

CORN CORNER OFF.

The Famous Gates Operation Comes to an Abrupt End.

BUBBLE PRICKED; SHORTS SETTLE.

Daily Price Responded by a Quick Drop of Over Fifteen Cents a Bushel—Estimated Profit of \$1,500,000.

CHICAGO, July 16.—The famous John W. Gates corner in July corn came to an abrupt termination when it became known that shorts to the extent of a good many million bushels had effected private settlements with Harris, Gates & Co. and that the deal was at an end so far as the steel magnate was concerned.

Just how many bushels were subject to private settlement will probably never be known, nor is there much chance that the identity of the "big fellows" in the trade, who doubtless contributed liberally to the fortunes of Mr. Gates and the friends associated with him in the deal, will ever be positively known.

Manager Scotten would not discuss the settlement price. This price, however, was not a matter of decided interest to the trade generally. With the knowledge that Monday night's closing price was 81 cents and the opening yesterday from 70 to 80 cents the consensus of opinion among the outsiders was that Mr. Gates had demanded either 80 or 81 cents from the



JOHN W. GATES.

people who were foolish enough to sell him corn all the way from 60 cents up.

To form an estimate of the apparent profit by the deal would necessitate a knowledge of the average price at which the property was bought. This can never be known unless some time later Mr. Gates chooses to divulge it. It is estimated, however, by close observers of the transaction that Mr. Gates' profit will not exceed \$1,500,000. This amount will be divided up between ten or a dozen millionaires who were interested in the deal. Mr. Gates and his friends have between 4,000,000 and 5,000,000 bushels of cash corn which they must dispose of before the corner can be called absolutely settled.

Chinese Cruiser Destroyed. VICTORIA, B. C., July 16.—News was received by the steamer Empress of India of the destruction of the Chinese cruiser Hailoo at Nanking by an explosion. The Japanese cruiser Kiogo arrived at Hsokuan on June 11, and the magazine of the Hailoo was opened to salute her. Then came an explosion, and of the crew of 200 or 250 but two escaped. The cruiser went up like a flash, the shock being heard for five miles, and showers of debris were scattered far and near. Three small boats lying alongside were destroyed with their occupants. The United States cruiser Helena, which was in the vicinity, picked up two survivors from the wreckage.

Morgan Adds to Gem Collection. NEW YORK, July 16.—J. Pierpont Morgan has sent to the American Museum of Natural History as a gift two of the most magnificent sapphires in the world. They are to be added to the collection donated by him to the institution. This collection, which is considered among the finest existing, was gathered by Tiffany & Co. to be exhibited at the Paris exposition, after which it was bought by Mr. Morgan at great cost. Professor Bumpus, director of the museum, said yesterday that the value of the collection had never been appraised exactly, so far as he knew.

Miners in Good Demand. ROANOKE, Va., July 16.—Employment agencies in this city are receiving inquiries for hands from the coal-elds, and agents from that section are couring the country getting every available man to go to work. About 1000 men have passed through Roanoke within the last few days on route to different places in the fields, where they are put to work immediately. The number of cars loaded is daily increasing, and still the demand for coal is such greater than the supply.

Earthquake in Caracas. CARACAS, July 14.—A violent shock of earthquake has been experienced in Caracas. Reports from the interior of the country say the shock was felt here also. Slight damage was done at Juarens, Guatire, Valencia and La Guayana.

ANIMALS OF THE DESERT.

The Addax Antelope and Loder's Gazelle Frequent the Lands of Thirst and Sand.

