THE COLUMBIAN, BLOOMSBURG, PA.

WORK ON SHAMROCK

Refl	tting	New	Yacht	In	Erie
	2	Ba	sin.		
BIG	MAST	PUT	I IN	POS	11105.

Challenger Will Soon Be Rendy to Go Into Drydock For the Scraping of Her Hull-Novel Features

of Lipton's Bont.

NEW YORK, Aug. 14 .- Work went **co** admirably in the Erie basin yesterday so far as the fitting out of the Shamrock II was concerned. Early in the morning gear which was utilized in the towing of the yacht over the ocean was sent At the same time the fore and ashore. oft rigging and the shrouds and backstays that held in position the sturdy lower mast and the stump topmast were sent down. In a little while the jury mast was ripped out of her, the thick and unwieldy spar opposing little or no obstacle to the machinery of the derrick. The spar was hoisted out of the challenger in almost magic time. It was dragged out of the mast step and landed safe and snug on the dock in a few The yacht without her mast minutes. looked as helpless as a sampan. A large crowd gathered. Some of its constituents were so curiously impressed that they sought to make rude and crude measurements of the mast.

The combination lower mast and topmast, which is the first of its kind to be used in a racing yacht, has caused much There admiration among yachtsmen. were only two occasions in the history of the battles for the America's cup when it became necessary to clew up and haul down topsails and eventually to house Thus, while the Constitution and Columbia are each provided with a telescopic topmast that is supposed to down deckward with more or less alacrity, the lower mast and the topmast on each of the above mentioned craft are always subjected to unusual stress and strain aloft. For instance, if a preventer backstay parts the sudden jerk might imperil the lower mast. The spreaders in the cup defenders, it is said, seem to be depended on too much. When one spreadbreaks, the mast goes over the side. By such a contingency the America's cup may be either won or lost. The combiped mast of the Shamrock II is constructed as nearly as possible after the model or design of the bamboo so far as that design could be carried out in imitation of hature.

The hollow spars were ready for shipment yesterday afternoon, and the great derrick Contury, like a giant handling a toothpick, landed the enormous mast of the Shamrock on dry land. Then a crew of riggers, aided by a gang from the yacht, lent a hand. First the stout spreaders of teak and steel were placed in position. Next the steel wire stays that support the mast fore and aft and athwartships were got over the mast-head. All this took time and trouble. The derrick answered to every signal. The massive mast slung about amidships by a heavy purchase was so controlled by ruys and braces that its heel was compelled to seek its step with commendable promptitude. It was a seamanlike job. effecting credit on all concerned. By 5 clock the mast was in position and was steadied temporarily by shrouds and fore and aft stays. When the mast is com-pletely stayed, the Shamrock will take the place of Sir Thomas Lipton's steam wacht Erin in drydock and will have her hull scraped for the numerous impending rials.

The crew of the Shamrock slept last night aboard the big and handsome ten-Jer Porto Rico. They are ambitious and willing. All hands aboard the Shamrock II and the flotilla that exploits the green ing are confident of victory.

Lipton Confident of Success.

ROMANCE OF A BANK BOOK. Story of a Savings Account That Had

Lain Dormant for Many Years.

The Bank for Savings, which is 82 years old, has the heaviest dormant account in New York, about \$300,000, in

which 2,000 accounts are tied up, reports the Press, of that city. Of these the ownership of about 200 are solved each year, and to this account are added about 50, which, after the lapse of 21 years without being touched, are entitled to cuter the dormant class. But in these days the bank does not allow accounts to rest so long, and after ten years have elapsed a search is made and the depositors located. After that the bank keeps informed of their whereabouts each year. In 1810, the year when the bank first opened its doors, a church mission in New York made a deposit in the name of "Mission of Jerusalem." The amount deposited was small, but it was 61 years before that amount and interest was paid to the proper church author-Itles

