

The Columbian.

VOL 43.

BLOOMSBURG, PA., THURSDAY FEBRUARY 4, 1909.

NO 5.

WHEN YOU WANT TO

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3 Per Cent. Interest Paid on Time Deposits.

DIED IN NEW MEXICO.

Although it was known that he had been ill for some time, the news that Raymond Hummer had died on Friday, at Fort Bayard, New Mexico, was a shock to all his friends, for it was not thought by any one that the end was so near.

He was the second son of Mr. and Mrs. John N. Hummer of Berwick, and a brother of DeForest J. Hummer of this town. He was born in Danville on April 2, 1885, so that he would have been 24 years old in April next. His parents moved to Bloomsburg some years ago, and here he learned the machinists trade.

On January 27, 1908, he went to Pottsville and enlisted in the United States Army as a musician, and was sent to Fort Slocum for his equipment and to be sworn in. He was a good clarinet player, and had played in the Berwick Band, in the Bloomsburg Band, and in Repasz' Twelfth Regiment Band of Williamsport.

At Fort Slocum he contracted a heavy cold and last July he was sent to the Government Hospital, at Fort Bayard, New Mexico, and had been in failing health ever since.

Since his death last Friday, letters from him have been received by his father and brother, one written on the 26th, and the other on the 28th, the very day of his death. In both of them he seemed hopeful, and spoke of coming home soon, as his enlistment would soon expire and he would return to his friends here. There was not a word of complaint, nor anything to indicate that he realized the seriousness of his condition. These letters, coming as they did after his life had gone out, were like a voice from the dead.

The remains were to have been shipped on Saturday, but for some reason they were not started by express until Monday night, and will probably not reach here before Friday or Saturday. The funeral will be held from the residence of DeForest Hummer on Fifth street, but the time cannot be definitely fixed until the arrival of the body.

Raymond was a fine young man, a member of St. Paul's Episcopal Church, and of the choir, and was popular with all his acquaintances. His death is peculiarly sad, just as he was budding into manhood, and in a strange place far from home and friends. His parents and brother, and sister, Mrs. B. F. Kelly of Danville, have the heartfelt sympathy of the community in their affliction.

THE BALLOTS.

The printing of the ballots for the election on February 16th has been awarded by the commissioners to the COLUMBIAN, and the work has begun.

For fifteen years with two or three exceptions, the ballots have been printed at this office. Not once in all that time has it happened that the ballots have not been delivered on the day promised, and only once have any of them been reprinted because of the printer's error, and then only for two districts, a name being misspelled.

Did you ever notice how long it takes a man to select a seat for an entertainment, from the diagram at Bidleman's? Of course, when you are the man, it does not take very long, but when the other fellow is ahead of you, and you are waiting, it takes that other fellow as long as it does a woman to select a new spring hat.

LACKAWANNA TO EXTEND.

Harriman Road From Northumberland South to Maryland.

Reports in railroad circles during the past month indicate strongly the bettering of the Lackawanna Railroad between Scranton and Northumberland and the construction, by E. H. Harriman, of a connecting link between Northumberland and Hancock, Maryland, and thence to the Atlantic seaboard.

For some weeks officials of the Lackawanna and Delaware and Hudson Railroads have been going over the line from Scranton to Northumberland, viewing it with the contractors, with the supposed purpose of rebuilding the line.

A prominent banking house in New York city has been buying all offerings of the Western Maryland Railroad stock and has even purchased a large stock of its bonds in order to secure the stock held by the bondholders. This purchase was made abroad. This banking house is closely identified with the Lackawanna and the Harriman interests.

The conclusion drawn from these activities is that a line is about to be built from Northumberland to Hancock, Maryland, to connect the Lackawanna system with the Western Maryland line and open up a large territory of fertile lands, lumber, coal and iron.

Such a line would probably pass through Selinsgrove, Richfield, Millintown and from the Juniata river through the Broad Top region and Fulton county. Fulton county is the only county in Pennsylvania not having a railroad.

Such a line would allow Harriman to send his traffic from the southwest to the eastern points without placing it on Pennsylvania trackage. He has at no time been friendly with the Pennsylvania.

COAL FOR 85 YEARS.

According to Prof. Wm. Griffiths, mining expert and geologist of Scranton, the entire supply of anthracite coal will be exhausted in eighty-five years. His estimates on the supply are based on 1905 surveys. The production has been averaging just under 80,000,000 tons. Already much territory is entirely mined out and the empty caverns are so numerous and great now that it is possible for people to walk twenty or thirty or more miles under the surface of the earth in mine passageways. Ex.

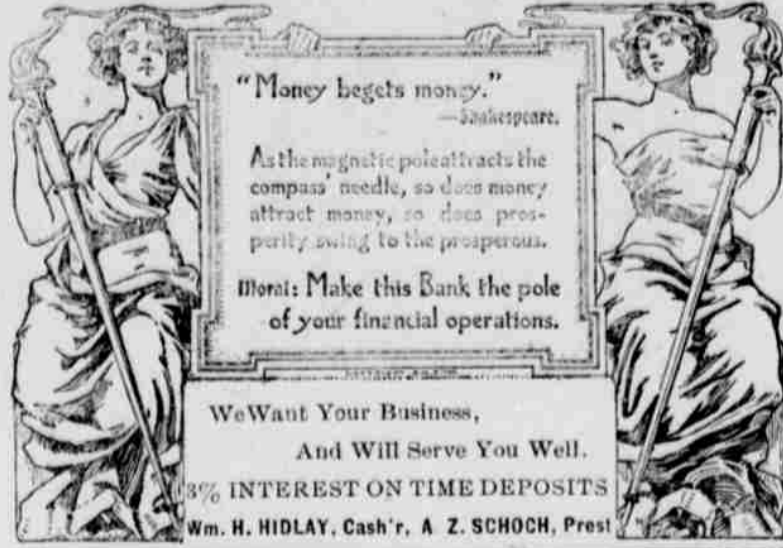
Expert testimony on the subject of the quantity of coal still in the ground, is about as reliable as expert testimony upon the subject of the coming of the millenium. They differ so much in their opinions, which are based largely on guess work, that the ordinary mind is led to the conclusion that the experts do not know very much about it.