In the northern Sahara two animals are found which seem specially adapted for life in this forbidden land. They are the addax antelope and Loder's gazelle, says the London Spectator. The addax is an ugly, awkward-looking animal, with spiral horns and very widespread hoofs, which enable it to go to a great pace over the sand. It is naturally interested in it, for as South Africa was as yet unvisited, this was one of the few species of antelope known to the ancients. It was not rediscovered till Ruppell found it near Dongola. As it is rather a large antelope, it requires a considerable amount of food and the difficulty which suggested itself was to discover where it found its food. It is now nearly certain that the addax follows the rains which fall at certain seasons, and probably travels vast distances in the wake of the season's storms. The immense area of desert in northern Africa makes this possible, though without special knowledge of the meteorology of that part of the continent it would be unsafe to assert that there is always rain going on in some part of the desert fringe. How the addax supports itself in these absolutely dry intervals is not known. Gazelles are mainly desert animals, but Loder's gazelle seems to have rather more than the family leaning toward the land of thirst and sand.

HAYTIAN HONESTY.

Unaccounted Couriers Carry Loads of Wealth Over Desolate Mountain Passes in Safety.

Hayti is the only country in the world "where black rules white." Although the present republic is not successful because so large a portion of the citizens are lazy and uneducated, yet the people have many good qualities which, according to Mr. Hesketh Pritchard, show themselves in unexpected and contradictory ways.

"One of the things that strike one most is that Hayti is a country of extremes and contrasts. Legie is always at fault. A Haytian's honesty is like a Haytian's mind; it is apt to surprise you round odd corners.

"For example, hundreds of thousands of Haytian dollars pass annually along the lonely track between Jemel and Port au Prince. The men who bear them are low-class Haytians; ragged, uncouth, uneducated, wild and untutored. Yet only once have the dollars failed to arrive. I have heard it said that ten dollars might tempt the Haytian's cupidity, but \$10,000 awes him into immaculate honesty.

"During the last 30 years unaccounted couriers have made the desolate journey over the mountain passes, each with his load of wealth, and there is only this one instance known of the betrayal of trust. A fine record!"

HOW SOON BEHEADING KILLS.

A French Physician Says That Death May Not Ensnare for the Space of Three Hours.

Considerable attention has lately been given in France to the old question as to whether death follows instantaneously upon decapitation. A French physician asserts that it does not. In his opinion the blood which flows after decapitation comes from the large vessels of the neck, and there is hardly any call upon the circulation of the cranium, says the London News. The brain remains intact, nourishing itself with the blood retained by the pressure of the air. When the blood remaining in the head at the moment of separation is exhausted there commences a state, not of death, but of inertia, which lasts up to the moment when the organ, no longer fed, ceases to exist. It is estimated by the physician in question that the brain finds nourishment in the residuary blood for about an hour after decapitation. The period of inertia would last for about two hours, he thinks, and absolute death would not ensue till after the space of three hours altogether. Possibly this may be some consolation to those about to be guillotined.

Highest-Paid Mail Carrier.

The bigness of our country is emphasized every now and then by some obscure governmental routine. Away off in the Philippines we are delivering mail in canoe-like boats, and, on the other hand, says Harper's Weekly, a contract was let for carrying the mail in Alaska by dog-sheds. The successful bidder was Oscar Fish, and his route lies between Eagle and Valdez, a distance of 414 miles. He makes two trips a month, and receives nearly \$1,500 a trip, or \$35,000 a year. Only 300 pounds are carried per trip, and this is usually made up of letters, few newspapers, Postoffice department officials say that the sum paid Fish is very reasonable when it is considered that he makes the trip by dog-sled, and that he has the most dangerous route of any mail carrier in the world.

Underground Mountains.

The conductors of the Trigonometrical survey in India have made a singular discovery. They have reason to believe that there is in the middle of India an underground, or buried, mountain range, a thousand miles in length, which lies parallel with the Himalayas. The conclusion is based on the peculiarities of the local attraction of gravitation, the plumb-line being deflected southward on the north side of the supposed underground chain, and northward on the south side. The inference is that a great elongated mass of rock of excessive density underlies the two observing stations.

Makes a Difference.

Mrs. Gabb—Mr. De Vout has lost two children within a month. One of them was treated by a Christian scientist, and died.

