

BLOOMSBURG CITY- ZENS SUGGESTIONS

Columbia County contains 479 square miles and a population of 40,000. Montour County contains 140 square miles and a population of about 17,000. Northumberland County contains 482 square miles and a population of over 90,000.

The North Branch of the Susquehanna divides each one of the three counties, and makes practically an equal division of territory—North and the other South of the river—thus giving the people of the respective territory access to their county seat, Bloomsburg, for the north and Sunbury for the south, without being impeded by the river, but leaving each portion all the access to the river which it now has.

It would give to each Columbia and Northumberland 340 square miles. It is true, Montour would be restored to Columbia which she belongs; and also that a portion of Northumberland which was originally part of Columbia. A mere glance at the map shows that it is an improvement every way, over the now territorial arrangement. Bloomsburg would be near the center of the proposed new county, and accessible by rail or trolley to all its inhabitants. As for Sunbury, it always was at one side and would remain so.

It is possible there might be a little constitutional difficulty, but "what is constitution between friends?"

The proposed re-adjustment would disturb no industry, but would facilitate and increase business intercourse—would break up no political ties or arrangements, for we are now and would be then substantially at one in party alignments.—Bloomsburg Daily.

EMERSON'S DEATH STILL A MYSTERY

SEATTLE, June 22.—The facts leading up to the shooting of Col. Edward Emerson, Jr., war correspondent of the New York World, in the Far East, are related by R. L. Dunn, correspondent in Korea for an American weekly magazine, who has reached here. Mr. Dunn made this statement after being informed that Col. Emerson was dead.

"Col. Emerson was a military man, well aware of the positions occupied by Japanese soldiers. Some time ago he made the announcement that he intended to go through the Russian lines and work from that vantage point."

"When it came to the ears of the Japanese military authorities that Emerson intended to take this step an officer approached another representative of Emerson's paper and informed him that if he took such a step the government could scarcely be further responsible for his safety."

"I contemplated a move similar to that outlined by Emerson," said Mr. Dunn. "but the Japanese made it clear that it would not be wise for me to proceed. Emerson held papers which would have carried him through the Russian lines in safety. In view of these facts, I am inclined to think the real story of his death has not been learned."

HOW TO SEE FAIR AT A MINIMUM OF COST

Seeing the World's Fair can be made the least expensive of luxuries to Danville people if judgment is used in the matter of expenditures. It requires only economical care to keep a visitor's daily expenses down to the minimum cost of living in any American city, with a few cents added for admissions and the purchase of souvenirs.

As in every city and under all circumstances the scale of hotel prices in St. Louis has a wide range, but the visitor has only to determine what price he wishes to pay and reasonable accommodations are easily procured. On the European plan these rates run from 50 cents to \$5 a day, and meals can be purchased at a cost of from 15 cents up.

Boarding houses, where both room and meals can be had at from \$5 to \$10 a week, are abundant in the most desirable residence district of St. Louis. More than fifty temporary hotels have been erected.

For the convenience of visitors and to prevent impositions being practiced upon them by unscrupulous landlords, the World's Fair management has compiled and published for free distribution a complete list of reliable hotels and reputable boarding houses where accommodations may be had.

DESTRUCTIVE FREIGHT WRECK

A freight wreck unique in several respects took place on the S. H. & W. division near Blue Hill shortly after midnight Sunday morning.

Three west-bound freight trains, it appears, were passing down over the division. The first one stopped to take water at South Danville, the rear end of the train extending nearly as far as Blue Hill. The usual precautions were taken to prevent a rear end collision. The engineer gave the signal for starting and the flagman was called in.

The train, however, had no more than got started, when the second freight drawn by engine No. 1641 came rolling around the curve. The flagman had just left his post and without any warning of danger the second train kept on with undiminished speed and crashed into the rear end of the first train, which had not got under anything like full headway.

The train struck had two cabooses attached, the next car being one loaded with slate. The crash was a terrific one and so sudden as to leave the trainmen but a mere moment of time in which to save their lives. They all jumped, however, and were fortunate enough to escape the mixup, although a couple were thrown down over the river bank and got a serious tumble.