"One of the oddest cases which T have seen since I took hold of this work," says Mr. De Lisser, of the Bank for Savings, "was that of a colored girl who lived four miles from Jamaica. The pastor of the family while making a call one day saw the children playing with a soiled and torn bank book. They had scribbled over the leaves and were tossing the book about. No one in the family seemed to understand what the book was, and the pastor looking at it and seeing that it was one of our pass books, advised them to bring it to the bank. The girl, who was 17 or 18 years old, brought it to me, and on looking up the account I saw that it called for several hundred dollars, deposited by a woman who afterward proved to be the girl's grandmother. Eventually the girl got the money, and the incident, I thought, was closed. But several months afterward she came in and said: 'I was just goin' by, and I thought I'd drop in and tell you how much good that money did us. And, say, do you know, I've just been married on it.' And she left, beaming all over as I congratulated her."

COST OF A ROYAL KITCHEN. The Immense Sums That Are Spent

by the British Sovereign Every Year.

It is said that King Edward of Great Britain proposes to economize a little in his household expenses and will make a raid upon the costly royal kitchens in his palaces, says a London exchange. The one at Windsor is by no means the most costly. Nevertheless it contains nearly \$10,000 worth of copper and \$35,000 worth of silver and silver-plated utensils. George III. expended \$30,000 upon the fittings, which are mostly of black oak, and apart from their historical interest have greatly decreased in value.

Soon after his accession to the throne the czar laid out \$400,000 in remodeling and furnishing the imperial kitchens at the winter palaces. St. Petersburg. All the cooking utensils are of solid silver, and include 40 stewing pans, none of which could be purchased under \$200 aplece,

The spice boxes are of solid gold, engraved with the imperial arms, and the ranges and ovens are edged with silver. The actual cost of building the n was \$120,000, the purest black marble being used throughout, and the decorations were responsible for an outlay of \$25,000. Among the cooking utensils should be mentioned 3,000 silver spoons and a gold gridiron that belonged to the great Catherine. The chief cook draws a salary of \$40,000 a year, and he has subordinates in receipt of salaries ranging between \$5,000 and \$7,500, to say nothing of hundreds of supernumeraries. Altogether the czar's kitchen expends about \$600,000 per annum.

That Is the Name Given by Many to Theodore Herzl.

Pen Picture of the Leader of Zionism. in Whose Vision is Ever Present the Immortal Image of Israel a Nation.

A year ago, while I was drinking afternoon tea in a London drawingafternoon tea in a London drawing-room, there entered a tall, lithe man, with coal black hair, beard and mus-taches, restless visionary eyes, and a nervous mouth, twitching with half sad humar. I did not know him to a condition is condition of the stomach and diges-taches and not store the stomach and diges and nutritive system into a condition of the stomach and mus-taches and not store the stomach and diges and nutritive system into a condition of the stomach and diges and nutritive system into a condition of the stomach and the s sad humor. I did not know him, but he magnetized me immediately. I intuitively divined the intensity of his personal force, the rich radiance of his character, the passionate idio- Pellets will work an effectual cure of that syncrasy of his soul, says a writer in the London Star.

At that time Zionism was a mere shibboleth to me, one of the husks that are blown about the social and political highways. But the moment Balm for catarch and can thoroughly rec-I saw this modern Moses, this prace owneed it for what it claims. Very truly, tical prophet, Zionism became a vivid reality. For I recognized in him at once one of those apostles who work miracles by the power of their will and the empire of their egotism. At that time Herzl could not speak a word of English. After a few commonplaces he drifted away again, leaving me profoundly interested in his romantic genius. He had done nothing, said nothing, but he had been himself. Now, the man who can be himself in a drawing-room is rare. And this man's self was so bizarre. so disturbing, so strange, that 1 caught myself wondering at its persistence in my mind.

Well, the other day I met Herzl again in another drawing-room-the drawing-room of the Hotel Cecil. Here it was I who drifted in, and the first thing that disentangled itself from the rout of men and women was the old restless visionary gaze that had haunted me before. The Jewish leader was holding a kind of levee. with lyrical interludes in the shape of songs by his Hungarian compat-



(Originator and Promoter of the Zionist Movement.)

riot, Mile. Aurelia Revy, a young prima donna who has won golden praise with the Carl Rosa Opera company and at Covent Garden.

