FRITZ, ATTY. 67

PUBLIC SALE OF VALUABLE REAL ESTATE

The undersigned, executor of Ezekiel Cole, late of Sugarhill Township, Columbia County, Pennsylvania, deceased, will sell at public sale on the premises, on

SATURDAY, JUNE 23, 1900, at one o'clock in the afternoon, the following piece, or parcel of land, situate in Benton Township, county and state aforesaid, and bounded and described as follows, to wit: Beginning at a post, in a road, and land late of South E. Colley; thence south seventy-nine and three-quarters degrees west, twenty-six perches to post in road; thence south eighty and one-quarter degrees west, twenty-nine and three-tenths perches to post in road; thence north sixty-five and three-quarters degrees west, twenty perches to chestnut stump; thence north fifty-three and one-half degrees west, thirty-seven and five-tenths perches to post in road; thence north seventy-three degrees west, fifteen perches to post; thence south seventy-seven and three-quarters degrees east, one hundred and twenty and five-tenths perches to the place of beginning, containing

7 ACRES and one hundred and fifteen perches, near.

There are said to be a never-failing spring of excellent water on the lot.

TERMS OF SALE.—Twenty-five per cent. of the bid to be paid on striking down the property, and the balance on the first day of October, A. D. 1900.

Possession and a deed will be delivered on full payment of the purchase money.

H. H. GROTZ, Executor. FRETZ, ATTY.

An Old House in New Quarters.

James Kelly has moved his Barber Shop to the Central Hotel, room recently used as a parlor, on first floor. Newly furnished Expert workmen. Give us a call. 4-5-17

Ordinance of Orangeville Borough.

BOROUGH ORDINANCE NO. 15.

AN ORDINANCE ESTABLISHING THE GRADES OF THE STREETS, ALLEYS AND PAVEMENTS, AND FIXING THE WIDTH OF THE STREETS AND ALLEYS AND WIDTHS OF THE SIDE OR FOOT-WALKS AND DESIGNATING THE MATERIALS OUT OF WHICH THE SIDE OR FOOT-WALKS SHALL BE CONSTRUCTED, AND IN WHAT MANNER SAID SIDE OR FOOT-WALKS SHALL BE BUILT IN THE BOROUGH OF ORANGEVILLE.

Be it ordained and enacted by the Borough Council of the Borough of Orangeville, and it is hereby ordained and enacted by authority of the same:

SECTION 1.—That the grade of said streets and highways and alleys, in the Borough of Orangeville, shall be as follows, to wit:

MAIN STREET, NORTHEAST FROM THE BOROUGH LINE. Beginning at the Borough line, on the road to Bloomsburg, at an elevation of 43.03; thence N. E. with a minus grade of 2.6 per cent. for 512.5 feet to the south side of Broad street; thence across Broad street at a grade of 0.0 per cent. for 50 feet; thence a minus grade of 3.0 per cent. for 45.0 feet; thence a plus grade of 4.0 per cent. for 30.0 feet; thence a minus grade of 3.0 per cent. for 30.0 feet to the center of Mt. Pleasant street; thence a plus grade of 0.2 per cent. for 312.6 feet to the south side of Pine street; thence across Pine street at a grade of 0.0 per cent. for 51.9 feet; thence a plus grade of 1.0 per cent. for 35.7 feet; thence a plus grade of 1.32 per cent. for 32.9 feet; thence a plus grade of 0.5 per cent. for 28.1 feet to the south side of Ricketts street; thence across Ricketts street at a grade of 0.0 per cent. for 52.0 feet; thence a minus grade of 0.4 per cent. for 28.7 feet; thence a minus grade of 1.07 per cent. for 300.0 feet; thence a plus grade of 0.4 per cent. for 37.0 feet; thence a plus grade of 0.7 per cent. for 40.0 feet; thence a minus grade of 0.1 per cent. for 371.9 feet to the Borough line.

MILL STREET, SOUTH FROM RICKETTS STREET. Beginning at the south side of Ricketts street, at an elevation of 51.4; thence southwest to the center of an alley; thence a minus grade of 0.315 per cent. for 27.4 feet; thence a minus grade of 2.302 per cent. for 27.5 feet; to the north side of Pine street; thence across Pine street at a grade of 0.0 per cent. for 45.0 feet; thence a minus grade of 3.16 per cent. for 47.5 feet; thence a minus grade of 2.8 per cent. for 200.0 feet to the center of Mt. Pleasant street; thence a plus grade of 1.07 per cent. for 28.0 feet; thence a minus grade of 0.5 per cent. for 79.1 feet, to the intersection of Broad street.

