

No More Dutch Railroad.

Pennsylvania Dutch will be banished from railroad parlance by the Lehigh Valley Railroad, an order to that effect having been issued yesterday.

An Orangeville Wedding.

An event of decided interest, by reason of the popularity of the people concerned was the wedding of Mr. Burton E. Fister, and Miss Della Snyder at the home of the bride's father M. B. Petterson, in Orangeville on Monday.

The happy days were spoken by Rev. James Martyn, pastor of the Presbyterian church. The groom is in the employ of the Scranton Tribune, while the bride is one of Orangeville's most highly esteemed young ladies.

Light Street Whispers.

Mrs. H. P. Ranck was called home on Saturday last from her visit to friends by the illness of her husband. Miss Buckwalter of Rohrsburg spent a few days with her uncle and aunt, Mr. and Mrs. R. Buckwalter.

Mrs. Elizabeth Ent, who was taken suddenly ill two weeks ago, is not improving very rapidly.

J. W. Lee and wife of Bloomsburg, are spending the week with the former's parents Mr. and Mrs. Chas. Lee.

E. P. Hagenbach and daughter, Byron Grimes of this place are among the number attending the Pan American Exposition at Buffalo.

Mrs. Bell Hawk and daughter Ethel of Berwick, are visiting her parents Mr. and Mrs. Robt. Patterson.

The festival on Saturday night was not as great a success as it might have been owing to the inclemency of the weather, yet they did well. Proceeds, forty dollars.

CRESCUS IS VICTOR.

Defeats The Abbot In Great Race at Brighton.

NEW YORK, Aug. 16.—The trotting interests of the Empire City have not received such a boom in a quarter of a century as was developed at the Brighton Beach track when, under the auspices of the New York Trotting association, the champion stallion and champion gelding, Cresceus and The Abbot, came together for a purse of \$12,000.

It was about 3:30 o'clock when the drivers, Ketchum and Geers, appeared before the grand stand and obtained their positions for a start by the flip of a coin. Luck was with the driver of Cresceus, as he secured the pole, a decided advantage when two horses so nearly equal in point of record are considered.



CRESCUS.

they were wildly cheered, and they looked fit for the work before them. Fortunately, too, the wind had died down to a dead calm, so there was no obstacle in their line.

As the race was best three in five Ketchum consented that Cresceus go another heat. This he did shortly before 5 o'clock, accompanied by a runner for another runner, and he did the mile in 2:07, the quarter in 0:30 1/2, the half in 1:01 1/2 and the three-quarters in 1:34. To the credit of The Abbot it should be said that not only was this his first race of the season, but that he has also been sick, and his best mile since his recovery was in the vicinity of 2:09.

The betting before the race was \$100 to \$30 on Cresceus, and it was lively, there being many of the followers of The Abbot and of his driver, Geers, who were willing to take the little end at 1 to 2 on and near these figures.

KILLED BY EXPLOSION.

Fifteen Lives Reported Lost at Herkimer, N. Y.

HERKIMER, N. Y., Aug. 20.—By an explosion of dynamite in the Mohawk and Malone roundhouse here last night, by which the building was wrecked and burned, several persons were killed and many injured.

It is believed that at least 12 or 13 men, members of the New York Central bridge gang, who were sleeping in a car which stood on a side track nearby, were killed. Five out of 15 men have been accounted for. Three of these are dead and one fatally injured. J. H. Vosburg was foreman of the gang.

Bricks and fragments of iron were blown several blocks away. All the windows within several blocks were broken, and nearly all the plate glass windows in the village were shattered.

Jeffries and Rubin Sign.

SAN FRANCISCO, Aug. 21.—James J. Jeffries and Gus Rubin, the pugilists, have signed an agreement to fight for the heavyweight championship of the world. It was agreed that the match is to take place on some day in either November or December before the club offering the largest purse. The pugilists expressed preference for either the San Francisco Athletic club or the Twentieth Century club. "Kid" Egan's signature accompanied that of Jeffries, while Billy Madden, who represented Rubin, signed for the would be champion.