As engine No. 1641 struck the freight it ploughed in under the two cabooses and threw them up on top of the next car loaded with slate, which in turn the locomotive demolished. By this time there was a big pile of wreckage on the spot with engine No. 1641 smashed and battered, lying under the mix-up.

In a few moments time the whole mass took fire and from that hour until nearly morning the entire locality around Blue Hill including the river nearly as far as this city was illuminated by an immense bon fire. The cars belonging to the train whose engine was wrecked were pulled back to Catawissa by the engine of the third train, which was following on closely behind.

When morning dawned the wreck was nearly all eaten up by fire, about all that remained being the locomotive, which presented a dismantled appearance, its cabin and other woodwork being entirely consumed, in addition to which it had lost its pilot and smoke stack in the collision. The locomotive, however, was still on the rails and was easily moved. During the forenoon it was towed to Sunbury. The track was open for traffic by 9 a. m.

RUSSIANS LOSE THREE SHIPS

TOKIO, June 22.—The Japanese captured a junk leaving Port Arthur yesterday, June 21, and the Chinese on board say that a few days ago two Russian torpedo boat destroyers and the steamer Shintaiyung struck mines at the entrance to the harbor and sank. One hundred and forty lives were lost, according to their account.

RUSSIANS SURPRISED MADE THEIR ESCAPE

LONDON, June 22.—A despatch to the Daily Mail, under date of June 21, from New Chung, says:

While a Russian force of 8,000 under General Kondratyev was traversing Wafungko ravine, nine miles south east of Kai Chon, June 19, it was surprised by concealed Japanese artillery. The Russians lost heavily, their casualties being 1,200 in number. General Kondratyev extricated his men and led them in good order to an entrenched position.

It is said that during the celebration of Bunker Hill day in Boston last week three hundred persons were injured through the use of toy pistols, firecrackers and other explosives, and that this has revived talk about the folly of this kind of fun.

Whatever Boston may or may not do, this comes as a warning to every town as to use of toy pistols on the Fourth of July. Wherever statutes, ordinances or police regulations prevent it these engines of death should be eliminated and those who sell them should be arrested. The firecrackers that contain high explosives should be treated in the same way, together with the sellers.

Nobody should be permitted to use any kind of pistol on the Fourth or during any celebration. The man who uses any explosive carelessly—even to the smallest firecracker—should be arrested. It is not necessary to cut off the use of all makers of loud noises, but their reckless use should be prevented or stopped. The police of Harrisburg will prevent the sale or use of toy pistols on the Fourth. That should be a hint to the police of all other cities. —Harrisburg Telegraph.

THE PROPOSED RIVER BRIDGE

The plans and specifications for the new highway bridge over the Susquehanna river between Danville and South Danville have arrived at the office of the County Commissioners.

It is claimed that the proposed bridge will be the finest yet erected by the State. Whether this is exactly the case or not may be open to some question. A glance over the blue prints, however, is sufficient to show that the proposed structure takes precedence over anything that spans the river in this section.

The bids will be opened on July 5th. The instructions set forth that each bidder shall name the time in which he will complete the entire work, as time will be an essential consideration of the contract.

The general description shows the proposed bridge to consist of seven pin constructed steel truss spans, one hundred and eighty-six feet, nine inches center to center of piers, twenty-six feet center to center of trusses and forty feet center to center of railings to be carried on two abutments and six piers. The total length of the bridge is to be thirteen hundred and thirty-eight feet, nine inches face to face of back walls or abutments.

The specifications show that pier No. 2, known as the "new" pier, will be used in rebuilding the pier structure. The coping on this pier will be removed and new masonry built to a higher level. The joints in this pier are to be repointed if required by engineer.

The cut-water nose of the piers is to be protected by a steel angle eight inches by eight inches, by five-eighth inch thoroughly bolted to each course. All the coping shall be hammer dressed on top and bottom and finished with one inch draft at all corners and joints. The mortar used shall consist of Portland cement and sand in the proportion of one part cement measured in the original packages and two parts of sand by volume.