RICKETTS STREET, WEST FROM MAIN STREET. Beginning at the west side of Main street, at an elevation of 28.5; thence westerly with a minus grade of 7.491 per cent. for 37.2 feet to the edge of Mill street; thence across Mill street at a grade of 0.0 per cent. for 35.0 feet; thence a minus grade of 6.91 per cent. for 102.4 feet, to the east end of Race bridge.

BROAD STREET, EAST OF MILL STREET, EAST. Beginning at the east side of Mill street, at an elevation of 14.0; thence easterly with a plus grade of 1.82 per cent. for 33.4 feet; thence a plus grade of 4.84 per cent. for 23.2 feet; thence a grade of 0.0 per cent. for 41.0 feet across Main street; thence a plus grade of 6.88 per cent. for 15.4 feet to the center of an alley.

PINE STREET, SOUTHWEST FROM RAILROAD STREET. Beginning at the southeast side of Railroad street, at an elevation of 5.0; thence southeast with a plus grade of 3.07 per cent. for 163.5 feet; thence a plus grade of 6.7 per cent. for 82.1 feet, to the west side of Mill street; thence across Mill street at a grade of 0.0 per cent. for 38.0 feet; thence a plus grade of 5.92 per cent. for 236.6 feet, to the west side of Main street; thence across Main street at a grade of 0.0 per cent. for 41.0 feet; thence a plus grade of 6.86 per cent. for 10.197 feet; thence a plus grade of 6.786 per cent. for 140.0 feet.

MT. PLEASANT STREET, NORTHWEST FROM MAIN STREET. Beginning at the north-west side of Main street, at an elevation of 27.95; thence a minus grade of 7.043 per cent. for 124.5 feet, to the center of an alley; thence a minus grade of 4.5 per cent. for 120.0 feet to the east side of Mill street; thence across Mill street at a grade of 0.0 per cent. for 44.0 feet; thence a minus grade of 0.09 per cent. for 541.3 feet to the Borough line.

RAILROAD STREET, NORTHEAST FROM PINE STREET.

Beginning at the northeast side of Pine street, at an elevation of 5.0; thence a plus grade of 2.24 per cent. for 625 feet to a bridge; thence a minus grade of 2.12 per cent. for 60.5 feet; thence a plus grade of 0.706 per cent. for 703.1 feet, to the intersection of Ricketts street.

CENTER ALLEY, SOUTH FROM RICKETTS STREET.

Beginning at the south side of Ricketts street, at an elevation of 20.64; thence south with a minus grade of 1.97 per cent. for 85.6 feet to the center of an alley; thence a plus grade of 0.611 per cent. for 25.4 feet; thence a minus grade of 0.933 per cent. for 291.1 feet, to the north side of Pine street; thence across Pine street at a grade of 0.0 per cent. for 45.0 feet; thence a minus grade of 1.44 per cent. for 301.1 feet, to the intersection of Mt. Pleasant street.

FACTORY ALLEY.

Beginning at the northeast side of Ricketts street at an elevation of 16.87; thence a minus grade of 0.77 per cent. for 115.1 feet; thence a plus grade of 6.036 per cent. for 392.4 feet, to the intersection of Main street.

MARGARELL ALLEY, SOUTH FROM NEW STREET.

Beginning at an elevation of 36.41; thence a plus grade of 0.54 per cent. for 235.5 feet; thence a plus grade of 2.31 per cent. for 79.5 feet, to the intersection of Broad street.

DELONG ALLEY, EAST FROM MILL STREET.

Beginning at an elevation of 24.6; thence a plus grade of 1.23 per cent. for 144.1 feet to the center of Centre alley; thence a plus grade of 0.67 per cent. for 134.5 feet, to the intersection of Main street.

NEW STREET, EAST FROM MAIN STREET.

Beginning at an elevation of 25.06; thence a plus grade of 5.201 per cent. for 825.6 feet; thence a plus grade of 6.467 per cent. for 87.3 feet.

SECTION 2.—That the width of the streets and alleys, and the width, grade and location of the side and foot-walks thereon, shall be as follows:

MAIN STREET. The width of Main street shall be 41 feet between property lines, and the side or foot-walks thereon shall be 5 feet in width; the pavement shall be 4 feet in width, leaving one foot of well-graded ground between the pavement and the curb line. The curb on the west side of the street shall be throughout of the same elevation as the crown of the street; and on the east side of the street it shall be of the same elevation as the crown of the street for 119.8 feet from the south Borough line; thence a plus grade of 3.3 per cent. for 512.5 feet, to the south side of Pine street; and beginning at the north side of Pine street the curb shall be 1 foot higher than the crown of the street; thence a plus grade of 1.51 per cent. for 48.6 feet; thence a plus grade of 3.8 per cent. for 30.1 feet to the center of Ricketts street; thence a plus grade of 0.61 per cent. for 137.5 feet; thence a minus grade of 1.32 per cent. for 25.2 feet; thence a minus grade of 2.30 per cent. for 29.8 feet; thence it shall be of the same elevation as the crown of the street for 131.9 feet to the north Borough line. The pavement on the east side of this street shall be constructed from the point where Broad street intersects

this street, and continued to the northern line of the lot now owned and occupied by Lizzie Gray; and on the west side of this street the pavement shall be constructed from the point where Broad street intersects this street and continued to the northern line of the lot now owned and occupied by Jonathan Poust.

