



The New Year's Crowning.

Bring from the islands that the star
In the tropic waters clear,
Decked in their pride like a glowing star,
A crown for the old New Year.

New Year's Resolves

Better to Make and Break Them Than Not to Make Them at All

SOME facetious individual has defined New Year's day as "a time when men make good resolutions and the confidence of breaking them as soon as possible." But he has much to learn to his own profit who sneers at good resolutions because some men break them.

but to fail, and yet his very efforts to do right will be counted to him for righteousness. The objection is, if it can be called an objection, that men are too much influenced by special occasions for special efforts.

It is the self-righteous individual who is in danger. Good resolutions are born of repentance; and repentance when genuine is a cardinal virtue. The self-righteous fellow does not resolve to do better because his vanity tells him there is nothing wrong in his makeup.

Happy indeed is that New Year's for the man who, having resolved in its dawn to do right, finds at its gloaming that he has been true to his promises.



Deacon Goodie—Cheer up; my man; you'll be out on the first of the year. Jail Bird—Yes, but what can I do after being a thief and holdup man?

Deacon Goodie—Oh, you can go into the coal business, or start a plumbing shop.



"One kiss," he begged, "before I go."
"Well, take it; but you cannot have another one this year."
And then the clock struck the New Year.

ORDINANCE NO. 125.

An Ordinance granting the right of way through and over certain streets in the Town of Bloomsburg to the Danville and Bloomsburg Street 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 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 Danville and Bloomsburg Street Railway Company, its successors and assigns, is hereby granted the right, liberty and privilege, to erect, construct, maintain and operate over and upon West street from Second street to Fifth street, and on Fifth street from the Scott Township line to the Montour Township line, and on Market street from Fifth 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.

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 authority or power whatsoever 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 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 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 parts thereof, as the Town Council may direct, and in such a way and manner as to conform with the established grade of the street 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 road bed 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 paying 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 the said Railway Company to be paved with Belgian blocks, vitrified brick, or any other form of permanent pavement, that then and in such case 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 improved pavement require the use of a different rail from

that hereafter provided for, then and in such case such change of rail 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 its tracks 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 56 pounds to the yard, and they shall be securely fastened to heavy wooden ties and bound 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 the bottom at the expense of the 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 interfering with the operation of 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, cracks 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 to 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 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 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 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 holding and retaining 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 damages 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 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. All culverts which may be required to be lengthened for the proper convenience of the public shall be constructed at the expense of the 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 the said Railway.

Section 16. Company to indemnify for damages. The said Railway Company shall indemnify and save 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 Rail-



Many a child has been fooled by the story of the pot of gold which is to be found just at the foot of the rainbow, and has started out to gather riches full of happy dreams. Many a man and woman have been deceived by the tale that there was health to be found out beyond the sunset, and they have started out dreaming of a healthful future, never to be realized.

People who have tried change of climate in vain for the cure of weak lungs have been perfectly and permanently cured by the use of Dr. Pierce's Golden Medical Discovery. It cures deep-seated coughs, bronchitis, bleeding lungs, emaciation, and other conditions which, if neglected or unskillfully treated, find a fatal end in consumption.

"Last spring I had a severe attack of pneumonia which left me with a very bad cough, and also left my lungs in a very bad condition," writes John M. Russell, Esq., of Brent, Cherokee Nat. Ind. Ter. "I had no appetite and was so weak I could scarcely walk. My breast was all sore with running sores. I got two bottles of Dr. Pierce's Golden Medical Discovery, which I believe saved my life. I cannot express my gratitude to you. I am able now to do my regular work."

Any substitute offered as "just as good" as "Golden Medical Discovery" is a shadow of that medicine. There are cures behind every claim made for the "Discovery," which no "just as good" medicine can show.

The People's Common Sense Medical Adviser, a book containing 1008 pages, is given away. Send 21 one-cent stamps, for expense of mailing only, for the book in paper covers, or 31 stamps for the volume bound in cloth. Address Dr. R. V. Pierce, Buffalo, N. Y.

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 cost thereof from the said Railway Company.

Section 18. No tax on cars for ten years. That there be no tax placed upon any of the cars, or other apparatus of the said Company for the space of ten years from the acceptance 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. The said Company to be subject to all existing ordinances now in force as to fenders on cars, and rate of speed within Town limits.

Section 21. 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 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.

JOHN R. TOWNSEND, President of Council.

Attest: FREEZE QUICK, Secretary. Passed November 5th, 1903.

Did you ever notice that envy never takes a holiday?

IT IS YOUR BUSINESS to pay attention to your physical welfare. Your responsibility begins when you get up in the morning. Your body begins its day's work at breakfast. A dish of "Zt" will give you the right foundation for the day's business. "Zt" has grain nutriment to satisfy the taste and add strength to the body and the brain. One dish makes you want another. You can eat "Zt" any time. Grocers sell "Zt". 2-12 1y

FEBRUARY JURYMEN.