I was astonished to find that Herzl (such as "avitate" for avoid), but he

THE MODERN MOSES. To put the brake on the wagon going down the hill is a help to the horse, when the wagon is heavily loaded. But what driver wagon is heavily loaded. But what driver would think of applying the brake to a load-ed wagon guing up hill? If he did, his sensi-ble horses would probably balk. Many a man is in the condition of pulling a load up hill with the brake set against him. When his stomach is out of or ter, and the allied occurs of dimensioned to be a sensitive of the sensitive of organs of digestion and nutrition impaired in their functions, a friction is set up which has to be overcome in addition to the performance of daily duties. A foul stomach makes a foggy brain, and the man with a disordered stomach has often to grope his way through the day's business like a man tive and nutritive system into a condition of perfect health, and gives a clear brain, a steady hand and a light step for the day's duties. When constipation clogs the chan-nels of the body, Dr. Pierce's Pleasant disastrous disease.

> In one sense of the word a Chinese laundryman is a man of iron

LET ME SAY I have used Ely's Cream (Rev.) H. W. Hathaway, Elizabeth, N. J. 1 TRIED Ely's Cream Balm, and to all appenrances am cured of catarrh. The terrible headaches from which I long suffered are gone.-W. J. Hitchcock, late Major U. S. Vol. and A. A. Gen., Buffalo, N. Y.

The Balm does not irritate or cause sneez Sold by druggists at 50 cts, or mailed by Ely Brothers, 56 Warren St., New York.

Lots of men are no richer for the gift of gab.

RAILROAD NOTES.

PENNSYLVANIA RAILROAD. SPECIAL TEN-DAY EXCURSION TO OCEAN GROVE, ASBURY PARK, OR LONG BRANCH.

For the benefit of those desiring to visit the great Ocean Grove Camp Meeting, the Penasylvania Railroad Company will, on August 23, sell excursion tickets to Ocean Grove, Asbury Park, or Long Branch, from stations named below at the very low rates quoted. These tickets will be good for passige to Philadelphia on train indicated, thence a regular trains leaving Broad Street Staion at 12 27, 3.30 and 4 17 p. m., that day, to destination.

Stations. Train Leaves. Rate, Catawissa...... 8.55 **

regular trains, except "Pennsylvania Lim-tted," until September 1, inclusive, and will permit of stop-off at Hhiladelphia within limit returning. S S 21

LAST OF THE SEASON. REDUCED RATES TO THE SEA-SHORE .- LOW-RATE EXCURSION TO ATLANTIC CITY, ETC.,

VIA PENNSYLVANIA RAILROAD. The last Pennsylvania Railroad low-rate ten-day excursion for the present season from North Bend, Troy, Bellefonte, Williamsport, Mocanaqua, Sunbury, Shenandoah, Dau-phin, and principal intermediate stations including stations on branch roads), to Atlantic City, Cape May, Ocean City, Sea Isle City, Avalon, Anglesea, Wildwood, or Holly Beach, will be run on Thursday, August 22, 1001.

Excursion tickets, good to return by regular trains within ten days, will be sold at very low rates. Tickets to Atlantic City will be sold via the Delaware River Bridge Route, the only all-rail line, or via Market Street Wharf, Philadelphia

Stop over can be had at Philadelphia, either going or returning, within limit of ticket.

For information in regard to specific rates had learned to speak English with wonderful fluency. Now and then he falls back on a charming Latinism Ticket Agent, Williamsport, Pa. 8-15-2t. REDUCED RATES TO LOUISVILLE. ACCOUNT

Orangeville Borough Ordinance-No. 19.

