

DANVILLE INTELLIGENCER.

"PLEDGED BUT TO TRUTH, TO LIBERTY AND LAW—NO FAVOR SWAYS US AND NO FEAR SHALL AWE."

DANVILLE, MONTGOMERY COUNTY, PA., FRIDAY, SEPTEMBER 23, 1904

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DANVILLE TO PHILADELPHIA BY TROLLEY

A charter was granted at Harrisburg yesterday to the Danville and Northumberland Street Railway Company the incorporators of which are F. C. Angle, of this city, W. F. Pascoe, of Allentown, L. P. Bano of Pittsburg, C. M. Howell, of Northumberland, J. H. Danner, of Easton and M. C. Pascoe of Coopersburg.

This trolley line will in reality be an extension of the Danville & Bloomsburg street railway. It will connect with the Sunbury and Northumberland street railway at Northumberland which will mean easy access to Sunbury and doing away with the trouble of securing a right of way to get into the town.

The Danville and Northumberland company is capitalized at \$50,000 and is made up of the majority of members of the Danville and Bloomsburg company whose signal success in the building of the latter line inspires the confidence that the new line will be built without the usual delays attending the construction of trolley roads.

An encouraging feature of the proposed road is the fact that it will be one of easy construction. There will be no heavy grades between this city and Northumberland and no streams that will need bridging. It can be built rapidly and will when finished fill the long felt want of easy access to the towns of Sunbury and Northumberland.

Another encouraging point is the fact that there will be no railroads to cross either at grade or in any other way. This eliminates the possibility of any delay by the question of grade crossings.

The Sunbury and Northumberland Company is about to equip its line with handsome new cars, improve its roadbed and put the road in first class condition.

At Sunbury a connection will be made with the new road being built by Hon. M. H. Kulp from Shamokin to Sunbury. This in turn will connect with other roads leading from Shamokin to Mt. Carmel and other points in the coal region and will make it nearly possible to go from Danville to Philadelphia by trolley.

It is also about eight miles from Northumberland to Montandon where connection can be made for Williamsport. Danville will be a trolley center of no little importance. With these new connections an immense territory will be opened up which will be an accommodation and a convenience to thousands of people. Danville is admirably situated. It will be a central point between the Berwick and Sunbury terminals and will no doubt be greatly benefited. The new project is in keeping with other marked advancements made in the past year and will be an incentive and an encouragement to broaden still further the progressive spirit that has taken hold of our citizens.

A Curious Resemblance.

J. E. Reeves, a well known resident of Bloomsburg, was the recipient of nearly a hundred telegrams yesterday from newspapers all over the country, inquiring as to his identity with J. Edward Reeves, a crank who appeared at Oyster Bay on Tuesday saying he had come from heaven in an automobile with a message for the President.

The crank in his more rational moments claimed that he at one time lived in Baltimore and as the only J. E. Reeves that the Baltimore officials could find was the J. E. Reeves who had moved from that city to Bloomsburg three years ago.

This led to the many telegrams sent to Reeves yesterday. He stated that not only had he not been to Oyster Bay on Tuesday but that the only trip he had taken in two years was on the 18th of last June when he and Miss Grace Dawson journeyed to Danville where they were married.

The life of the crank as told by the Philadelphia papers bears a remarkable resemblance to the life of Mr. Reeves at Bloomsburg. He is, however, a good citizen, sane of mind and sound of body and he is much embarrassed and annoyed at the unfortunate circumstance connecting him with the sensational incident.

Electric Light at Ferry Landing.

The County Commissioners at their Saturday's meeting decided to place an electric light at the South Danville ferry landing. This is an improvement greatly needed and insures safety to those using the ferry at night. Quicker service can be maintained and danger to vehicles removed.

To place an arc light at this point will require the erection of four poles. The Standard Electric Light Company will furnish the poles free of charge and ask but a nominal fee for the work. The expense of installing and maintaining the light is to be borne jointly by the two counties.

