

There'll be Something Doing All the Time.

The Up-to-Date Locomotive County Fair in Williamsport, Sept. 3, 4, 5 and 6.

There will be something doing all the time at the Locomotive County Fair in Williamsport Sept. 3 to 6. While the spectators are waiting for the races interesting exhibitions will be given on the track, such as the genuine horse races with dog drivers, a which the pacers "Nan Wilkes," "Sally," and "Humming Bird," 2:25, will go every day, driven by trained dogs.

On Sept. 3, 4 and 5—Tuesday, Wednesday and Thursday—"Sappho," in a cape, will go up in a balloon and drop in a parachute.

Miss Sunlin and her trained bull and horse will give daily exhibitions. Nothing has been left undone to make this fair clean, up-to-date, worthy exhibition, that will please and entertain the public, men, women and children, and the people of the West Branch valley will find in it the best exhibition ever given in that county.

The grounds are splendidly situated within the city limits, and are admirably equipped for the entertainment and accommodation of the thousands who will attend the fair, and with the numerous railroads centering there, are brought in easy and pleasant communications with all sections of the country. The Philadelphia & Erie Railroad, Northern Central Railway, Seech Creek and Fall Brook divisions of the New York Central Railway, Philadelphia & Reading Railway, and Williamsport & North Branch Railroad, will run special excursion trains each day. The grounds are conveniently located and the Williamsport Passenger Railway Company's cars run from both depots and all hotels direct to the grounds and within twenty feet of the main entrance. Fare, 5 cents.

The grand stand has a seating capacity of 2,500, where visitors have a full and unobstructed view of the entire track, and will be enabled to witness trials of speed over one of the finest tracks in the state. The dining hall, underneath the grand stand, where everything that is good can be had at a reasonable price, will be under the supervision of a competent person. Two large tents, capable of holding 2,000 persons each, under the supervision of the ladies of the several churches of the city, will be located near the main building, and the comforts of all will be looked after.

The races will far excel anything of the kind that has ever been undertaken anywhere this side of Philadelphia. Four stake purses of \$1,000 each, beside the regular \$400 purses for open races, will be offered.

The race program is as follows: Sept. 3, 2:30 trot for a stake of \$1,000, 2:17 pace for \$400; Sept. 4, 2:25 pace for \$1,000, 2:34 trot for \$400; Sept. 5, 2:20 pace for \$1,000, 2:23 trot for \$400, 2:38 pace for \$400; Sept. 6, 2:15 pace for \$1,000, and free-for-all trot and pace for \$400.

How Gen. Grant Lost His "Hiram."

It Was a Friend's Mistake That Deprived Him Forever of His Real Name.

Not many Americans know that Hiram U. Grant was the eighteenth president of the United States. Yet it is true, for "Ulysses Simpson" was never legally the name of our greatest General. This interesting fact is brought out by Franklin B. Wiley in the Ladies' Home Journal for September, in "Famous People as We Do Not Know Them." The story of how it came about was told by a member of Congress—Thomas L. Hamer—who commended young Grant as a candidate for West Point in 1839. Mr. Hamer had long been a friend of the Grants, but when he came to make out the application papers for Ulysses he could not recall the boy's full name, so, deciding that he was doubtless named for his mother family, he wrote "Ulysses Simpson Grant." Thus, as it is recorded at West Point, and through the attention of the officials, was several times called to the error and did not feel authorized to correct it. This name was gradually adopted, and by Grant was, and always will be, known. But as for any record of the birth of "Ulysses Simpson Grant," that does not exist.

The following letters are held at the Bloomsburg, Pa., postoffice, and will be sent to the dead letter office Sept. 10, 1901. Persons calling for these letters will please say that they were advertised Aug. 27, 1901: Miss Edna Lewis, Charles E. Lynn. Cards: Mr. Calvin Adams, Miss Annie S. Thursty. One cent will be charged on each letter after advertised.