Injunction Against Strikers.

CINCINNATI, Aug. 21.—Former Congressman John J. Lentz and Louis G. Addison appeared before United States Judge Clark and secured a permanent injunction restraining the strikers at the plant of the Ohio Pressed Brick company at Roseville, O., from establishing pickets at the works and interfering with the work. A temporary injunction was issued two weeks ago. The men have struck because the firm refused to employ several nonunion men in its employ to join the union.

Fall River Cloth Situation.

FALL RIVER, Mass., Aug. 21.—A thorough canvass of the situation here indicates that the plan to cut the wages of mill operatives in this plant cloth center of 15 per cent Sept. 3 will fail. Eighteen corporations controlling exactly 1,458,926 of the 3,012,472 spindles in this city manufacturing plain and fancy goods will not enter into the agreement, which calls for the signatures of the trustees representing 1,750,000 spindles in order to make it operative.

Still After Blondin.

BOSTON, Aug. 21.—Chief Wade of the state police has assigned Officers Rhodes and Proctor to assist in the capture of Wilfred Blondin, the alleged wife murderer, who is said to be hiding in the woods at Montane, Que. This action of Chief Wade is in response to a telegram received from Officer Dunham, who thinks he has Blondin in close quarters in the woods and wants the officers to assist in closing in on him.

Freight Shed and Cars Burned.

OMAHA, Aug. 21.—The freight sheds and 50 freight cars belonging to the Union Pacific railroad were burned at the transfer depot of that company in Council Bluffs, causing a loss estimated at \$100,000. The sheds were full of freight recently unloaded, which was also destroyed. The fire is supposed to have caught from sparks of a passing locomotive.

Winery Destroyed by Fire.

SANTA ROSA, Cal., Aug. 21.—The winery of W. H. Hotchkiss & Co. was destroyed by fire. The loss is \$150,000.

The Pan-American Congress.

BUENOS AYRES, Aug. 21.—In the Argentine senate Dr. Amancio Alcorta, minister of foreign affairs, after the adoption of a resolution of confidence in the attitude of the government toward the forthcoming Pan-American congress in the City of Mexico, announced that the Argentine and Chilean governments had formulated a moral compromise not to increase their armaments by a single rifle. He said it was this resolution which led to the resignation of the Chilean cabinet, and he declared that the maintenance of peace between Argentina and Chile was assured. In reply to an interpellation he reiterated that the relations of Argentina with all foreign powers were excellent.

Police Relief Measures.

WASHINGTON, Aug. 21.—Major Sylvester, president of the Association of Police Chiefs of the United States and Canada, has submitted a proposition to the association having for its object the relief of its members as well as the relief of widows and orphans of those who die while in the police service. This plan contemplates that when chiefs are removed from office for political or other reasons which do not affect their moral character, the association should assist them in a substantial way until they get employment. The suggestion has been approved by the board of governors and has been submitted to the individual members of the association.

Porto Rico's Tax on Coffee.

SAN JUAN, Porto Rico, Aug. 21.—Two more port cities have levied prohibitory taxes on foreign grown coffee. The San Juan and Arecibo councils have passed 5 cent per pound taxes, following the action of Mayaguez. There is serious question of the effectiveness of the action taken unless all the cities join in it. Merchants are exercising vigilance against suspected importers. No man dares to openly import coffee, as it would mean his ruin by boycotting. Protests are also being made against the troops of the garrison and the local Porto Rican regiment using Brazilian coffee.

To Address Naval War College.

WASHINGTON, Aug. 21.—A prominent army officer and a prominent naval officer are to appear before the Naval War college at Newport this week in the persons of General Fitz-Hugh Lee, who will talk upon "The United States in Peace and War," and Rear Admiral Stephen B. Luce, who will have "Naval Tactics" for his subject. Professor G. G. Wilson will take up the subject of "Submarine Telegraph Cables in Their International Relations" on several days of the week.