Dr. Dosem (excitedly)—Horrible! Outrageous! The parents of the poor little victim should be arrested.

Mrs. Gabb—The other child was treated by a regular physician, but it died, too.

Dr. Dosem (solemnly)—The Lord gave, and the Lord hath taken away.—N. Y. Weekly.

Found What He Was After.

Two sons of Erin sharing the same bed, as well as the same bottle of whisky. Pat waited till he found Mike slept, when he quietly arose and emptied the bottle. Soon after Mike, waking, stole out of bed, and, groping about in the dark, was asked by his companion:

"Phwat are yez lookin' fer, Mike?" "Oh, nothin'." says Mike. "Well, Mike," says Pat, "you'll find it over there in the corner in the bottle."—Tit-Bits.

Romance in Short.

Contemplation; Adoration. (Gallant thinks her great). Preparation; Decoration. Off to learn his fate. Palspiration; Trepidation. On the lover's side. Desperation; Occupation. Now she is his bride!—Canadian.

WILLIE'S HEROISM.



Mamma—How did you get your clothes so badly torn? Willie—Tryin' t' keep a little boy from being licked. Mamma—That was a brave deed. Who was the boy? Willie—Me.—Putnam's Dyed.

A Baronial Ballad. I do not try to own the earth I shall not try to win it; It satisfies my sordid mirth To own the coat that's in it.—Washington Star.

A Question of Tactics. She—Mrs. Boretton called to-day and I thought she'd never go. He—But you are so amiable, I suppose you never gave her the slightest hint that you wanted her to go. She—Indeed, I did not. If I had, she'd be here now.—Brooklyn Life.

Another Absorption. "Miss Biddle," said the young financier, edging a little nearer, "I believe you and I would make a strong combination if we were to—merge, as it were." And they subsequently merged.—Chicago Tribune.

As to a Friend. His wife was willing to let him go out with the boys one night every week, but he wouldn't go. "He wouldn't go?" "No. He didn't want to spend one night being jollied about the other six."—Puck.

Synonym Wanted. Society Reporter—Then I'll say: "Several beautiful songs were rendered by Miss Porkley." Hostess—Well—er—don't say "rendered." You see her father made all his money in lard.—Philadelphia Press.

A Creature of Habit. "Oh, yes, he's a slave to habit," asserted the well-informed man. "Why, he's so accustomed to raising prices that he has sold out his coal business and bought a controlling interest in an ice company."—Chicago Post.

Insult to Injury. "Such an outrage!" exclaimed the anarchist, "when they took me to court I was handcuffed to a thief." "Yes," replied the warden, "and the poor thief got five years besides."—Philadelphia Press.

What They Needed. Silas—How is your son, th' builder, gittin' along? Ezra—Well, he would do fast rate ef he only had more patience. Silas—So would my son, the doctor.—Chicago American.

A Stub in Point. BR—Do you know it spoils a cigar to let it go out? JH—Well, somebody must have let that one you're smoking go out a good many times before you got it.—Yonkers Gazette.

Faint Heart Won. Dora—How many times did you refuse Jack before you accepted him? Ethel—Only once. He seemed so discouraged I was afraid to try it again.—N. Y. Weekly.

Proud of Pa. Preacher—Do you swear, little boy? Tommy (aged six)—No; but, say, you ought to hear my dad.—N. Y. Journal.

Merely a Joke. Mrs. Gabbie—Miss Olde says her family-tree is very ancient. Mrs. Spark—Yes; it's a chestnut.—Judge.



Health is a magnet which irresistibly draws the man to the woman in life's mating time. Health does more than tint the skin with beauty; it puts music into the voice and buoyancy into the step, as well as happiness into the heart. A great many women covet beauty and are constantly seeking aids to beautify them. Let a woman first seek perfect health and all other charms shall be added to her.

There can be no general health for women while there is disease of the delicate womanly organism. The first step to perfect health is to cure womanly diseases by the use of Dr. Pierce's Favorite Prescription. It establishes regularity, dries weakening drains, heals inflammation and ulceration and cures female weakness.