O. B. MELLICK, P. M.

CASTORIA For Infants and Children. The Kind You Have Always Bought. Bears the Signature of Dr. H. P. Hatcher.

CONDENSED DISPATCHES.

Notable Events of the Week Briefly and Terecely Told.

Many presidential appointments were announced at Washington. A band of 70 masked miners attacked an Alaskan camp on Glacier Creek. J. X. Merriman, Afrikaner bull leader, was arrested on his Cape Town farm. Lord Milner reached Cape Town and said the South African policy will be strictly enforced.

Phillipine customs receipts for the first five months of 1901 show a large increase over 1900 and 1899.

Judge Hazel of the United States circuit court has denied an application of the Lackawanna road for an injunction against spectators because the road belongs to a combine.

Tuesday, Aug. 27.

A tramp enticed away an 11-year-old boy from Mendon, N. Y.

A Chicago policeman shot fatally the son of Rev. Mr. Lindskog, alleging self defense.

Haffen, the big monkey in the New York Zoological park, was operated on for toothache.

A special train on the Baltimore and Ohio railway was wrecked near Barnesville, O., and the engineer was killed.

Messrs. Whipple and Adams made a new automobile record of 15h. 11m., running time to Boston from New York.

Announcement was made of the engagement of John D. Rockefeller, Jr., to Miss Abby Aldrich, the senator's daughter.

New York State Superintendent of Public Works Partridge appointed J. Winslow Meade of Rochester as deputy superintendent of public works at a salary of \$4,000.

Monday, Aug. 26.

Phelps B. Hoyt won the western golf championship at Chicago.

Chester W. Knox, a Harvard student, is charged with using the mails for fraudulent schemes.

Two sailors of the fishing schooner Niagara reached Gloucester, Mass., after being four days adrift in a small dory.

The Columbia won the final race of the 90 footers off Oyster Bay, N. Y., the Constitution withdrawing on the second round because of fog.

The state prosecutor of pleas at Trenton has decided to investigate the charges of abuse, crime and fraud at the State Hospital for the Insane.

W. M. V. Hoffman was struck by a stone thrown from the hoof of a horse while driving his coach at Tuxedo Park, N. Y., and may lose his eyesight.

By wireless telegraph the Kaiser Wilhelm der Grosse, in port at New York, kept in touch with the outgoing steamship Lucania from Liberty island to Sandy Hook, and many messages were transmitted.

Saturday, Aug. 24.

The San Francisco whalers are reported to have made good catches. Six Chinese students from Canton were admitted to California for further education.

Three oarsmen who tried to row across Lake Michigan barely escaped with their lives.

The treasury department reports large increase in Philippine import and export trade.

The United States gunboat Machias, on her way to Colon, has arrived at Kingston, Jamaica.

A grand jury at Wetumpka, Ala., sent to jail three bailiffs who refused to testify about lynching.

The steamer Roanoke, with \$1,000,000 gold dust, reached Port Townsend, Wash., from Nome, Alaska.

United States Judge Noyes of Nome, Alaska, reached Seattle and will explain in court his connection with peculiar mining cases.

The body of the late Chilean minister, Morla Vicuna, who died in Buffalo, was placed in a vault at Washington with many honors.

The American Bar association, in session at Denver, voted to hold a universal congress of lawyers at the St. Louis exposition in 1906.

Friday, Aug. 23.

The steamer Oregon brought to Seattle \$500,000 in gold from Nome, Alaska.

Negro leaders at Chicago condemned the mob outrages at Pierce City, Mo.

Samuel Strong of Cripple Creek, Colo., a millionaire mine owner, was shot and killed.

The tornado over Anardarko, O. T., killed several persons and caused heavy damage.

A band of Chicago gypsies were arrested on the charge of kidnaping, but were afterward released.

The missing link in the telephone circuit between the Atlantic and Pacific is likely to be constructed soon.

The College of Heraldry company of New York city was incorporated at Albany to supply coats of arms.