Want Charter Annulled.

WASHINGTON, Aug. 21.—The following telegram was sent yesterday to the Federation of Trades and Labor Unions of New Jersey, in session at Camden, by the joint committee of the American Antitrust league and District Assembly 66, Knights of Labor: "We urgently request your organization to authorize its legislative committee to take steps to secure the revocation of the charter of the United States Steel corporation."

Take care of the stomach and the health will take care of itself. If people only realized the soundness of that statement the majority might live to a good old age like Moses, "the eye undimmed, the natural force unabated." It is in the stomach that the blood is made. It is from the stomach that nourishment is dispensed to nerve and muscle. If the stomach is "weak" it can't do its whole work for each part of the body. If it is diseased the disease will taint the nourishment which is distributed, and so spread disease throughout the body. It was the realization of the importance of the stomach as the very center of health and the common source of disease, which led Dr. Pierce to prepare his "Golden Medical Discovery." "Discoveries which originate in the stomach must be cured through the stomach." The soundness of this theory is proved every day by cures of diseased organs, heart, liver, blood—by the use of the "Discovery" which is solely and singly a medicine for the blood and organs of digestion nutrition. It is a temperance medicine containing no alcohol, whiskey or other intoxicant.

The difference between self-esteem and conceit is the difference between you and your neighbor.

Advertisement for FUREKA HARNESS OIL, featuring an illustration of a horse and rider.

Advertisement for HUMPHREYS' Witch Hazel Oil, THE PILE OINTMENT, and One Application Gives Relief.

Advertisement for CASTORIA For Infants and Children, The Kind You Have Always Bought, signed by J. C. Watson.

A CENTURY'S GLORY.

Wonderful Night Scenes at the Pan-American.—An Electric Fairy Land.

Of all the wonderful scenes of scenic pageantry ever offered for public amusement and pleasure, the electrical display every evening at the Pan-American Exposition in Buffalo exceeds in splendor and beauty anything ever attempted, either in ancient or modern times.

Seen from the towers of Stailer's Hotel, which adjoins the grounds, the sight is one never to be forgotten, and must be seen to be appreciated, for no language can ever do it justice.

By the bye—the Stailer's Hotel referred to above has become in itself one of the "lights" of the Exposition, for in its own particular line it stands unrivalled as the largest and most unique hostelry ever planned and built.

Although only three stories high, it contains over 2100 rooms and can accommodate over 5000 guests. The dining room will seat 1200, and so perfect is the system and order with which this gigantic institution is run, that large parties of excursionists, often numbering hundreds are quickly taken care of without so much as a ripple of excitement.

Intending visitors to the Pan-American should pay no heed to stories told on the trains and elsewhere by "runners," and others about accommodations being expensive and difficult to get in Buffalo. At Stailer's one can get a good, clean, comfortable room with breakfast and evening dinner for \$2.00 and \$2.50 a day, and not only enjoy the comfort of being close to the Exposition, but save all the expense and fatigue entailed by going to and from more remote quarters. For those who prefer not to board in the hotel, good rooms can be obtained on the European plan at \$1.00 to \$1.50 a day, and first-class meals may be had at Stailer's down town Restaurant, Elliott Square, at very moderate prices.

Some species of African antelopes are sharing the fate of the American buffalo and are kept alive only by special protection.

RAILROAD NOTES.

PENNSYLVANIA RAILROAD. REDUCED RATES TO LOUISVILLE, ACCOUNT TRIENNIAL CONCLAVE, KNIGHTS TEMPLAR.

On account of the Triennial Conclave of the Knights Templar, to be held in Louisville, Ky., August 27 to 31, the Pennsylvania Railroad Company will sell excursion tickets from August 22 to August 25, inclusive, to Louisville and return, at rate of one first-class 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, not 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.

