

DANVILLE INTELLIGENCER.

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

VOL LXXV.

DANVILLE, MONTOUR COUNTY, PA., FRIDAY, OCTOBER 7, 1904

NO.

PRELIMINARY HEARING

The preliminary hearing in the matter of the grade crossing at Mill street began Friday morning at 10 o'clock and continued throughout the day, an interested crowd filling the Court room. Numerous witnesses and experts gave testimony and exciting events in the work of Thursday evening, September 22, when the frog was placed by trolley workmen and Danville citizens eager for the trolley road's opening, were exploited. Among other sensational incidents was the flourishing of a revolver by a D. L. & W. official. Close cross examination brought out the many objections to the overhead crossing proposed by the railroad people.

A large number of D. L. & W. officials arrived on the 9:15 train. In the party were E. M. Rine, Superintendent of the Bloomsburg division, Chief Engineer Lincoln Brush, Division Engineer G. J. Ray, Division Roadmaster Scofield, General Roadmaster F. Dowling, Chief Special Agent J. E. Atkinson, Surveyor M. H. Dowdy and a large number of trainmen, engineers, surveyors, etc.

The plaintiffs were represented by Ex-Judge E. N. Willard of the Lackawanna county court, A. D. McClintock, of Wilkesbarre, and Hon. H. M. Hinckley of this city.

Mr. Hinckley asked permission of the Court that the sixth clause of the bill in equity offered by the D. L. & W. company be changed to read as follows:

"That W. F. Pascoe, C. E. Lippe, W. O. Billman and R. H. Koch, partners doing business under the firm name of the Standard Construction Company and are engaged under contract with the Danville and Bloomsburg Street Railway Company to construct for said company its line of railway and are now engaged in the said construction, and have so located its line of railway as to cross the railroad of the plaintiff at grade on Mill street in the borough of Danville and have declared their intention to cross the tracks of the said plaintiffs on Mill street at grade and in said construction, with that intention in view, have almost reached the track of the plaintiff at that point and have unlawfully and by force torn up the rails of plaintiff's railroad at said Mill street crossing and endeavored to place in position a grade crossing over the right of way of plaintiff, greatly to the injury of the plaintiff's tracks."

Counsel for both sides agreed that the testimony taken in both cases should be applicable to either: after which Mr. McClintock read the different acts relating to the crossing of the Lackawanna and Bloomsburg railroad into the D. L. & W. railroad.

E. M. Rine, superintendent and A. E. Diehl, an engineer, testified that the D. L. & W. railroad crossed Mill street, after which Station Agent G. W. Eggert was called.

Mr. Eggert's testimony was to the effect that the crossing was used a great deal and that much traffic passed over it. He stated that eight passenger and six freight trains passed over the crossing every week day, besides a number of extras.

Division Roadmaster Richard Scofield of Kingston, was next sworn. He testified that it was necessary to be on the track before a train could be sent coming. And that at this point the track was in sight for a distance of 750 feet in either direction.

Mr. Rine on being recalled stated that though business was rather dull at present, it had a great possibility of increase. He stated that 38 trains a week were now being run.

M. H. Dowdy, Engineer and W. O. Moser, draughtsman were sworn to identify a number of blue prints made for the company by them. The maps were offered as exhibits and showed the location of various streets, buildings, etc., relative to the case, as well as dimensions of Mill street in length and width from the culvert to Bloom street.

A number of photographs were also offered as exhibits. There were in all nine views.

Division Engineer G. J. Ray testified that a view could be had of 588 feet east of the D. L. & W. tracks when on Mill street crossing and 680 feet west and that it was impossible to see a train until within five feet of the crossing.

At this point Court adjourned until 1:30 p. m.

John Dinson, the D. L. & W. crossing official, was called and gave testimony similar to that of Dinson, but added that W. F. Pascoe directed the work for the trolley company. He told of the arrival of the D. L. & W. train from Scranton at 3:35 a. m. and the running of the engine on the crossing while they were being thrown in front of it. Attorney Scarlett's questioning brought out the acknowledgment that the witness had drawn a revolver, but he denied pointing it at Mr. Pascoe or any particular person, and said he drew it while on the com-

\$1000 FOR WATER WORKS

The Council met in special session Friday to receive plans and specifications for the undergrade roadway at A street, which the Philadelphia & Reading Railway Company was expected to present but the railroad officials were not present. President Davis was in the chair and all members of Council responded to roll call: Messrs. Vastine, Reifensnyder, Swank, Boyer, Fenstermacher, Goesser, Montgomery, Dietrich, David Gibson, Lloyd and Joseph Gibson.