Captain Schley, Twenty-third infantry, informs the war department that the interview credited to him on his father's inquiry court was fraudulent.

Thursday, Aug. 22.

The Colombian gunboat La Popa was reported sunk off Savannah.

The government supply boat Elfrida went ashore near Montauk, N. Y., in a fog.

It is reported that Gompers will call a convention of labor union officials to aid the steel strikers.

President Wetmore of New York addressed the American Bar association at Denver on state laws.

A head on railway collision occurred near Pontiac, Ill., killing five trainmen. The passengers escaped.

Secretary Hay made a short visit to the president at Canton, but the trip was not deemed particularly significant.

Cardinal Gibbons Welcomed Home. BALTIMORE, Aug. 27.—The chimes of old St. Vincent's and St. Alphonsus' and the big bell of the cathedral rang out a merry welcome, and 15,000 persons crowded on the bridge and every point of vantage about Union station, cheered and waved flags and handkerchiefs in greeting to Cardinal Archbishop Gibbons, the primate of the Roman Catholic church in America, as he stepped from the train on his return from Rome. It was the greatest demonstration of popular faith ever accorded the cardinal in his home city. Citizens of every faith joined in the greeting to the prelate.

Five Miners Rescued. LONDON, Aug. 28.—Five of the ten miners who were entombed in the Donibristle colliery in Perthshire were rescued, when the sides of the mine again collapsed, entombing two of the rescuers. These, with the rescue party of four who have failed to return, make 11 in all whose fate is still doubtful.

CAUSES OF DROUGHT.

It is Partly Due to the Destruction of Forests and Growth of Arid Lands.

"I do not know exactly what direct influence the presence or absence of forests has on the climate," said Secretary of Agriculture Wilson recently to a correspondent of the New York Sun, "but I know this, that the devastation of the ranges is resulting in the growth of the arid lands of the west; that these arid lands cannot be irrigated for lack of water and that the lack of water is partly due to the destruction of the forests at the sources of the streams.

"I have sent experts into the western country and have directed that every source of information shall be utilized to obtain all the data possible concerning the hot wave, its causes and effects. I think we can safely promise some highly important and interesting information for our next monthly crop bulletin on August 10."

Gifford Pinchot, chief of the forestry bureau, who has done much to arouse national interest in this subject, is now on a tour of inspection, but the netting head of the bureau gave it as his opinion that the hot spells of the middle west were undoubtedly due in part to the destruction of the forests, and especially in Michigan and Minnesota, about the headwaters of the streams.

"If the people of the west continue to alter the face of nature," he said, "they must expect to change natural conditions."

YOUTH VERSUS AGE.

Mr. Boerum (dyspeptically)—My dear, I can taste that lemon pie yet that we had at dinner yesterday.

Willie Boerum (longingly)—Gee, I wish I could!—Brooklyn Eagle.

Erny. The man who thinks that he is wise—Of all this earthly clan He is the most beloved by The wily bunco man.—Washington Star.

Women Who Wear Well.—It is astonishing how great a change a few years of married life will make in the appearance and disposition of many women. The freshness, the charm, the brilliance vanish like the bloom from a peach which is rudely handled. The matron is only a dim shadow, a faint echo of the charming maiden. There are two reasons for this change, ignorance and neglect. Few young women appreciate the shock to the system through the change which comes with marriage. Many neglect to deal with the unpleasant drains which are often consequent on marriage and motherhood, not understanding that this secret drain is robbing the cheek of its freshness and the form of its fairness. As surely as the general health suffers when there is derangement of the health of the delicate womanly organs, so surely when these organs are established in health the face and form at once witness to the fact in renewed comeliness. Half a million women aged more have found health and happiness in the use of Dr. Pierce's Favorite Prescription. It makes weak women strong and sick women well.

The Bible is a storehouse of rich imagery and splendid words, of style both simple and ornate, and as literature alone, apart from its spiritual elevation, will repay the search of every student. Read the Bible and Shakespeare and you will find yourselves able to converse well.—September "Ladies' Home Journal."