THE SUPPLEMENT IS APPROVED

The supplement to the ordinance granted the Danville and Riverside Street Railway later merged into the Danville and Bloomsburg Street Railway was Friday night approved on its third and final reading.

The ordinance as amended grants the Danville and Bloomsburg Street Railway Company the right of way over a street beginning at its intersection with Bloom street so as to pass from said "A" street under the Philadelphia and Reading Railroad and to connect with the line of the Danville and Bloomsburg Railroad on Walnut street.

E. F. Pascoe, representing the Danville and Bloomsburg Street Railway, who was present, stated that he thought there would be an underground crossing and in reply to a question from Mr. Lloyd advised that he had no doubt that both railroad companies would be very glad to meet a committee from the Borough and talk over a thirty-foot underground crossing which would be large enough to accommodate vehicles, with a view to abolishing the grade crossing at Cross street.

Mr. Reifensnyder of the Committee on Streets and Bridges stated that he had no doubt but that Council would agree to abolish the grade crossing "on the hill above" if the P. & R. Railway Company and the Danville and Bloomsburg Street Railway Company would agree to construct a thirty foot underground crossing so as to accommodate the traffic. The Committee on Streets and Bridges will meet with representatives of the two railroad companies in the near future.

Mr. Reifensnyder presented a resolution which in effect read as follows:

"Whereas Mill street is being paved and curbed and the track of the Danville and Bloomsburg Street Railway Company is being laid as a part thereof and whereas Council is informed that the Delaware, Lackawanna and Western Railroad Company, whose railroad crosses Mill street, is opposed to and will not permit the crossing of its tracks at grade by the said electric railroad company, therefore, be it resolved by the Town Council of the Borough of Danville that such crossing at grade on Mill street cannot be reasonably avoided and is an imperative necessity; that an overhead crossing or an underground crossing cannot be constructed without being destructive of all the improvements now being made upon said street and of the rights of the public thereon."

On motion of Mr. Reifensnyder, seconded by Mr. Lloyd, the above resolution was adopted and a copy of the same ordered to be sent to the officials of the D. L. & W. Railroad Company for their consideration. The application of the Danville and Bloomsburg Street Railway Company presented at a previous meeting for a right of way over certain streets in Danville was on motion of Mr. Vastine refused.

Contractor D. J. Rogers reported that he is much interfered with during his work of paving by certain persons who persist in driving over the concrete and who even go so far as to remove his red lights at night. This was considered a serious matter and on motion of Mr. Vastine was referred to look into the matter and to break up the practice complained of even if it is necessary to make arrests.

On motion it was ordered that in preparing for paving the course of concrete placed on the culvert be increased to one foot.

On motion of Mr. Vastine it was ordered that as soon as the paving on Mill street is completed at the Mahoning street crossing the curb stone marking on Lower Mahoning street be removed to the north side of Mahoning street.

Mr. Fenstermacher reported that the canal bridge on Beaver street, previously reported unsafe is still being used by the public. On motion it was ordered that notices be posted apprising the public that "Beaver street" is not a thoroughfare, but private property and that persons who drive over it do so at their own risk.

On motion it was ordered that \$2300 due D. J. Rogers on his contract be paid.

On motion it was ordered that the Treasurer advertise for a loan of \$10,000 at 3 1/2 per cent.

On motion of Mr. Boyer it was ordered that the matter of a retaining wall at the Water Works be referred to the Water Commissioners, they to devise plans and to submit them to Council at its next meeting.

The following members were in their places: Davis, Dietrich, Goesser, Boyer, Reifensnyder, Vastine, Joseph Gibson, David Gibson, Lloyd, Fenstermacher and Swank.

The following bills were approved for payment:

WATER DEPARTMENT.	
Regular Employees.....	\$137.00
Labor on Streets.....	17.40
F. Q. Hartman.....	40.84
Washington Hose Co.....	10.20
D. L. & W. R. Co.....	3.50
Penna. R. R. Co.....	5.50
J. P. Patton.....	1.00
O. B. Switzer.....	8.80
A. M. Peters.....	4.70
P. & R. B. R. Co.....	26.05
Franklin Boyer.....	6.50
H. E. Patton.....	20.00
BOROUGH DEPARTMENT.	
Regular Employees.....	\$ 82.50
Harry B. Patton.....	5.00
Labor at Light Plant.....	30.48

PREPARING FOR THE CAMPAIGN

County Chairman Horace Bloe will next week open Democratic headquarters in the large room formerly occupied by Dr. T. B. Winterstein over the Western Union Telegraph office.