REDUCED RATES TO CLEVELAND.—ACCOUNT G. A. R. ENCAMPMENT. On account of the Thirty-fifth annual Encampment of the Grand Army of the Republic, to be held at Cleveland, Ohio, September 10 to 14, inclusive, the Pennsylvania Railroad Company will sell excursion tickets to Cleveland from stations on its line, at greatly reduced rates.

Tickets will be sold and good going September 8 to 12, inclusive; good to return until September 15, inclusive; but by depositing ticket with joint agent at Cleveland, prior to noon of September 15, and the payment of fifty cents, return limit may be extended to October 8, inclusive.

For specific rates and further information apply to ticket agents. 8-22-31

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 payment of 50 cents. Stop-over will be allowed at Buffalo on the return trip.

LACKAWANNA LIMITED ON NEW TIME. The new schedule of the Lackawanna Limited, the peer in equipment and service of any passenger train in the east, makes it vastly more convenient, not only to travelers from New York and Buffalo, but to people all along the Lackawanna Railroad. Instead of reaching New York as heretofore at 8 o'clock in the evening, it now reaches there at 10 o'clock. On the old arriving time the evening in New York or Buffalo was practically useless, either for pleasure or business, for the evening was well along by the time travelers had reached their homes. By using one of these useless hours in the trip to New York and two of the useless evening hours in the journey to Buffalo, the Lackawanna has given to all its patrons in one case one hour, and in the other case, two hours of valuable time during the busiest hours of the day. To business men this means much. To ladies it means less haste in preparing for departure.

The convenience of these trains is plainly apparent. Leaving New York at noon the westbound train makes Stoussburg at 2:29, Scranton at 3:47, Binghamton at 5:18, Owego at 5:48, Waverly at 6:30, Elmira at 6:38, Corning at 6:59, Bath at 7:26, and Mount Morris at 8:33. Leaving Buffalo at 11 o'clock in the forenoon the eastbound train makes Elmira at 2:17, Waverly at 2:38, Owego at 3:01, Binghamton at 3:23, Scranton at 5:00, and Stoussburg at 6:23. Other local trains run at convenient hours to these points to make connections with these fast through trains, giving to all towns on the line the benefit of the change in schedules.

It is hard for a woman to win a progressive eucyre prize and retain her popularity. Time is money, they say, and yet many a man spends his time in saving money.

Section 5.—Specifications as to paving between the tracks. The said Railway Company shall lay and maintain 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 hereby, and such grade as may be hereafter established, and shall, at all times, keep the space between the rails, 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 roadway between the rails, as well as two feet on either 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 permanent pavement, that them, and in such case the said Railway Company shall at once, at their own expense, pave one (2) feet outside of each rail thereof with such pavement as shall be directed. Should such improved pavement require the use of a different rail from that heretofore 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 rails, 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 such as the Borough shall bring said street 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 snow or ice, and when snow 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" rail 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 26 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

AUDITOR'S NOTICE. IN RE STATE OF CAROLINE WERNEISER AND MARY T. BEES. The undersigned auditor, appointed by the Court of Common Pleas of Columbia County, to distribute the balance in the hands of Daniel Bees, trustee to and among the parties entitled thereto, will sit, at his office, in the Lockard Building, Room No. 6, on second floor, corner of Main and Centre sts., Bloomsburg, on Monday, September 16, 1901, at 10 o'clock in the forenoon, when and whither all persons having claims against said estate will appear and prove the same to be forever debared from coming in upon said fund.

J. H. MAIZE, Auditor.

Orangeville Borough Ordinance—No. 19.