To accommodate those who are partial to the use of atomizers in applying liquids into the nasal passages for catarrhal troubles, the proprietors prepare Cream Balm in liquid form, which will be known as Ely's Liquid Cream Balm. Price, including the spraying tube, is 75c. Druggists or by mail. The liquid form embodies the medicinal properties of the solid preparation. Cream Balm is quickly absorbed by the membrane and does not dry up the secretions, but changes them to a natural and healthy character. Ely Brothers, 56 Warren street, New York.

"Why is a woman such a poor shot?" queried the Simple Mug. "Give it up," says the Wise Guy. "Because she aims at Mrs."

The man who gets a win-fall usually blows it.

CASTORIA. The Kind You Have Always Bought. Bears the Signature of Dr. H. P. Hatcher.

Dr. Humphreys' Specifies cure by acting directly upon the disease, without exciting disorder in any other part of the system.

no. CURES. PRICE. 1—Fever, Constipation, Inflammations. 25 2—Worms, Worm Fever, Worm Colic. 25 3—Teething, Cough, Crying, Wakefulness. 25 4—Diarrhea, of Children or Adults. 25 5—Coughs, Colds, Bronchitis. 25 6—Nervous, Toothache, Faceache. 25 7—Headache, Sick Headache, Vertigo. 25 8—Hoarseness, Indigestion, Weak Stomach. 25 9—Suppressed or Painful Periods. 25 10—Whitings, Too Profuse Periods. 25 11—Croup, Laryngitis, Hoarseness. 25 12—Croup, Whooping-Cough. 25 13—Rheumatism, Erysipelas, Eruptions. 25 14—Rheumatism, Rheumatic Pains. 25 15—Malaria, Chills, Fever and Ague. 25 16—Catarrh, Influenza, Cold in the Head. 25 17—Whooping-Cough. 25 18—Kidney Diseases. 25 19—Nervous Debility. 1.00 20—Uterine Weakness, Weeping Bed. 25 21—Grip, Hay Fever. 25 22—Dr. Humphreys' Means of all Diseases at your Druggist or Mail Order. 25 Sold by druggists, or sent on receipt of price. Humphreys' Med. Co., Cent. William & John St., New York.

The education of a child cannot be shifted to the shoulders of teacher or educator. The responsibility rests, first and foremost, with the parents.—September Ladies' Home Journal.

The "Ladies' Home Journal."

"Miss Alcott's Letters to Her 'Laurie,'" now printed for the first time, and edited by "Laurie" himself, form one of the strongest features of the "Ladies' Home Journal" for September. "With Seton-Thompson in the Woods" shows the great animal-story teller in his element, and "Some College Scrapes We Got into," as told by "A Graduate," give good cause for laughter. There are also interesting articles about "Cats That Draw Salaries," "Famous People as We Do Not Know Them," and "How a Village Changed its Name." Mr. Bok's editorial on "The School Question Again," is a strong arraignment of American parents for not taking the proper part in the education of their children. In addition to many other literary and pictorial features, twice the usual amount of space is devoted to the coming styles, for this is the "Special Autumn Fashion Number" of the "Journal." The new dresses, hats and wraps, are all shown. There is also a double page of photographs of "The Handsomest Laces in America," and a striking cover design by Miss Ellen Bernard Thompson. By the Curtis Publishing Company, Philadelphia. One dollar a year; ten cents a copy.

The grindstone is one stone that's never left unturned.

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ADMINISTRATOR'S NOTICE. ESTATE OF HUSTON ROBISON, LATE OF SCOTT TOWNSHIP, COLUMBIA CO., PA., DEC'D.

Notice is hereby given that letters of administration on the estate of Huston Robison, late of Scott township, Columbia County, Pa., deceased, have 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 the undersigned.

WILLIAM C. ROBISON, Administrator. Wm. CHERRMAN, Atty. 8-29-01.