MILL STREET. The width of Mill street shall be 35 feet between property lines, from Ricketts street to Mt. Pleasant street; and from Mt. Pleasant street to Broad street and the width of Mill street shall be 50 feet. The side or foot-walks on that part of Mill street, between Ricketts street and Mt. Pleasant street, shall be 5 feet in width, and the pavement shall be 4 feet in width, leaving 1 foot of well-graded ground between the pavement and the curb line; and the side or foot-walks on this street, between Mt. Pleasant street and Broad street, shall be 8 feet in width, and the pavement shall be four feet in width, leaving 2 feet of well-graded ground between the pavement and the curb line, and 2 feet of well-graded ground between the pavement and the curb line on the west side of the same elevation as the crown of the street, and on the east side of the street, and beginning at the north side of Pine street it shall thence be of the same elevation as the crown of the street. The pavements shall be constructed on both sides of this street, from Ricketts street to Pine street, and pavements shall be constructed only on the east side of this street, from Pine street to Mt. Pleasant street, and constructed from this point to the Wertman line, on the west side of the street.

PINE STREET.

The width of Pine street, from Railroad street to Main street, shall be 45 feet between property lines, and from Main street east it shall be 44.0 feet between property lines for a distance of 1119.3 feet. The side or foot-walks on this street shall be 6.0 feet in width, and the pavement shall be 4.0 feet in width, leaving 1 foot of well-graded ground between the pavement and the curb line, and 1 foot of well-graded ground between the pavement and the property line. Beginning at Railroad street the curb on the south side of Pine street shall be of the same elevation as the crown of the street for 352.2 feet to the west side of Main street, and beginning at the east side of Main street it shall be 2 feet higher than the crown of the street; thence a plus grade of 6.120 per cent. for 219.3 feet; thence it shall be of the same elevation as the crown of the street; and beginning at Railroad street the elevation of the curb on the north side of the street shall be the same as that of the crown of the street for 345.6 feet to the west side of Mill street, and beginning at the east side of Mill street it shall be 1 foot higher than the crown of the street; thence a plus grade of 3.75 per cent. for 236.6 feet to the west side of Main street, and beginning at the east side of Main street it shall thence be the same as the curb on the south side of this street. Pavements shall be constructed on both sides of this street, from the point where it intersects Mill street eastwardly, to the William Fisher line.

RICKETTS STREET.

The width of Ricketts street shall be 32 feet between property lines, and the side or foot-walks shall be 5 feet in width, and the pavement shall be 4 feet in width, leaving 1 foot of well-graded ground between the pavement and the curb line. The curbs on both sides of the street shall be throughout of the same height as the crown of the street. The pavements shall be constructed on both sides of this street, from the point where it intersects Main street westwardly, to the Race bridge.

BROAD STREET.

The width of Broad street shall be 50.0 feet between property lines, and the side or foot-walks shall be 8 feet in width, and the pavements shall be 4 feet in width, leaving 2 feet of well-graded ground between the pavement and the curb line, and two feet of well-graded ground between the pavement and the property line.

MT. PLEASANT STREET.

The width of Mt. Pleasant street, from Main street to Mill street, shall be 30 feet between property lines, and from Mill street to the Borough line it shall be 33 feet, on that part of this street, between Main street and Mill street, shall be 4.0 feet in width, and the pavement shall be of the same width, and on that part of this street, between Mill street and the Borough line, the side or foot-walks shall be 5.0 feet in width, and the pavement shall be 4.0 feet in width, leaving 1 foot of well-graded ground between the pavement and the curb line. The curb shall be throughout of the same height as the crown of the street. Pavements shall be constructed only on the north side of this street from Main street to Mill street.

RAILROAD STREET.

The width of Railroad street shall be 33.0 feet between property lines.

FACTORY ALLEY.

The width of Factory alley shall be 16.5 feet between property lines.

CENTER ALLEY.

The width of Center alley shall be 12.0 feet between property lines.

MARGARELL ALLEY.

The width of Margarell alley shall be 16.5 feet between property lines.

DELONG ALLEY.

The width of DeLong alley shall be 12.0 feet between property lines.

NEW STREET.

The width of New street shall be 33.0 feet between property lines.

SECTION 3.—Where pavements are heretofore directed to be constructed, they shall be built and kept in repair by the persons or corporations or associations owning the property abutting on streets where pavements have been ordered by Council to be laid.