Mr. Goesser, when the consideration of the undergrade crossing matter was under way offered a resolution to notify the Philadelphia & Reading Railway Company to put in writing their proposition, and Burgess Parsel suggested having a meeting of the Council, railroad officials and trolley people next Wednesday night, prior to the regular meeting, so that intelligent and definite action can be taken at the regular meeting. The clerk was instructed to communicate with the railroad people to try to have them get their representatives here next Wednesday.

A communication of Borough Engineer George F. Keefe to the Board of Water Commissioners was read advocating the building of a slope or retaining wall from the north abutment of State highway bridge to the Water Works. For a 300 foot wall with 3 foot bottom and 1 1/2 foot top and an elevation corresponding with the base course of the Water Works building, footing of concrete 4 feet by 18 inches to be 4 feet below the natural surface, the estimated cost is \$2,200. This includes the county's share, or the cost would be \$1,600 without the county's share. The estimated cost of a retaining wall of the same length with 8 foot bottom and 3 foot top is \$3000.

Superintendent Keefe of the Water Works, urged the need of protection and asked for an allowance of at least \$1,000 to start the work. A motion of Mr. Fenstermacher to allow the Water Commissioners to spend \$1000 on a wall to protect the bank that is likely to be carried away by the water was carried after considerable debate, all voting for it except Mr. Lloyd. The plan is to protect the Danville part of the bank and let the county side go for the present.

Laid to Rest
The funeral of the late Mrs. Levi B. Seichter took place in the family residence, Grand street, yesterday afternoon at two o'clock. The obsequies were attended by a large number of friends, many being present from a distance.

The Rev. S. B. Evans of Saint Paul's M. E. church officiated. The following nephews of the deceased acted as pall bearers: Charles Hunter, Charles Kramer, Frank Borgner, Walter Swank, John Kashner and Claud Edmondson. Interment was made in the Episcopal cemetery.

Those present from a distance were: David Everson and wife, Mrs. Elizabeth Blockshire and Mrs. Charles Everson of Kingston; Mrs. Fiem Houghton, Mrs. Bert Gemberling, Mrs. David English and Mrs. Emma Miller of Sunbury; Mrs. Adelia Willet, Mrs. Davis and Mrs. M. K. Appleman of Bloomsburg; Clarence Swank and wife, and George Kashner and wife of Elysburg; Charles Kahler, wife and daughter of Jameson City, Wilson Deshay and wife of Shamokin, Mrs. William Kiffel of Harrisburg and Norris J. Seichter son of the deceased, from Detroit, Michigan.

Autumn Arbor Day
October 29th is the date of the second annual reunion of the Twelfth Regiment Association of Spanish-American War Veterans. The meeting, which is to be held at Milton, will doubtless be well attended by Danville veterans, since this city had an especially strong company when the men started out to down the Spaniards. The Danville company numbered 106 men.

The first reunion of the Association was held at Williamsport. It was an interesting and altogether enjoyable gathering, about 400 veterans attending and among them a Danville delegation of creditable size. Notice will be given soon of a meeting to perfect plans for the local men to go to the Milton reunion.

The arrangements for this year's reunion should secure a signally successful one. The effort will be made to get a large turnout from Danville, and if fifty or more men decide to go a special Philadelphia & Reading train will be chartered to take them to Milton and back.

Cars on Schedule
Cars on the Danville and Bloomsburg trolley line will run on schedule time this morning, the first car leaving the Philadelphia and Reading crossing, Bloom street at 6:30. Cars will leave for Bloomsburg every 40 minutes.

Yesterday brace blocks were put on the curve at the Fishing Creek bridge, and the guard rail was re-set. Also one half mile of the overhead work between the Fishing Creek bridge and Bloomsburg was completed.

Love-Lesuer.
On Tuesday evening at the Reformed church parsonage Mr. Frank Love and Miss Etta L. Mauer, both of Danville, were united in the holy bonds of matrimony, Rev. George E. Lambert officiating. Mr. and Mrs. Love will begin housekeeping on Bloom street.