AN ORDINANCE GRANTING THE RIGHT OF WAY THROUGH AND OVER CERTAIN STREETS IN THE BOROUGH OF ORANGE. VILLE, COUNTY OF COLUMBIA AND STATE OF PENNSYLVANIA, TO THE COLUMBIA & MONTOUR ELECTRIC RAILWAY COMPY REGULATING THE MAINTENANCE AND OPERATION OF THE RAILWAY OF THE SAID COMPANY, AND DEFINING THE CON-DITIONS UPON WHICH THE RIGHT OF WAY IS GRANTED.

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

Section 1. - Specifications of streets over which tranchise is granted. Poles, wires and additional tracks.

That from and after the passage of this ordinance, the Columbia & Montour Electric Railway Company, its successor and assigns, is hereby given the right, liberty and privilege, to erect, construct, maintain and operate, over and upon Main street, a single line of railway. with necessary tracks, and to lay upon said streets its said tracks, and to erect and maintain poles, and string wires thereon, for the purpose of operating said street railway. Said street rallway shall have the further right of laying and maintaining such further and additional tracks, poles and wires, under and subject to the restrictions and regulations hereinafter provided, as may be necessary to carry their cars from their car barn to their main tracks, provided that before such additional tracks shall be laid, or poles or wires crected, the consent of the Forough Council shall be

first obtained as to the location of the same. Proviso .- And provided further that all the rights and privileges granted or conferred in this section shall be subject to the terms, conditions and regulations hereinafter contained and subject to such other reasonable regulations as may be provided by such ordinance, or ordinances, as may be hereafter passed by the Council of the Borough of Orangeville.

Section 2 .- Written acceptance required to be fied to this and subsequent ordinances. Mode by the said Council, and thereupon and immeof signing the acceptance.

Before said Railway Company shall have any power or authority whatever to enter upon, occupy or use, the streets mentioned in this ordinance, and named for the purpose of constructing and maintaining their said rallway, said at any time after the expiration of the year Company shall file with the Clerk of the Council their written acceptance of the conditions and provisions of this ordinance, and of all reasonable provisions and such ordinances as may hereafter be passed by the Borough Coun- the liberties and privileges herein granted may cll aforesaid, relating to street railways, and also an agreement on the part of said Company to construct, operate and maintain their said railway, its tracks, poles and wires, expressly subject to the provisions of this ordinance, and to all reasonable provisions of a sch subsequent ordinances as may be passed, as aforesaid, relating to street passenger railways; which said agreement and written acceptance shall be signed by the President of said Company and have affixed thereto the corporate seal thereof, duly attested by the Secretary, and shall show upon its face the requisite legal authority of said officers to sign such acceptance and agreement, and to affix the corporate seal thereto, so as to bind said Company.

Section 3 .- Only electrical power shall be used.

That electrical power only shall be used on the railway constructed under the provisions of this ordinance, and the overhead system shall be discarded whenever a more satisfactory means of electrical propulsion shall be brought into practice and commercial use in communities of similar size.

Section 4 .- Alignment, grades and supervis' ton of poles, wires and overhead work.

The said vallway shall conform its lines and grades with the stakes given by the Borough Engineer, and shall locate its poles and wires, and construct the same, both as to street and overhead work, under the direction of the President of the Borough Council and the Borough Engineer. That the said Railway Company, its successors and assigns, shall grade from curb to curb, according to the courses and distances, and grades, etc , as set out in ordinance No. 15, the entire Main street, from the outh borough line to the north borough line, or to the end of said railway, if it doesn't extend to the north borough line, and the Engineer, for giving said grades. etc., as well as all other work done, for or on account of said Company, shall be paid by the said Company. Said Company shall replace all crossings that they may tear up, and shall not injure any of the drain pipes extending across said street.

the street, but shall be kept on a level there. with and shall be laid 56% inches apart. Section 2.-Regulations to creeting, painting

and use of poles. That all poles crected by the said Rallway Company shall be located, crected and maintained, under the direction of the President of the Borough Council and the Borough Englneer. Said poles shall be straight and smooth, and shall be painted from top to bottom, at the expense of the said Company. They shall be placed in such manner as to cause the least possible obstruction or injury to the curb or sidewalk ; said poles shall be as few in number

as possible and shall be subject at all times to the use of the Borough for the stringing of wires for its own use, not, however, in any way interfering with the operation of the said rai . way. Whenever and wherever said poles are erected the Company shall carefully replace

the material excavated, and re-lay, in good order and repair, all bricks, flagging or other paving material, curbing or guttering, and shall, at all times, keep and maintain the paye. ments, curbs and gutters, around and about their said poles, in good order and repair. section 10 .-- Regulations as to wires.