Chairman Bloe yesterday stated that an active campaign will be waged. Prominent speakers among the National and State Democratic politicians have been asked to assist and with a number of local orators will help to keep things moving. On election day telegraph instruments will be installed and returns posted as fast as received. Parades and various other demonstrations will also be arranged.

Hon. William T. Cresay of Catawissa, is now in Harrisburg where he has been called by the Democratic State organization to take charge of the campaign. From now until after the election Mr. Cresay will be held at the home of his parents, Mr. and Mrs. H. A. Argrave, Lower Mulberry street.

Some Advice From Sunbury.

For so long a period that the memory of the oldest inhabitant "remneth not to the contrary," the principal thoroughfare in Danville has been known as Mill street; but since it is being paved with brick the delighted burghers are getting so stuck up about it that they have become dissatisfied with the old name of the street and are talking about rechristening it. Just hear how rhapsodically one of the local papers speaks of the old street with its new brick habitation: "When paving is completed and the eye runs down over the cleanest surface between the lines of trim curbing the effect will be exceptionally fine and Mill street will be a thoroughfare which in point of beauty will have few parallels in any of the towns the size of Danville."

With such a view of it, it may be a pardonable weakness on the part of the citizens to want to drop the old plebeian name and substitute something more fanciful and sonorous. But if it is not an intrusion, our advice would be to go slow in this matter. There is a good deal in a name, Shakespeare to the contrary notwithstanding, and the associations of street nomenclature should not be too readily discarded. Something would be wrong in Danville if the old historic and familiar name of Mill street were missing. Follow the example of Boston, where the homely name of Milk street is retained and cherished as one of its most prominent thoroughfares. So apparently insignificant a name as Threadneedle street is the centre of the financial business of London and the locality of the Bank of England. The Londoners would not do so profane a thing as to change the name of that street, nor would they give any other appellation to Rotten Row, a name that is applied to their most fashionable thoroughfare.

At all events, if the Danvillians should change the name of Mill street we hope they won't fall into the vulgarism of calling it a Boulevard. This dissertation may look like sticking our nose into other people's business, but we have a feeling for Danville.—Sunbury Item.

The Danville Y. M. C. A.

Inasmuch as the Y. M. C. A. building is here to stay, and the Association commends itself to all persons who are interested in the welfare of young men, it is our desire that you become personally interested in this work in your own town, so that you may be in touch with the great world wide movement.

Come in and let us talk the matter over. We will tell you how easy it is to join, and explain the privileges and also give you information regarding the gymnasium and time of classes, show you our bath rooms, and tell you about the men's meetings, the Bible classes, the reading room, the game room, and show you through the building, and give you some points about the value of a membership ticket in other Associations throughout the United States.

There are a good many more things to tell about the Y. M. C. A. than we can put in print, but this item is printed to let you know that we would count it a pleasure to see you and give you further information.

With a competent instructor in charge of the gymnasium, who gives personal attention to measurements and prescribes proper exercise, and who conducts the classes, a membership ticket in the Danville Association this winter will be of special value to every young man in the community.

Farewell Party.

Last evening a farewell party was tendered Mr. and Mrs. P. Harris and daughter, Miss Mary, who have been spending several weeks at the home of Mr. and Mrs. James Taylor on Third street. Refreshments were served. The guests were Misses Nellie Keister, Gertrude and Annie Eichling, Mr. Mary Malone, Jennie and Jessie Taylor, Mrs. Logan Reiff, Mr. and Mrs. Will Drayer, Messrs. Charles Sterline, Thomas Gray, Clyde Kaufman, Ira Buttrif, Maurice Gray, Mr. Harris left today for New Freedom.