MR. BARRETT'S TRAGIC DEATH

Cornelius Barrett, son of Mrs. Mary Barrett, of Railroad street, near the East end, was found dead on the Philadelphia & Reading railroad between Spruce and Hemlock streets early Sunday morning. His body was cruelly mangled and mystery shrouds his tragic end.

James Mallen, of First street, Welsh Hill, claims to have stumbled upon the body about 1:30 o'clock Sunday morning, finding it lying between the rails. He came to the central part of the city and notified Officer J. G. Veris and night watchman Lewis Byerly, telling them he had found Barrett's dead body on the track and taking them to the spot. Dr. S. Y. Thompson was called about 2 a. m. He found the young man's body lying on the grass on the north side of the track, which it had been removed, and pronounced life extinct, attributing death to hemorrhage. A thick line of blood was clotted upon the cinders and the dead man was so pale that it seemed nearly all of the blood must have drained out of his body.

Dr. Thompson examined Barrett's body, finding his left leg cut off a short distance below the hip joint. His left arm was severely crushed about four inches below the shoulder and his face was lacerated as if his head had been shoved into the cinder. His skull was compressed above the right eye, fractured above the left ear and there also was a fracture at the base of the skull. Either of the head wounds would have caused death, Dr. Thompson states.

The young man's right arm and right leg were not hurt. His right hand was in his hip pocket, which only adds to the mystery surrounding his death, showing that it came with such extreme suddenness as to keep him from even throwing out his hand and from this it might appear that he fell upon the track in the path of a train.

Squire James Dalton, acting as coroner, also went to the place where the remains over to undertaker John Torres Sons to prepare for burial.

The deceased was aged 29 years. He is survived by his widowed mother and three brothers, two of Danville and one of Shamokin.

Squire James Dalton, Monday morning investigated the death of Cornelius Barrett, whose lifeless body was found on the Philadelphia & Reading railroad track early Sunday morning. He took the testimony of James Mallen, who stumbled upon the corpse when walking on the railroad, and of persons who had seen Barrett a few hours before he was killed. His verdict was that death was accidental, and he thought an inquest was not necessary.

Very Useful Tool
A very useful tool, and one that is destined to become an important factor in the mechanical world is now being manufactured at the Hooley & Torney foundry.

The device consists of a drill, anvil, block and holder combined and is intended for the use of blacksmiths, tin-smiths and small shops where the purchase of separate tools can be eliminated.

It will be found particularly useful to farmers in making repairs on farm machinery and its value is much increased inasmuch as it is portable and can be carried about with ease. It takes the place of four separate tools and the retail price, \$20.00, brings it within the reach of everybody.

The machines are being built for W. L. Gonger, who in turn is selling county rights. Three of them were finished at the foundry yesterday and are very neat in appearance.

QUO WARRANTO PROCEEDINGS

Argument was heard before Deputy Attorney General Fleitz yesterday on the petition of the Danville and Sunbury Street Railway Co. for a writ of quo warranto directed against the Danville and Riverside Street Railway Company and the Danville and Bloomsburg Street Railway Company, requiring the latter to show cause why their charter should not be disposed of to their charter rights. A decision is not expected for some days.

Both the petitioning and respondent companies were chartered under the Focht street railway act of 1901. The Danville and Sunbury Company allege that the Danville and Riverside company never attempted to exercise any of their charter rights, nor to make use of the provisions of the franchise granted them by the borough of Bloomsburg.

They also claim that the original charter was defective in that it contained a clause permitting the Danville and Sunbury Company to use 2,500 feet of the route of the Berwick and Bloomsburg Street Railway Company, which clause the Supreme Court has declared to be unconstitutional.

The Danville and Bloomsburg Company sets up the defence that because of the unconstitutionality of this clause they were justified in getting out a charter for the same route before the required two year limit had expired. The Danville and Sunbury Company secured their charter after the expiration of the two year limit.

The suit means much to street railway interests in general, and involves about \$300,000 already expended by the Danville and Bloomsburg Company whose line between Danville and Bloomsburg was only opened for travel this week.—Harrisburg Patriot.