That all wires suspended over the streets. shall be at least 18 feet above the surface of the tracks, and shall be so fastened to poles and each other that they will be effectually insulated and properly secured. Section 11.--Right of Fire Department.

That in case of fire, the Fire Department shall have the right of way upon said streets. and shall maintain the same as long as necessary, and no longer.

Section 12. -Company to construct within one (1) year. Penalty upon failure to obey ord! nance. Proviso :

That the said Railway Company shall commence the construction of their said railway within four months after the passage of this ordinance, and shall have the same fully constructed, equipped and in operation, within one year after said date, unless the Borough Council shall, by ordinance, extend the time; and in case said Company shall fall or neglect to comply with the provisions of this section of this ordinance, the rights, libertles and privileges. herein granted, may be declared null and void diately thereafter, any and all rights, powers and privileges of the said Company under this ordinance shall at once entirely cease, deter-mine and become absolutely null and void. should the Company, its successors or acsigns, aforesaid, neglect or fall to operate said street railway for a period of sixty (60) consecutive days, unless prevented by an act of Providenc. or due process of law, them and in that case likewise be declared null and void by the Borough Council, and thereupon and immediately thereafter any and all powers and privileges of said Company under this ordinance shall lik wise cease, determine and become absolutely null and void. Provided further, 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 13 .- If, in the opinion of the Borough Council of said Borough, it shall be necessary for the Borough authorities, their servants, workmen, agents or employees, at any time, to occupy all or any part of the street, upon which said railway is constructed, for any purpose whatsoever, they shall have full and entire authority to so occupy said streets, or any part thereof, without liability for damages for obstructing the operations of the railway, and without any hindrance upon the part of the

said Company. Section 14 .-- Culverts, drains and water pipes. Removing and relaying of tracks.

The authorities of said Borough shall, at all times, by themselves, their servants, workmen, agents or employees, have the right to make such repairs and improvements to the culverts. drains, sewers and water pipes, running along or near the surface of the said railway tracks. and to lay and maintain such additional culverts, drain sewers and water pipes, as they may doem proper ; causing as little obstruction to the running of cars as possible. And whenever it shall be necessary for the said purpose to remove the tracks of the said Company, the same shall, upon reasonable notice, be removed and re-layed by the said Company.

Section 15 .- Use of vehicles on tracks-All ners



DR. THEODORE HERZL.

g pa pers publish interviews with Sir Thomas Apton, in the course of which he expresses himself as confident of the sucess of the Shamrock II and says he beieves the Columbia will be chosen to deend the cup.

Duke of Cornwall at Durban.

DURBAN, Aug. 14.-The Ophir an-hored at 7 o'clock yesterday morning, and the Duke and Duchess landed at 11 y the tender Panther. The Ophir, the onvoying cruisers and a Portuguese ruiser lying in the harbor had their lags at half must in memory of the Dowager Empress Frederick. The merhant shipping was decorated, but here lso the flags were at half mast. The umense crowd on the block at the end f the harbor included Zulus and Inians as well as whites, and all cheered athusiastically, the forts meanwhile saating.

Dr. Menchen's Massacre Avenged. BRISBANE, Queensland, Aug. 9 .- Che German punitive expedition sent to wenge the massicre of Dr. Menchen and other members of the first German onth sea expedition on the camibal isand of St. Matthias landed from the terman cruiser Cormoran near the scene f the massacre, killed S0 natives and aptured 17.