Men Who Will Sit on Cases at the Next Regular Court of Quarter Session.

The two jury commissioners, Shultz and Hagenbuch, assisted by Sheriff Knorr, were busy on Monday, drawing from the wheel the jurymen for the February term of court. The list in full is as follows:

- GRAND JURORS. Harry B. Correll, Bloomsburg. C. H. Diddle, Greenwood. Emanuel Gilbert, Mt. Pleasant. John Getty, Sugarloaf. Andrew M. Girton, Montour. Abijah Hess, Sugarloaf. H. C. Hoaglan, Millin. A. C. Hagenbuch, Centre. David Jones, Conyngham. John Johnston, Greenwood. Frank Jones, Bloomsburg. Francis H. Jones, Fishingcreek. John Kirkendall, Millin. B. F. Kashner, Pine. J. P. Laubach, Sugarloaf. H. G. Miller, Millin. Wilson Rhodes, Locust. John Shultz, Greenwood. William Thomas, Bloom. John M. Welsh, Orange Twp. John Whitesides, Conyngham. Benjamin E. Whitmoyer, Pine. Charles M. Wenner, Fishingcreek. D. F. Weiss, Bloomsburg.

TRAVERSE JURORS—First Week.

- C. R. Bower, Briarcreek. David Brady, Greenwood. Milton H. Bitler, Pine. A. B. Cathart, Bloom. J. S. Cole, Millville. Philip Cressly, Mt. Pleasant. O. W. Crawford, Bloom. Ira Cherington, Roaringcreek. John C. Cryder, Centre. S. Dennison Cole, Benton Twp. Amos W. Drebellis, Mt. Pleasant. Orville Eves, Mt. Pleasant. J. H. Eissenhauer, Millin. Frank Faust, Berwick. Wesley Fleming, Montour. Parvin Fritz, Fishingcreek. Samuel Giger, Bloomsburg. Abram Hartman, Madison. W. H. Henrie, Bloom. T. W. Hartman, Scott. Lloyd Henry, Scott. Harry Hartman, Franklin. William J. Haines, Centralia Boro. William Harry, Berwick. J. P. Hill, Sugarloaf. Harry Hendershott, Madison. W. E. Johnston, Montour. Bruce Johnston, Berwick. Mathias M. Kreamer, Greenwood. Russell Keller, Jackson. Charles E. Kester, Greenwood. Harry Kint, Mt. Pleasant. Oscar Lowenberg, Bloom. Harry Mellick, Mt. Pleasant. Joseph Moser, Conyngham. Miles W. Moss, Benton Twp. John Miller, Jackson. Robert Morris, Bloom. G. B. Martin, Bloom. M. W. McHenry, Stillwater. O. D. McHenry, Stillwater. James McBride, Montour. John Oliver, Locust. A. Clinton Parks, Sugarloaf. Charles M. Quick, Bloom. Virgil Robbins, Greenwood. C. W. Runyan, Bloom. William Roth, Montour. Moses Savage, Jackson. Stephen E. Steadman, Sugarloaf. W. B. Snyder, Locust. J. C. Shultz, Madison. Ambrose H. Sharpless, Catawissa. C. C. Treach, Bloomsburg. J. B. Welliver, Millville. Amos Wanick, Hemlock. Charles Wagner, Locust. Samuel Yost, Bloom. Elmer C. Yeager, Locust. R. R. Zarr, Bloom.

TRAVERSE JURORS—Second Week.

- Gaion R. Burd, Cleveland. Charles D. Bankes, Catawissa Twp. William A. Roberts, Jackson. G. M. Bower, Briarcreek. William D. Davis, Cleveland. Charles Drumheller, Catawissa Twp. Samuel Demott, Millville. Joseph B. Edwards, Bloom. Hiram G. Everitt, Mt. Pleasant. V. P. Eves, Millville. Elias Evans, Benton Twp. J. H. Eck, Briarcreek. Wilson Forbes, Sugarloaf. Albert Girton, Madison. W. Ellis Geiger, Montour. Alfred Hess, Fishingcreek. O. A. Henrie, Berwick. Edward Jasper, Conyngham. A. J. Kendig, Fishingcreek. A. L. Kline, Catawissa Boro. J. K. Krickbaum, Benton Twp. Rush Lutz, Millin. Clarence M. Laubach, Sugarloaf. W. M. Monroe, Montour. Charles Mordan, Mt. Pleasant. George W. Matus, Millville. J. D. McHenry, Fishingcreek. Harry W. Miller, Sugarloaf. John Rank, Scott. Roy Ralston, Bloom. Wm. E. Sanders, Jackson. Jacob Stein, Sugarloaf. Mathias C. Whitenight, Hemlock.

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