"I used four bottles of your Favorite Prescription and one of Golden Medical Discovery," writes Mrs. Elmer D. Shearer, of Mount Hope, Lancaster Co., Pa., "and can say that I am cured of that dreaded disease, uterine trouble. Am in better health than ever before. Every one who knows me is surprised to see me look so well. In June I was so poor in health that at times I could not walk. To-day I am cured. I tell everybody that Dr. Pierce's medicines cured me."

FREE. Dr. Pierce's Common Sense Medical-Adviser is sent free on receipt of stamps to pay expense of mailing only. Send 21 one-cent stamps for the book in paper covers, or 31 stamps for the cloth-bound volume. Address Dr. R. V. Pierce, Buffalo, N. Y.

Niagara Falls Excursion.

Low Rate Vacation Trips via Pennsylvania Railroad.

The Pennsylvania Railroad Company has selected the following dates for its popular ten-day excursions to Niagara Falls from Washington and Baltimore: July 24, August 7 and 21, September 4 and 18, and October 2 and 16. On these dates the special train will leave Washington at 8 a. m., Baltimore 9:05 a. m., York 10:45 a. m., Harrisburg 11:40 a. m., Millersburg 12:20 p. m., Sunbury 12:58 p. m., Williamsport 2:30 p. m., Lock Haven 3:08 p. m., Renova 3:55 p. m., Emporium Junction 5:05 p. m., arriving Niagara Falls at 9:35 p. m.

Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within ten days, will be sold at \$10.00 from Washington and Baltimore; \$9.35 from York; \$10.00 from Littleton; \$10.00 from Oxford, Pa.; \$9.35 from Columbia; \$8.50 from Harrisburg; \$10.00 from Winchester, Va.; \$7.50 from Altoona; \$7.40 from Tyrone; \$6.45 from Bellefonte; \$5.10 from Ridgway; \$6.90 from Sunbury and Wilkes Barre; \$5.75 from Williamsport; and at proportionate rates from principal points. A stop-over will be allowed at Buffalo within limit of ticket returning.

The special trains of Pullman parlor cars and day coaches will be run with each excursion running through to Niagara Falls. An extra charge will be made for parlor-car seats.

An experienced tourist agent and chaperon will accompany each excursion. For descriptive pamphlet, time of connecting trains, and further information apply to nearest ticket agent, or address Geo. W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

Reduced Rates to Denver, Colorado Springs and Pueblo. Via Pennsylvania Railroad, Account Biennial Meeting, A. O. H.

On account of the Biennial Meeting, A. O. H., to be held at Denver, Colo., July 15 to 22, the Pennsylvania Railroad Company will sell excursion tickets to Denver, Colorado Springs, or Pueblo, Col., from all stations on its lines, at rate of single fare for the round trip. Tickets will be sold and good going on July 10 to 12, inclusive, and will be good to return leaving Denver, Colorado Springs or Pueblo not later than August 31. Tickets must be validated for return passage by Joint Agent at any of the above mentioned points, for which service a fee of 25 cents will be charged.

For specific rates and conditions, apply to ticket agents.

Eagles Mere Excursion Thursday July 31st

To accommodate persons desiring to visit the beautiful "Lake of the Eagles" for a day at a moderate cost, the Philadelphia & Reading Railway will run special trains Thursday July 31st as follows: Leave Bloomsburg 6:30 a. m., Leave Catawissa 6:30 a. m., Leave Rupert 6:40 a. m., Leave Danville 6:57 a. m., and arrive at Eagles Mere 10:00 a. m.

Returning leave Eagles Mere 6:30 p. m. stopping at above named points. Tickets will be sold at special rates of \$1.50 for the round trip, good that day only on special train in each direction as noted above.

Sale of tickets will be limited to seven hundred, for which number ample accommodations will be provided.