Well Known Hotel Keeper Dead. UTICA, N. Y., Aug. 12.-John R. Palmer has died at the Masonic home in sixty-fifth year. He was well known a the traveling public in central and onthern New York, having conducted otels at Utica, Clinton, Norwich and limira. At one time Mr. Palmer weighed

More Selby Gold Recovered. SAN FRANCISCO, Aug. 13 .- It was ated at the office of the Selby Smelting a apany that a force of divers under the anagement of the Pinkertons had taken 5,000 worth of gold from the spot here it was hidden by Winters, making 200,000 already recovered.

Cuba's Day at Buffalo.

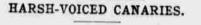
BUFFALO, Aug. 14 .- Cuba's day at e Pan-American exposition has been opointed for Aug. 29, Senor Don Tomas strada Palma will be here, and an initation has been cabled to General omez to be present on the occasion

Protocol to Be Signed Tomorrow.

PEKING, Aug. 14 .- If is expected at the protocol will be signed tomor-. Yin Chang, formerly director of Tien-tsin Naval school, has been ap-139. ointed Chinese minister to Germany,

Devery Starts For Home.

SARATOGA, Aug. 14.-Deputy Super-atendent Devery of the New York police iepartment left nere for New York at 1:25 o'clock last night.



They Are Not Allowed by German Experts to Stay with the More Promising Singers.

"Moulting is the crucial time for a canary's voice," writes Ida Shaper Hoxie in an article on "The Singing Village of Germany," in Ladies' Home Jornal. "Some birds lose the little that they have; others, of course, blossom out into promising singers. As soon as a harsh tone is heard, out goes that unfortunate bird, for promising singers must never hear a harsh chirp. When I asked what became of the unfortunates I was told by the fanciers: 'Oh, we sell them, of course. You know they can sing in a way, and many people don't know the difference between a good singer and a bad one.' My mind went back to a certain canary I had had to live with once in America! I wondered what percentage of these outcasts, who are huddled together in a cage out of hearing of the more favored birds and allowed to chirp as they please, go to America. One of the men who devotes all his time to the canaries allowed me to spend several hours among his birds. I sat a long while trying to analyze the exquisite sounds that came from a dozen tiny cages with closed fronts hanging high on the wall. I could have gone to sleep had I chosen-the trilling was so soft and sweet, not at all like the songs of the lusty-throated American birds."

A Delicate Trade.

The trade of artificial fly making is the lightest fingered business in the world, and it is not one man or woman out of 5,000 who can learn to the ties. These flyers are remarkable for he beauty and deliency of their hands. and only the eleverest of fingers can real with the "niggling" work of knotting hairs that can hardly be seen.

expresses himself with surprising lucidity. The dominant note in his idealism is his confidence. He has faith in his faith. He believes through basis of common sense. He keeps his visions well in leash, and prefers to talk of the hard, practical side of his vast scheme for leading the people of Israel back to the promised land.

It is a potent force, this new pride of race which Herzl has rekindled. I was struck by the passionate energy with which he and his comrades protested against the injustice of judging the Jews by their black sheep. The core and heart of the Zionist movement is its canonization of the Jew as a Jew, its glorification of the Jew's historic heritage, its call to the Jew to emerge from his subterranean hiding places and to stand before the world as a racial unity. Zangwill put this all in a parable. "The Jew in the past," he said, "has acted like the ostrich. He has buried his head in the sand, with the natural result that the world has been tempted to kick the most prominent part of his anatomy. Some influential Jews prefer to continue these tactics. But we think the time has come to stand crect."

And as Mlle. Revy sang some of her own wild Hungarian folksongs I could not help thinking that there is more dynamic force in this Jewish renascence than the Gentile imagines. For the Jews, above all races, are idealists. If this great ideal took fire and blazed through their ranks, who shall say where it would end? But the men who are organizing it are prudent. Herzl deprecates wild and nebulous aims. He prefers to keep the movement on the practical line of an agricultural and industrial col-Yet, in his restless visionary ony. eyes there is a loftier dream, a more plendid conception, the immortal image of Israel a nation, and not the least of the nations of the earth.

Chance for Medical Men.