AN ORDINANCE GRANTING THE RIGHT OF WAY THROUGH AND OVER CERTAIN STREETS IN THE BOROUGH OF ORANGEVILLE, COUNTY OF COLUMBIA AND STATE OF PENNSYLVANIA, TO THE COLUMBIA & MONTICU ELECTRIC RAILWAY COMPANY, REGULATING THE MAINTENANCE AND OPERATION OF THE RAILWAY OF THE SAID COMPANY, AND DEFINING THE CONDITIONS UPON WHICH THE RIGHT OF WAY IS GRANTED.

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

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

That from and after the passage of this ordinance, the Columbia & Monticou Electric Railway Company, its successors 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 railway 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 erected, the consent of the Borough 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 hereafter be passed by the Council of the Borough of Orangeville.

Section 2.—Written acceptance required to be filed to this and subsequent ordinances. Mode of 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 railway, said 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 Council 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 the reasonable provisions of a subsequent ordinance 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 supervision of poles, wires and overhead work. The said railway 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 south 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.

Section 5.—Specifications as to paving between the tracks. The said Railway Company shall lay and maintain 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 hereby, and such grade as may be hereafter established, and shall, at all times, keep the space between the rails, 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 roadway between the rails, as well as two feet on either 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 permanent pavement, that them, and in such case the said Railway Company shall at once, at their own expense, pave one (2) feet outside of each rail thereof with such pavement as shall be directed. Should such improved pavement require the use of a different rail from that heretofore 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 rails, 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 such as the Borough shall bring said street 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 snow or ice, and when snow 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" rail 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 26 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

the street, but shall be kept on a level three with and shall be laid 3 1/2 inches apart.

Section 9.—Regulations to erecting, painting and use of poles. That all poles erected by the said Railway Company shall be located, erected and maintained, under the direction of the President of the Borough Council and the Borough Engineer. 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 railway. 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 pavements, 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 six 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 ordinance. 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 fail or neglect to comply with the provisions of this section of this ordinance, the rights, liberties and privileges, herein granted, may be declared null and void by the said Council, and thereupon and immediately thereafter, any and all rights, powers and privileges of the said Company under this ordinance shall at once entirely cease, determine and become absolutely null and void. Should the Company, its successors or assigns, at any time after the expiration of the year aforesaid, neglect or fail to operate said street railway for a period of sixty (60) consecutive days, unless prevented by an act of Providence, or due process of law, then and in that case the liberties and privileges herein granted may 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 likewise 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 deem 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-laid by the said Company.

Section 15.—Use of vehicles on tracks. All persons may drive with wagons, carriages or other vehicles, on the tracks of said Company without becoming trespassers, provided, however, they do not retard, or in any manner interfere with the operation of said railway.

Section 16.—Company to indemnify for damages. The said Street Railway Company shall indemnify 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 repave the street or streets between its tracks, as heretofore 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 heretofore 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 ordinance. 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. G. B. WHITE, President of Council. ALBERT CLINTON HERRING, Secretary.

Approved August 9th, 1901. A. B. HERRING, Chief Burgess.

EXECUTOR'S NOTICE. ESTATE OF JACOB L. GIBSON, LATE OF BLOOMSBURG, PA., DECEASED. Notice is hereby given that letters testamentary on the estate of Jacob L. Gibson, late of Bloomsburg, deceased, have been granted to the undersigned administrator, to whom all persons indebted to said estate are requested to make payment, and those having claims or demands will make known the same without delay to 8-15-01. WILLIAM CHRISTMAN, Executor.

EXECUTOR'S NOTICE. ESTATE OF WILLIAM CONNER, LATE OF THE BOROUGH OF ORANGEVILLE, CO. OF PA., DECEASED. Notice is hereby given that letters testamentary on the estate of William Conner, late of the Borough of Orangeville, Columbia County, Pa., have been granted to J. W. Conner and Charles Conroy of Orangeville, to whom all persons indebted to said estate are requested to make payment, and those having claims or demands will make known the same without delay to J. W. CONNER, CHARLES CONROY, Executors.

Advertisement for CASTORIA, The Kind You Have Always Bought, signed by J. C. Watson.