ORDINANCE NO. 116.

AN ORDINANCE GRANTING THE RIGHT OF WAY THROUGH AND OVER CERTAIN STREETS IN THE TOWN OF BLOOMSBURG TO THE "BLOOMSBURG & DANVILLE ELECTRIC RAILWAY COMPANY," REGULATING THE MAINTENANCE AND OPERATION OF THE RAILWAY OF THE SAID COMPANY, AND DEFINING THE CONDITIONS UPON WHICH THE SAID RIGHT OF WAY IS GRANTED.

Be it enacted and ordained by the Town Council of the Town of Bloomsburg, and it is hereby enacted by the authority of the same:

1. Specifications of the streets over which the franchise is granted. Poles wires and additional tracks: That from and after the passage of this ordinance the Bloomsburg and Danville Electric Railway Company, its successors and assigns, is hereby granted the right, liberty and privilege to erect, construct, maintain and operate over and upon Main or Second street or road from Centre street or road to Leonard street or road, and northwardly on Leonard street from Main or Second street to the Fishing Creek, and on West street from Second street to Fifth street, and on Fifth street from the Scott township line to Montour township line, and on Market street from Fifth street to second street, a single line of railway with necessary tracks and to lay upon said streets or roads its tracks and to erect and maintain poles and string wires thereon, for the purpose of operating said railway. Said street railway shall have the further privilege of laying and maintaining such further and additional tracks and wires, under and subject to the restrictions and regulations hereafter 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, poles or wires erected, the consent of the Town Council shall be first obtained as to location of the same.

PROVISO:—And provided further that all the rights and privileges granted and conferred in this section shall be subject to the terms, conditions and regulations hereinafter contained, and subject to such other reasonable regulations as may hereafter be passed by the Town Council of the Town of Bloomsburg.

SECTION 2.—Written acceptance required to be filed to this and subsequent ordinance. Mode of signing the acceptance. Before said railway company shall have any authority or power whatever to enter upon, occupy or use the streets or roads 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 Town Council aforesaid, relating to street railways, and also an agreement on the part of said railway company to construct, operate and maintain their said railway, its tracks, poles and wires subject to the provisions of this ordinance and to all reasonable provisions of such ordinances as may be passed as aforesaid, relating to street passenger railways; which agreement and written acceptance shall be signed by the President of the 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.—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 and grades and supervision of poles, wires and overhead work: The said railway company shall conform its lines and grades with the stakes given by the Town 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 Town Council and the Town Engineer.

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, or on such part thereof, as the Town Council may direct, and in such a way and manner as to conform to the established grade of the streets occupied thereby, and such grade as may hereafter be 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 Town Council shall determine by ordinance, to pave any of the streets or parts of streets as above mentioned which said railway shall occupy, the said railway company shall likewise and at the same time pave its roadway between the rails as well as two feet on either side thereof with the same material as is used by said Council.

SECTION 6.—Requirements as to paving by company after paving by the Town. Change of Rails Change of Grade. It is further provided that should the municipal authorities of the Town, at any time hereafter, direct the streets occupied by said railway company to be paved with Belgian blocks, Vitreous brick, or any other form of permanent pavement that then and thereupon the said railway company shall at once and at their own expense, pave two feet outside of each rail thereof and the space between the rails with such pavement as shall be directed. Should such improvement require the use of a different rail from that hereafter provided for, then and in such case such change of rail shall be made under the supervision of the President of the Town Council and the Town Engineer. And in the event of the change of grade of said streets or any of them, by the said Town, the said company shall, at its own expense, take up, change, relay 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 Town shall bring said streets 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 track the same shall not be thrown in heaps along side of the tracks, but shall be carefully and evenly distributed so as not to obstruct public travel.

SECTION 8.—"T" Rails shall be used. Manner of laying. That the rails to be used by the said company shall be "T" rails of not less than 66 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 therewith, and shall be laid fifty-six and one-half inches apart.