The roadway is to be paved with four inch cross-resinate wood blocks on a concrete base with three-quarter inch sand cushion. Joints to be run fall with Portland cement grout.

WANT PARTY SQUARE ON BALLOT CUT OUT

The fate of the "party square" on the official ballot of Pennsylvania depends on the ultimate decision in a case argued this week in Philadelphia.

For eleven years the voters of this state have been permitted to vote any of the regular party tickets by a single cross mark in a square or circle on the ballot, while those who desired to exercise discriminating judgment as to individual candidates of various parties have been compelled to mark separately each name on the tickets.

In the recent case pending in court it is charged that the "party square" is a violation of Section 5 of Article 1 of the state constitution which stipulates that "elections shall be free and equal."

The State Banks. Robert McAfee, commissioner of banking, has transmitted to Governor Pennypacker the annual report of the state department of banking on the condition of the building and loan association of the year 1903. The report contains the following exhibit of the assets, liabilities, receipts and disbursements, etc., of the 1,196 building associations making report to the department for 1903.

Assets and liabilities \$117,861,778.93, an increase of \$3,975,758.89 over 1902; receipts and disbursements \$64,466,311.65, an increase of \$3,975,924.17 over 1902; number of associations reporting 1,196; number of shares borrowed on, 959,384; number of shares not borrowed on, 1,628,308; total shares in force at the end of business year, 2,587,692; number of shareholders, 313,193; number of homes built or purchased 8,754. Mr. McAfee recommends that legislation be enacted to restrict the unlawful business conducted by a certain class of building and loan associations chartered by the state in order to more fully safeguard those who confide their money to the care of those associations. He says that there has, in recent years, crept into these associations practices that were more contemplated by these corporations and which are not for the best interests of their stockholders.

He also recommends legislation for those companies generally incorporated in foreign states and permitted by the laws of Pennsylvania to do business in this state home co-operative associations, home building companies, and realty and bond investment companies.

PUBLIC SALE OF VALUABLE REAL ESTATE!

In Partition in the Court of Common Pleas of Montour County, at the suit of Laura V. Kline, widow of John M. Kline deceased, plaintiff against Jonathan S. Deen and Minnie V. Deen, his wife, John Runyan and Alvarotta F. Runyan his wife, in right of said wife, James Freese and Margaret Freese his wife, in right of said wife, Willard Fetterer and Sadie Fetterer his wife, in right of said wife, Charles Orlukshank and Lillian Orlukshank his wife, in right of said wife, defendants.

NO. 1 DECEMBER TERM 1903. In pursuance of an order of the aforesaid Court the undersigned will expose to public sale, on the premises hereinafter designated as Lot No. 1, situated at the northeastern intersection of Church and Water streets in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 1.—All that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 2.—Also that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 3.—Also that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 4.—Also that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 5.—Also that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 6.—Also that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 7.—Also that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 8.—Also that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

LOT NO. 9.—Also that certain message, tenement and town lot of situate in the First Ward of the Borough of Danville, in the County of Montour and State of Pennsylvania, bounded and described as follows, to-wit: Beginning at the northeastern intersection of Church and Water streets, in the First Ward of Danville, Montour County, Penna., on Saturday, July 23rd, 1904, beginning at two o'clock in the afternoon of the said day, all of the following described real estate, to-wit:

at the southwestern corner of said last mentioned lot, thence in a westerly direction along said alley twenty-five feet to the southeastern corner of the other lot of the heirs of James F. Deen, deceased, last hereinbefore described, thence along said last mentioned lot in a northwesterly direction one hundred and eighty-eight feet to the northeastern corner of the lot of the heirs of James F. Deen, deceased, last hereinbefore described, thence along said private road and one-half degrees west forty-nine perches to a stone along another road, thence along said last mentioned road north seventy-eight degrees east one perch to a stone in the last mentioned road and in line of land of the said E. H. Appelman, bounded and described as follows, to-wit: Beginning at a stone in a private road at the corner of land of the estate of John S. Snyder, deceased, thence along said private road and land of E. H. 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