SECTION 4.—All pavements in this Borough shall be constructed of wood, brick, stone, concrete, or cement. If wood is used the following regulations shall be observed: The pavement shall be constructed of two-inch plank, of proper length, and be laid crosswise, said plank shall be securely nailed to at least three mud sills, and the sills nailed to the curb, and next to the property line, shall be placed out flush with the end of the plank, so as to avoid tipping. If plank should get loose, the pitch of all pavements in this Borough, from the street line to the curb, shall be one-half of an inch to the foot.

SECTION 5.—All pavements in this Borough shall be placed on the street lines, and be constructed of the materials as above set out, and in accordance with the directions as above given, and be placed on the grades as above set out, for the pavements, within one year from the date of the passing of this ordinance.

SECTION 6.—That if any property owner refuses, or neglects to build, lay, or re-lay any pavement, or make it conform to grade, or place it on the street line, after notice so to do from the Secretary of the Borough Council, to get the work done and charge the same to the property owner, to the cost of which may be added twenty per cent., for the use of the

Section 7.—All cobbling, guttering, ditching, or curbing, on any of the streets, highways, or alleys, in this Borough, shall be done by the Borough.

SECTION 8.—That it shall be the duty of all persons, or property owners, before building, laying, or re-laying, any pavement, on any street, or highway in this Borough, to first get the street lines, and the grade of its side-walk, from the Borough Engineer, before constructing said pavement. If property owners do not comply with this section of this ordinance, they put their pavements down at the risk of having the Borough Council re-lay the same at the expense of the property owners.

SECTION 9.—That when any pavements in this Borough are placed on grade, and placed on the proper street lines, and there shall be a depression or an elevation between the pavement so placed on grade, and the pavement not placed on grade on a contiguous lot, then it shall be the duty of the property owner, whose pavement is not on grade, to make his pavement conform to the pavement on grade, so that the elevation, or depression, will be gradual and perfectly safe for pedestrians.

SECTION 10.—That the map presented by the Engineer, employed to make a plot of the town and is hereby accepted; that the streets and alleys, as shown thereon, be and are hereby adopted; and that the stones, set by the said Engineer, at the angles and intersections of the streets and alleys, shall be considered the official centre stones on lines of those streets and alleys respectively; and that the said stones, as set by the Engineer, showing the grade lines, shall be considered the official grades of this Borough.

Passed May 21st, 1900. C. B. WHITE, President of the Borough Council. Attest: CLINTON HERRING, Secretary. Approved May 21st, 1900.

BOROUGH ORDINANCE NO. 16.

AN ORDINANCE PERMITTING THE MOUNTAIN AND COLUMBIA TELEPHONE COMPANY, ITS SUCCESSORS, OR ASSIGNS, TO CONSTRUCT, MAINTAIN AND OPERATE A TELEPHONE EXCHANGE AND SYSTEM OF TELEPHONE SERVICE IN THE BOROUGH OF ORANGEVILLE, COUNTY OF COLUMBIA, AND TO ERECT THE NECESSARY POLES, WIRES AND CABLES, TO OPERATE THE SAME, UPON CERTAIN TERMS AND CONDITIONS.

Be it ordained and enacted by the Borough Council of the Borough of Orangeville, and it is hereby ordained and enacted by authority of the same:

SECTION 1.—That permission is hereby granted to the Mountain and Columbia Telephone Company, its successors, or assigns, to construct, maintain and operate, a telephone-exchange and system of telephone service in the Borough of Orangeville, and for that purpose to erect and maintain the necessary poles, wires and cables, upon, over and through, the streets, avenues, lanes and alleys, of the said Borough of Orangeville, subject, nevertheless, to the conditions and restrictions hereinafter contained, viz:

SECTION 2.—That said construction and work shall be done under the direction and subject to the approval of the Borough Engineer, and the Committee on Streets and Highways, in said Borough.

SECTION 3.—That no poles shall be erected upon any street or avenue of the said Borough where a lane or alley is available for the same purpose.

SECTION 4.—That said Company, its successors or assigns, shall erect its poles and wires so as not to interfere with the wires of other corporations now having poles and wires upon and over the streets, avenues, lanes and alleys, of the said Borough, and so as not to interfere with the firemen in the extinguishment of fires.

SECTION 5.—That the said poles shall not be erected so as to impede, obstruct, or interfere, with the free flow and passage of water, in, through, over, or upon, any gutter, drain, sewer, culvert, or water course; nor so as to interfere with, or obstruct the convenient use of the streets, avenues, lanes and alleys, of the said Borough; nor so as to interfere with or damage private property, or of any corporation authorized to do business in the said Borough.

SECTION 6.—That the said Company, its successors, or assigns, shall erect its poles, reasonably straight, and repair and