SECTION 9.—Regulations as 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 Town Council, and the Town Engineer, said poles shall be straight and smooth and shall be painted from the top to bottom at the expense of said company. They shall be placed in such a manner as to cause the least possible obstruction or injury

to the curb and sidewalk; said poles shall be as few in number as possible and shall be subject at all times to the use of the Town 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 relay in good order and repair all flagging, bricks or other material, curbing or guttering and shall at all times keep and maintain the pavements and curbs immediately around and about their poles in good order and repair.

SECTION 10.—Regulations as to wires. That all wires suspended over the streets shall be at least eighteen 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 year. Penalty upon failure to obey ordinance. Proviso: That the said 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 Town Council shall by ordinance, extend the time; and in case said company shall fail or neglect to comply with the provision 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 cease, determine and become absolutely null and void.

Should the said 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 such case the liberties and privileges herein granted may likewise be declared null and void by the Town Council, and thereupon and immediately thereafter any and all privileges and powers of said company shall 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. Provided, however, that the time consumed by negotiation or litigation in procuring the rights of way or otherwise shall not be counted in the time limit as above set forth.

SECTION 13.—If in the opinion of the Town Council of said Town it shall be necessary for the Town authorities, their servants, workmen, agents or employees, at any time to occupy any or all of the streets or roads upon which said railway is constructed, for any purpose whatever, they shall have full and entire authority to so occupy said streets or roads, or any part thereof, without liability for damage for obstructing the operation of said railway, and without hindrance on the part of said company.

SECTION 14.—Culverts, drains and water pipes. Removing and relaying of tracks. The authorities of said Town shall at all times by themselves, workmen, agents or employees have the right to make such repairs and improvements to the culverts, drains, sewers and water pipes running under or along or near the surface of the said railway tracks, and to lay and maintain such additional culverts, drains, sewers and water pipes as they may deem proper; causing as little obstruction to the running of the 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 relaid by the said company for the proper convenience of the public shall be constructed at the expense of said railway company.

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

SECTION 16.—Company to indemnify for damages. The said railway company shall indemnify and hold harmless the said Town in all suits or actions at law which may arise in the construction, maintenance and operation of said railway, provided that the railway company be permitted to defend in the name of the Town 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 the tracks as hereinbefore required, or to do any other thing required by the previous provisions of this ordinance, or to take up and relay its tracks, as hereinbefore required, or to do any other act, matter or thing by this ordinance provided, then and in such case the said Town shall proceed to do the same, and shall collect and recover the expense and costs thereof from said railway company.

SECTION 18.—No tax on cars for ten years. That there shall be no tax placed upon any of the cars, poles or other apparatus of said company for a space of ten years from the date of this ordinance by said company.

SECTION 19.—Excavations to be covered within ten days. That in the construction of said railway no excavation on any of the streets or roads shall be allowed to remain open at any one point for a period longer than ten days, but that inside of ten days the said excavations shall be fully covered so as to allow free passage over and across the same.

SECTION 20.—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 as well as for the services of the Town Engineer rendered necessary hereby, and the sum of One Dollar and Seventy-five cents (\$1.75) per day for every day's service necessarily rendered by the Inspector who shall be appointed by the Town Council to oversee the work performed under this ordinance, and that the said ordinance shall not go into effect until the proper officers of the said company shall have certified to this council, their acceptance of the same, as provided herein.

JNO. R. TOWNSEND, President of Council. A. test: FREDERICK QUICK, Secretary, Passed June 11, 1902.

A Base Insinuation Repelled. Editor Thomas Joyce, of the Mahanoy City American, has entered the arena as a champion of the weaker sex. It has been contended that no mention of any woman entering heaven is made in the Bible. This base insinuation is combated by Mr. Joyce, who quotes the following passage from the Bible as showing only how long Heaven was without the angelic female: "And there was silence in Heaven for the space of half an hour."—Rev. 8:1.