A queer organization in New York is the National Locomotor Ataxia league, which offers \$10,000 for the discovery of a cure for the disease.

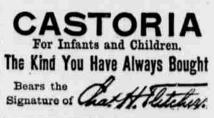
City Tax on Hen Coops, New Haven's board of health has voted that hen coops kept in the city must pay a license. The rooster that crows at 3:30 a. m. is responsible.

TRIENNIAL CONCLAVE, KNIGHTS TEMPLAR.

On account of the Triennial Conclave of the Knights Templar, to be held in Louisfaith in his faith. He believes through ville, Ky., August 27 to 31, the Pennsylva-walls of difficulty. And this imagin- nia Railroad Company will sell excursion ative prophet has in him a granite tickets from August 22 to August 25, inclusive, to Louisville and return, at rate of one first-closs fare for the round trip. These tickets will be good to return until September 2, inclusive, but if ticket is deposited by the original purchaser with joint agent at Louisville not earlier than August 25, nor later than September 2, and a fee of fifty cents is paid at the time of deposit, an extension of the return limit may be had until September 16. 15 2t.

D. L. & W. RAILROAD.

On account of the Triennial Conclave Knights Templar the Lackawanna Railroad will sell excursion tickets to Louisville, Kentucky, at one fare for the round trip. Tickets will be sold and good going August 22 to 26 inclusive, good returning up to September 2, except that by depositing tickets with Joint Agent before September 2, the limit will be extended to September 16 on pay-ment of 50 cents. Stop-over will be allowed at Buffalo on the return trip. 21



WETERINARY SPECIFICS VETERINARY SPECIFICS

A.A. FEVERS, Congestions, Inflamma-comes tions, Lung Fever, Milk Pever, B. B. (SPRAINS, Lameness, Injuries,

C. C. | SORE THROAT, Quinsy, Epizootic, D. D. | WORMS, Bots, Grubs.

E. E. COUGHS, Colds. Influenza, Inflamed curas Lungs, Pienro-Pneumonia. F. F. (CoLIC, Bellynche, Wind-Blown, curas Diarrhea, Dyscatery.

G.G. Prevents MISCARRIAGE. H.H. | KIDNEY & BLADDER DISORDERS.

I. I. SKIN DISEASES, Mange, Eruptions, cours, Ulcers, Grease, Farey.

CURES & Ulcers, Grease, Furey.
J. K. BAD CONDITION, Staring Coat.
CURES | Indigestion, Stomarth Stargers.
60c, each: Stable Case, Ten Specifics, Book, &c., \$7.
At drogsists or sent prepaid on reseipt of price.
Humphreys' Madicine Co., Cor. William & John Sts., New York. VETERINARY MANUAL SENT FREE.

NERVOUS DEBILITY.

VITAL WEAKNESS

and Prostration from Overwork or other causes.

Humphreys' Homeopathic Specific to. 28, in use over 40 years, the only uccessful remedy.

51 per vial, or special package with powder, for \$5 Bild by Dragdata, or sent real paid on receipt of price. HUMPHRAYS' MED. Co., Cer. William & John Sta., New York

Section 5 .- Specifications as to paving between the tracks.

The said Railway Company shall lay and caintain its tracks in the middle of the streets in such a way and manner as to conform to the established grade of the streets occupied thereby, and such grade as may be hereafter established, and shall, at all times, keep the space betwee., the ralls, and for a distance of two feet outside of each rail, in good repair, and in conformity with the nature of the roadway, whether paved, macadamized or otherwise. It is further provided, that if, at any time, the said Borough Council shall determine by ordinance, to pave any of the streets, as above mentioned, which said Railway shall occupy, the said Railway Company shall likewise pave its roadbed between the rails, as well as two feet on eitner side thereof, with the same material as is used by said Borough Council.

Section 6 .- Requirements as to paving by Company after paving by the Borough. Change of rails. Change of grade.