Mrs. Harris to their home in Danville, and their daughter, Miss Mary, to Irving College, where she will take a course of study.—Harrisburg Patriot.

PERSONAL PARAGRAPHS

Miss Mary Brown of Philadelphia, is visiting at the home of D. C. Hunt, West Mahoning street.

Mr. and Mrs. William Hauck spent Sunday in Catawissa.

Mrs. Harman Rapp spent Sunday with relatives at Catawissa.

Mr. and Mrs. Henry Prentiss of Sunbury, spent Sunday with relatives in this city.

Frank Seidel of Baltimore, Md., spent Sunday with relatives in this city.

Mrs. B. F. Kelly and daughter spent Sunday with relatives at Bloomsburg.

Paul Argrave of Philadelphia, is visiting at the home of his parents, Mr. and Mrs. H. A. Argrave, Lower Mulberry street.

Harley Roberts, employed in the Fourth Assistant Postmaster General's Department at Washington, D. C., is visiting his parents, Mr. and Mrs. John E. Roberts, East Danville.

Edward Waite and family of Milton spent Sunday at the home of John G. Waite, Ferry street.

Philip Murphy of Sunbury, spent Sunday with friends in this city.

Prof. Lewis Ammerman of Wilkesbarre, spent Sunday in Danville.

Mrs. Sabina Brobst of Catawissa and Mrs. Woodin Peolar of White Haven are visiting relatives in South Danville.

Mrs. Claude Paden returned to Berwick yesterday after a visit at the home of Miss Mary Pitzer, Riverside.

Mrs. Anglo Miller and daughter Freda of Wilkesbarre are visiting her mother, Mrs. R. Logan, Lower Mulberry street.

Mrs. S. A. Yorks and daughter Miss Mary, will leave today for Philadelphia, where they will spend the winter.

Charles Walleze of Williamsport, who was called to Danville on account of the death of Mrs. Rosa A. Kessler returned home last evening.

W. L. Gosh transacted business in Sunbury yesterday.

Rev. R. S. Radcliffe of Selingsgrove, arrived in this city yesterday for a short visit with Rev. Edward Haughton. Rev. Mr. Radcliffe officiated at the service at Christ Episcopal church last evening.

B. F. Brennen and wife, Frank Ellis and wife, Bryan C. Dennen and John S. Dennen of Exchange left yesterday via the Lackawanna railroad for St. Louis, Mo.

Miss Clara Jacobs spent yesterday with friends in Williamsport.

William Mairs of this city made a business trip to Williamsport yesterday.

Curtis Yeom of South Danville, spent yesterday with Bloomsburg friends.

Miss Emily Voris of Pottsgrove, is spending a few days at the home of W. Fred Jacobs, Mill street.

Mrs. Ziba Bird and Miss Marcella Tremmer of Shamokin are visiting friends in Danville.

Mr. and Mrs. F. B. Andrews of Sayre, Pa., are visiting at the home of Charles Lotier, East Market street.

Miss Ruth Morgan of Kingston is visiting relatives in this city.

Mrs. Henry Arnold of Espy is visiting friends in this city.

Mr. and Mrs. D. A. Montgomery returned yesterday from a pleasant trip to Eaglesmead and Williamsport.

Joseph Lowenstein transacted business in Sunbury yesterday.

C. V. Ammerman, Esq., was a Catawissa visitor yesterday.

Miss Ella Riffel left yesterday for Philadelphia, after a visit at the home of her father, Frank Riffel, Riverside.

W. T. Shepperson was in Bloomsburg yesterday.

Mrs. Frank Wilson of Riverside, spent yesterday in Sunbury.

Michael Yost of Centralia, was in Danville yesterday.

Mr. and Mrs. Fred Yetter of Berwick, visited friends in this city yesterday.

Miss Helen Jameson of Berwick, arrived in this city yesterday for a visit at the home of her mother on West Mahoning street.

Edward Garinger of Sunbury spent yesterday with friends in this city.

R. W. Ammerman of South Danville returned last evening from Altoona.

A Fall of Sixteen Feet.