COOL AND CONVENIENT.

Statter's, at Buffalo, Saves Visitors the Long Journey Between Town and the Pan-American.

One of the hardest parts of visiting an exposition are the tiresome trips between one's lodging place, or hotel, and the grounds. This is especially felt by ladies after a hot, tiring day, who feel that they must get "home" for a rest, yet would like to return in the evening if it was not so far away.

All this inconvenience may be obviated by staying at Statter's Hotel, which adjoins the Exposition grounds, and which is, in itself, one of the wonders of the Exposition. It is the largest hostelry in the world—contains over 2100 rooms, can comfortably accommodate over 3000 people, and has a dining room in which 1200 can sit down to a meal without crowding, and with a service as prompt and efficient as the most exacting could desire.

From its towers and terraces the whole of the wonderful panorama of life at a great industrial exhibition can be daily studied and enjoyed, which at night when the wonders of electricity take the place of daylight, the scene is one never to be forgotten.

The stories so frequently told on the trains and elsewhere by runners, touts, etc., about scarcity of accommodations and exorbitant charges should be promptly dismissed.

Statter's can, and frequently does, take in 500 people, all in one party, and they are comfortably housed in a very short time (about 30 minutes) as a ripple of excitement, so perfect is the organization and management. For \$2.00 and \$2.50 a day, you can get a clean, comfortable room, with breakfast and evening dinner included, while for those who prefer not to board at the hotel, good rooms can be obtained at \$1.00 and \$1.50 per day.

Intending visitors to the Pan-American, therefore, can rest assured that by going direct to Statter's they can get good accommodations, and be assured of fair and honest treatment and a very cordial welcome.

RAILROAD NOTES.

PENNSYLVANIA RAILROAD. 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

REDUCED RATES TO CENTRE HALL, ACCOUNT THE PENN'A STATE GRANGE, PATRONS OF HUSBANDRY.

Account the Pennsylvania State Grange, Patrons of Husbandry, at Centre Hall, Pa., September 14 to 20, the Pennsylvania Railroad Company will sell excursion tickets to Centre Hall, Pa., and return, at the rate of one fare for the round trip. Tickets will be sold September 14 to 20, inclusive; no tickets to be sold at a less rate than 25c. (21

D. L. & W. RAILROAD. REDUCED RATES TO CLEVELAND, OHIO, ACCOUNT ANNUAL ENCAMPMENT G. A. R.

For the annual encampment of the G. A. R., the Lackawanna Railroad will sell excursion tickets to Cleveland, Ohio, at one fare for the round trip. Tickets will be sold and good going September 8th to 12th, inclusive, and will be good for return, leaving Cleveland up to and including September 15th. By depositing ticket with joint agent at Cleveland and paying a fee of 50 cents, the return limit will be extended to leave Cleveland not later than October 8th. Stop-over will be allowed at Buffalo on the return trip. 8 29 21

REDUCED RATES TO INDIANAPOLIS, IND., ACCOUNT OF THE MEETING OF THE SOVEREIGN GRAND LODGE OF ODD FELLOWS.

For the meeting of the Sovereign Grand Lodge of Odd Fellows the Lackawanna Railroad will sell excursion tickets to Indianapolis, Ind., at one fare for the round trip. Tickets will be sold from September 13th to 15th, inclusive, and will be good for return leaving Indianapolis not later than September 23d. By paying a fee to the joint agent, at Indianapolis, of 50 cents, the return limit will be extended to October 7th. Stop-over will be allowed at Buffalo on the return trip. 8 29 21

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WILLIAM C. ROBISON, Administrator. Wm. CHERRMAN, Atty. 8-29-01.

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 & MONTGOMERY 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 & Montgomery 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 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 be hereafter 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, 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 such 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 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 thereby, 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 (3) 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 hereinafter 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 street up to, or lower them to such new grade, as may be necessary, as to snow and ice.

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 36 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 inches and shall be laid six 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 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.