It is further provided that should the municipal authorities of the Borough, at any time hereafter, direct the streets occupied by said Railway Company to be paved with Belgian blocks, vitrified brick, or any other form of per. manent pavement, that them, and in such case, the said Railway Company shall at once, at their own expense, pave one (2) feet outside of ach rail thereof with such pavement as shall be directed. Should such improved pavement require the use of a different rail from that hereinalter provided for, then and in such case, such change of rail shall be made under the supervision of the President of the Borough Council and the Borough Engineer. And in the event of the change of grade of said streets, or any of them, by the said Borough, the said Company shall, at its own expense, take up, change, re-lay and alter its railway, and that part of the street or roadway, by it to be repaired and maintained, so as to conform to such new grade, as fixed by the municipal authorities, as soon as the Borough shall bring said sticet up to, or lower them to such new grade. Section 7 .- Provisions as to snow and ice. That the said Railway Company shall not use salt on its tracks for the purpose of melting anow or ice, and when show or ice is removed

from the tracks, the same shall not be thrown In heaps along the side of the tracks, but shall be carefully and evenly distributed, so as not to obstruct public travel. Section 8 .- "T" rati shall be used. Manner of

laying.

That the rails to be used by the said Railway Company shall be "T" rails, of not less than 56 pounds to the yard, and they shall be securely fastened to heavy wooden ties and bounded in a substantial and workmanlike manner. They shall not project above the regular grade of

or other veh.cles, on the tracks of said Company without becoming trespassers, provided. however, they do not retard, or in any manner interfere wite the operation of said railway. Section 16 -- Company to indemnify for dam-

The said Street Railway Company shall intemnify and hold harmless the said Borough. in all suits or actions at law which may arise in the construction, maintenance and operation of said Railway Company, shall be permitted to defend in the name of the Borough in any suit or action.

Section 17. If, in any case, the said Railway Company shall neglect or refuse, when required by the municipal authorities, to repair pave, or re-pave the street or streets between its tracks, as hereinbefore required, or to do any other thing required by the previous provisions of this ordinance, or to take up and re-lay its tracks, as hereinbefore provided, or to do any other act, matter or thing, by this ordinance provided, then and in such case, the said Borough shall proceed to do the same, and shall collect and recover the expense and cost thereof from said Railway Company.

Section 18 .- No tax on cars for ten (10) years. That there shall be no tax placed upon any of the cars, poles, or other apparatus of said Company, for the space of ten (10) years from the acceptance of this ordinance by said Company. Section 19.-Company to pay expenses of cr-

That said Railway Company shall pay all costs and expenses incident to the drawing. printing, posting and publishing of this ordinance, and that said ordinance shall not go into effect until the proper officers of said Company shall have certified to this Council their acceptance of the same, as provided herein.

Passed by Council August 9th, 1901. C. B. WHITE. President of Council.

Attest: CLINTON HEBRING, Secretary, Approved August 9th, 1901.

A. B. HERRING, Chief Burgess

EXECUTOR'S NOTICE.

ESTATE OF JACOB 4. GIRTON, LATS OF BLOOMS BURG, PA., DECKASED.

Notice is hereby given that letters of admin-istration on the estate of Jacob L. Girton, late of Bloomsburg,deceased.Bhave been granted to the undersigned administrator, to whom all persons indebted to said estate are requested to make payments, and those having claims or demands will make known the same without delay to Salar. Bloomsburg that the same without delay to 8-15-51. WILLIAM CHRISMAN, Executor.

EXECUTOR'S NOTICE.

ESTATE OF SILAS CONNER, LATE OF THE BOROCOM OF ORANGEVILLE, COL. CO., PA,, DECEASED.

Notice Is hereby given that letters testament-ary on the estate of Silas Conner, late of the berough of Orangeville, Columbia County, Pa., have been granted to J. W. Conner and Charles Conner, of Orangeville, to whom all persons in-debted to said estate are requested to make payment, and those having claims or demands will make known the same without delay to 4. W. CONNER, (S-S) CHARLES CONNER, CLINTON HEBRING, Atty. EXCOUNTS.

CLINTON HERBING, ALLY.