John Arwine, son of Mr. and Mrs. Charles Arwine, West Hemlock township, sustained a bad fall while working about the roof of the L. J. Davis dwelling, Lower Mulberry street, yesterday morning.

Mr. Arwine was standing on a scaffold sixteen feet above the ground when the structure collapsed throwing him on a pile of stones underneath, the heavy timber falling on top of him.

He was taken to the home of John Henning and Dr. C. G. Shultz summoned. A badly sprained ankle and wrist and several bruises about the body and face were the results of the accident. Mr. Arwine was driven to his home last evening.

Unique Combinations.

The cold wave of yesterday was responsible for several unique combinations of straw hats and overcoats.

BIG FIRE AT MAUSDALE

A large barn belonging to William S. Lawrence was totally destroyed by fire early yesterday morning. A valuable horse was burned to death and but little of the contents of the building were saved. Mr. Lawrence in endeavoring to secure the horse was overcome by the heat and smoke and but for the assistance of William Reeser, a neighbor, would have lost his life.

The fire was discovered at 3 o'clock by the crew of a Philadelphia & Reading engine, who immediately sounded an alarm. William Reeser, a pumpman at the railroad tank at Mausdale responded at once and quickly aroused Mr. Lawrence who was sleeping soundly.

By the time Mr. Lawrence reached the barn the fire had made such rapid headway that nothing could be done to save the building.

Four horses were quartered in the barn. Mr. Lawrence at once set about the work of rescuing them. He made three successful trips into the building, each time leading out a frantic animal. Though the lower part of the barn was on fire by this time and the interior filled with smoke Mr. Lawrence attempted to rescue the fourth horse. Before it was possible to loosen the halter the animal succumbed to the intense heat and fell to the ground carrying Mr. Lawrence with it.

The man was in such an exhausted condition by this time that he was unable to regain his feet. In a second, however, Mr. Reeser rushed into the burning building and carried him to a place of safety.

Mr. Lawrence was painfully burned about the face, his arms and hands being also badly scorched. He was confined to his home yesterday and was suffering very much.

The barn was well stocked with hay and grain all of which fell a prey to the flames. Two sleighs, ten sets of harness and many other articles were burned and the loss will be over a thousand dollars. There is but a small insurance.

Mr. Lawrence is of the opinion that the fire was of incendiary origin, though he can ascribe no reason for so execrable an act. His son Arthur had closed the barn at six o'clock Tuesday evening and at that time everything seemed to be all right. When the fire was discovered the barn door was found to be wide open indicating that some one had been in the building and applied the match.

Mr. Lawrence will rebuild as soon as possible.

Thrown From a Buggy.

Mrs. George Edmondson of this city, while driving to the Edmondson farm, Cooper township, Monday morning, was thrown from her buggy sustaining three fractured ribs on the right side and severe bruises about the body.

Mrs. Edmondson, in company with George Litterer, an employe at the farm, left Danville about 6:30 a. m. When but a short distance from the farm house, her buggy collided with a heavy road wagon and both occupants of the carriage were thrown out.

Litterer was thrown onto the wagon and occupied by Mrs. Edmondson pitched forward and fell heavily under the horse which fortunately stopped immediately.

Mrs. Edmondson, though suffering intense pain, got into the buggy again and unaccompanied drove rapidly homeward. Upon her arrival here Dr. Curry was summoned, who found that three ribs had been fractured.

The doctor was unable to determine just evening whether Mrs. Edmondson had sustained internal injuries or not. She was suffering much pain and was quite ill from the effects of the shock.

Puddle Mill Will Resume.

Despite the persistent rumors that Messrs. Howe and Samuels had given up their lease on the puddle mill at the Structural Tubing Works and would discontinue its operation, it was authoritatively learned yesterday that such was not the case and that the plant would again be operated early in October.

This puddle mill when working full gives employment to about 50 men and until recently has been operated steadily. Like many other plants during the past summer it has felt the depression in the iron market and the plant was shut down until business conditions warranted operation.