DANIEL MILLER.

Daniel Miller died at his home on Seventh street last Saturday night, from consumption. His age was about 71 years. He was born in Madison township, and spent his life in this county. He was a painter by trade. He was a member of the United Evangelical church and a charter member of the P. O. S. A. of town.

His wife and the following children survive him: Barton, of town; J. S., of Wilkes-Barre; Mrs. C. J. Goss, of Wilkes-Barre.

The funeral took place on Monday afternoon.



THE BLOOMSBURG NATIONAL BANK
BLOOMSBURG PENNA

COURT PROCEEDINGS.

The February sessions of court began on Monday morning, with all the Judges on the Bench.

The constables made their returns. Everything according to their reports was in good shape in the county the only exceptions being that George W. Roberts, constable of Jackson township, reported that a road had been bad between E. E. Cole's and E. Fritz, but that the same had never been opened owing to the fact that it would destroy a line tree owned by Fritz and he would not allow the supervisors to open the same. The Court said that line trees must give way to the march of progress. The matter was placed in the hands of the District Attorney for investigation.

Constable P. T. Groh, of West Berwick reported that there was a hole in Clark Avenue, that Borough, which was dangerous and might result in some one being injured. Mr. Brockway, the solicitor for Borough, stated that there was a question as to whether the street had ever been accepted by the Borough. He said he would take up the matter with the Borough officials.

Constable Laville, of Centralia, returned that Patrick O'Reilly, of that Borough, was selling liquor illegally. In reply to a question from the Court he stated that it was the same case in which he is the defendant and is on the list for trial at this term and hence no action was taken. F. W. Stauder, constable of Greenwood township, reported that the index boards were not all in good condition. Referred to the District Attorney. Eli Schneidman, Constable of Scott township had attached to his return a letter he had received from Harvey Creveling in which he complained that the supervisors had not erected a bridge over the gutter along the public road so that he could drive into his barn. The Court remarked that the county was not building bridges for private persons.

GRAND JURORS CALLED.

The list of Grand Jurors being called it was found that all were present excepting Josiah Berninger, of Locust, who was reported dead. D. W. Robbins of Pine, was appointed tipstaff to wait on Grand Jury.

The Court then proceeded to charge the grand jury.

He deplored the fact that the criminal list was being flooded with trivial cases which never should have been returned and that it was within their province if they found the evidence warranted it to find some one else than the person named on the indictment as prosecutor.

For many years the Lehigh Valley railroad company has been building and keeping in repairs the roads in Conyngham township and at the same time paying the supervisors, as they have found by experience that it is cheaper than allowing the supervisors to work them and then paying the taxes they assess. At the session Monday morning Col. Freeze presented the annual contract of the Lehigh Valley Railroad for the approval of the Court.

Col. Clement, of Sunbury, presented a bond for the approval of the Court in the condemnation proceedings of the Roaring-creek Water Company vs. The Locust

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NEW ROAD LAW.

Improved Roads are Costing too Much

Says Mr. Creasy--Revision Necessary--Would Abolish Road Work Tax.

Under the caption of "Good Roads," Hon. William T. Creasy, recently elected master of the Pennsylvania State Grange, in the Grange monthly publication calls the present township and state road laws unsatisfactory, and suggests that the Legislature should revise them materially. As chairman of the legislative committee of the Patrons of Husbandry at the Altoona meeting in December, Representative Creasy contended the taxpayers were not getting "value received" from the roads that are being constructed at \$8,000 and \$10,000 per mile by the state highway department. "Costs and methods of building improved highways," he says in his communication, "are somewhat misunderstood. Farmers have to build and maintain practically all the roads, while others are interested in good highways leading from one large city to another. Should the township supervisors levy a tax to be used mostly on these intercounty, or main roads, and neglect the great bulk of the township roads, fault would be found by the greater number of the taxpayers, because more taxpayers live on the more important thoroughfares. It costs a certain amount of money each year to keep the township roads in repair so they may be even passable. The idea that the tax could all be used to improve a piece of road each year and neglect the balance of the highways is an error many good-road people have made. Every taxpayer wants better roads, and to this end the Grange asks a change in the present township road law. We favor the passage of the bill that provides for a cash tax, and that the state shall pay the township fifty per cent. of the amount of cash tax levied, limiting the amount paid to each township to \$20 for each mile of road; also the repeal of the \$1 per capita tax that has created endless trouble. This plan will help the poorer townships in the state. To build and maintain better highways in the townships will require better supervision, and that will cost more money."

CALENDAR FOR 1909.

It is always interesting to look over the calendar we receive for the coming year. For 1909 we find the movable holidays fall on the following days: New Year and Lincoln's birthday on Friday; Washington's birthday on Monday, Memorial and Independence Day on Sunday, and Christmas on Saturday. Ash Wednesday is Feb. 24, Good Friday on April 9, and Easter Sunday on April 11, Jewish New Year (5760) begins at sunset Sept. 15, Labor Day is Sept. 6, election day, spring, Feb. 16, and Fall Nov. 2, Thanksgiving Day is Nov. 25.

There will be four eclipses in 1909, two of the sun and two of the moon as follows: Total of the moon on June 3, partial of the sun on June 17, total of the moon on Nov. 26-27, partial of the sun on Dec. 12. The latter will be visible in the Antarctic regions only.

TOWNSEND

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