The former employes will be given the preference when the mill resumes and it is not unlikely that one or more additional furnaces will be built.

Discontinue Publication.

Owing to factional disturbances in the Senior class the High School publication, "Orange and Purple," has been discontinued.

The "Orange and Purple" during its brief life of two years was singularly successful not only in a financial way, but also as an agency for developing a taste for composition and bringing out the latent talents of the pupils. It was with a great deal of regret, therefore, that Principal J. C. Carey was obliged to discontinue its publication.

That it may be revived in the future is not beyond the range of probability and it is a consummation much to be wished now that the value of such a publication in the High School has been demonstrated in such a signal way.

AN UNLUCKY BRIDGE EMPLOYE

Frank Wilson of Riverside, who has been employed in the dismantling of the remaining spans of the river bridge met with an accident on Saturday that nearly cost him his life. As it is he lies in a serious condition at the Mary Packer Hospital at Sunbury, having lost his right arm and suffering from bad cuts and contusions all over his body.

On Saturday afternoon Mr. Wilson was assisting in the removal of the false work that had been used under the second span of the bridge during its removal. Three "bents" or supports were still standing and Wilson clambered out on the second one in order to knock the timbers loose joining the first and second "bents" together. As he accomplished this, the false work collapsed, throwing him with crushing force on the large stones surrounding the pier. The fall was about twenty feet and he struck the stones on his right side.

Wilson was picked up in a semi-conscious condition and carried to the Gillespie House and Dr. Newbaker and Stock were called. Upon examination the physicians found the man badly hurt and decided at once to remove him to the hospital. The injuries consisted of a compound fracture of the right arm at the elbow joint, an extensive lacerated right forearm, a contusion of the tissues in the right arm and a deep cut three inches in length on the back of the head.

Everything possible was done to relieve the sufferer and hasty preparations were made for the journey to Sunbury. He was placed on a cot and carried to the river. The cot was placed in Daniel Ross' boat and towed across the stream by one of the naphtha launches. Dr. Newbaker accompanied him to Sunbury on the 4:30 Pennsylvania train and immediately upon arrival at the hospital it was decided to amputate the arm above the elbow, the operation taking place at eight o'clock Saturday night.

Despite the terrible injuries it is thought that Mr. Wilson will recover, the last reports from the hospital being to the effect that he was resting quite easily under the circumstances. Mr. Wilson with his wife resides in Riverside.

Retaining Wall May Be Built.

At a special meeting of Council held last evening the Water Commissioners were empowered to have plans and specifications drawn up for the proposed retaining wall at the Water Works so that the cost of its erection can be ascertained. The plans are to be made by the Borough Engineer and they will be submitted to Council at its next regular meeting.

The retaining wall is considered a necessity by the Water Commissioners as the bank east of the Water Works is being washed out more and more each year and it is claimed that it would not be a great while before its erection would be imperative.

To build it now is considered unnecessary as it can be done in conjunction with the wing wall of the abutment of the new river bridge. It would in reality be a continuation of this wing wall and could be made neat and trim in appearance.

Several members of Council along with the Water Commissioners visited the site early last evening and went over the situation thoroughly. The subject was exhaustively discussed at the special meeting of Council and the foregoing plan decided upon.

Councilmen Davis, Boyer, Reifensnyder, Vastine, Gossler, Fenstermacher and Dietrich and Water Commissioners Gross, Cornum and Rogers were in attendance at the meeting.

High Class Dramas.

The continued success of the Murray & Mackey company at the Grand Opera House is the best evidence of the merit of the productions which are being given by that excellent organization at popular prices. Standing room only was available last night, and there has been a large demand for seat reservations for all the remaining performances of the week. The company is strong numerically and in acting ability, and the leading members of the company, J. M. Donovan and Miss Florence Murray, are exceptionally capable and versatile. The specialties are the best ever seen here at popular prices. The feats in magic and hand shadowgraphing by Frevoli are particularly clever. The company has presented only high class dramas, and all have been superbly mounted. This afternoon "Turned Up," the comedy in which Nat Godwin made one of his early hits, will be on the boards, and tonight a scenic production of "A Southern Romance," will be given.—Wholesing, W. Va., Register.

The old favorites, Murray & Mackey, will open a three nights engagement in Danville on Thursday evening, September 29th.

Irwin Ashton Injured.

Irwin Ashton, employed in the old puddle mill at the Reading Iron Works, was struck on the head Tuesday morning by a loose trolley roller falling from a "hook" with which he was working. Ashton was stunned by the blow. He was driven to his home on Cooper street and Dr. Curry summoned. The physician found a gash in the scalp that required two stitches to close the wound.

Dwelling houses are in demand in Danville.

D. L. & W. OFFICIALS VISIT DANVILLE

The appearance of a number of D. L. & W. officials in this city yesterday coupled with a corps of D. L. & W. civil engineers operating on Mill street made excitement run high and the subject of "grade crossing" was heard everywhere.

The party arrived in a special car about 11:30 a. m. and took dinner at the Montour House. They left at 1:30 p. m. for Northumberland and returning passed through Danville at 3:45 en route for Scranton. As far as could be learned the visit of the party which included E. M. Rine, superintendent of the Bloomsburg division, and Chief Dispatcher J. H. Smith, was merely one of inspection and had no bearing on the grade crossing situation.

The engineering corps, under the direction of M. H. Dowdy began operations on Mill street shortly after dinner. The survey was made for the purpose of obtaining a map showing grades and locations between the culvert and the railroad crossing. One of the engineers stated "that owing to the company being averse to grade crossings it wished to secure a map for reference."

Nothing definite could be learned yesterday in regard to the attitude of the company but it is hoped that the prevailing sentiment would have some bearing in favor of the crossing.

A rumor circulated about town that the trolley company would lay no more rails on Mill street until the grade crossing question was settled proved to be without foundation. Contractor D. J. Rogers stated that the rails would be put down from the south side of the culvert to the railroad crossing as soon as the street was in readiness.

It was rumored yesterday that one of the railroad officials had said that the courts would hardly decide in favor of a grade crossing as thousands of dollars were being spent each year to abolish those that did exist and that a grade crossing at Mill street could be avoided by going overhead.

The idea of a trestling running along Mill street from the culvert to Bloom street is absurd and not to be thought of and it is safe to say that there is not a resident to be found in Danville who would favor it. Not only would it depreciate the value of property but it would be unsightly no matter how well it was built.

Death of John Horton.

John Horton, an old and well known resident of this city was found dead at his home on Cherry street between four and five o'clock Monday morning. Death came as a shock to his family and friends. Though he was ill for several days his condition was not serious.

Mr. Horton, who since last Wednesday had been suffering from an attack of malaria, occupied a room on the first floor of the house and up until three o'clock in the morning was heard moving about. His daughter, Mrs. Alice Ege, upon coming down stairs about six o'clock found him lying cold in death. It is thought that he was affected by a congestive chill which affected the heart.

Mr. Horton was an Englishman by birth and was 58 years of age. When twenty years of age he emigrated to America, locating in Danville and was for many years employed at the Reading Iron Works. For the past three years he has held the position of night watchman at the Knitting Mills, working until Wednesday morning of last week. He is survived by one son Charles, of Philadelphia, and four daughters, Mrs. Alice Ege, Mrs. Frank Yeager and the Misses Lizzie and Dorothy Horton, all of this city.

The funeral of the late John Horton took place from Trinity M. E. church yesterday afternoon at 3 o'clock and was largely attended. The services were conducted by the Rev. N. E. Cleaver, assisted by the Rev. Dr. Shindel.

The deceased was a member of Myrtle Lodge, No. 858, I. O. O. F. and that organization attended the funeral in a body. Several selections were rendered during the service by a quartette of ladies. The following members of Myrtle Lodge, acted as pall bearers: Miles W. Smith, J. H. Montague, Otis Knapp, Jr., and Jeremiah Fisher. Interment was made in Odd Fellows' cemetery.

Are Awnings Necessary?