The Danville and Bloomsburg Company were represented by Hon. Grant Herring of Bloomsburg, Ex-Judge Koch of Reading and James Scarlett, Esq. of this city. The interests of the Danville and Sunbury Company were looked after by Hon. Lyman D. Gilbert of Harrisburg, Hon. C. B. Whitmer of Sunbury, C. C. Yetter of Bloomsburg and W. Kase West of this city.

Seven Men Injured.
At Ringtown at 5 o'clock Sunday evening two cars on the Philadelphia & Reading railroad were derailed by a broken flange and the Catawissa and Mahanoy Plains wreck trains were called out, the former arriving first and at once beginning work. One car was loaded with iron two inches square and 30 feet long, each bar weighing 500 pounds. The car tilted over when derailed. Before it could be placed in position again some of the iron had to be removed, and when engaged in unloading the iron seven men, all of Catawissa, were injured.

The removal of part of the iron lightened the weight of the partly overturned car to such an extent that the car tilted back in place and the men working with the iron bars were caught by them as they rolled in the car.

Solomon Fenstermacher sustained a compound fracture of one of his legs, the bones being crushed. He was taken to the Miners' Hospital, Ashland, where his leg may have to be amputated. John Bogert had an ankle bruised and a hole cut in his leg and George Kramm also bruised an ankle and lacerated a leg. Mudgett Fenstermacher's right arm and shoulder were bruised. Harry Campbell bruised and cut an ankle and leg and Superintendent John McHardy sprained both ankles in jumping from the car. Cashier William Vastine, of the First National Bank of Catawissa, mashed a finger. A. R. Anthony, train dispatcher, had a narrow escape. The uninjured members of the unfortunate crew assisted the others, all of whom are bedfast, except Solomon Fenstermacher.

The gridiron gladiators will now glory to themselves with mud, gore and glory to their fullest desire.

Two Piers Soon Finished
The bridge work yesterday developed several new features and progressed well. The construction company expects by next Wednesday or Thursday to have the abutment, first and second piers on the South Danville side completed, provided that the stone arrives when it should.

Yesterday an engine was moved from the third to the fourth pier, where excavation for a foundation will be made as soon as possible. On the third pier the big stones were put in place up to the water line. The coffee dam at the first pier on the Danville side is now being constructed and will be finished in a day or so. On the Danville side the abutment is being rapidly raised.

Broken Plain Closes Factory
Bloch & Benzach's pants factory was closed for a while yesterday afternoon and the employees had a holiday. The broken gas main near the Mill street crossing was the cause of the trouble, making it impossible to run the gas engine of the plant.

This industry now employs about a hundred hands. It is having a busy season and has a good outlook for future work.

Basket Ball Team
The junior class of the Danville High School has organized a basket ball team and elected Robert Arms as captain and Morris Dreifuss, manager. The first practice game was played yesterday afternoon, the teams being chosen from the following boys: Jacobs, Morris, McCoy, Kostenbauder, Welliver, Engle, Spade, Dreifuss and Arms.



CAN IT LAST FOUR YEARS MORE?

TO IMPROVE THE TROLLEY

The Columbia and Montour trolley road is to be extensively improved and a new power plant that will occupy a 20x50 foot building will be erected at Berwick. It will be installed a 200 kilowatt generator and a 500 horse power engine. It will be just an auxiliary plant. A 150 kilowatt rotary converter will be stationed at Willow Grove, where now there is a 100 kilowatt converter, and the new one will make it possible to continue operation even if accident should befall one machine. This work will be done within six months.

A charter has been granted for the Berwick belt line, an extension of the Columbia and Montour, which will reach Nesopeck as soon as the bridge is up. It will run up Market street, Berwick, to the steel plant and will connect at West Berwick with the present system.

R F D Routes are Increasing
A second successful year for the rural free delivery system in Montour county closed last week, on September 30. The R. F. D. routes are especially serviceable for the people living far from post offices and all of the farmers are warm in their praise of it. That the rural delivery system has given satisfaction and proven a great convenience is evidenced by an increase in the mail handled in this section, which has been followed by alike growth of the number of routes. In fact there are now just about twice as many of them as there were a year ago.

There is no gainsaying that it is a very fine thing for the men on the farm to be able to take an hour after breakfast for looking over his city newspaper, fresh from the press and received the same morning it is published. When it is recalled that the news even of his own section hitherto did not reach the farmer until it was a couple days old it can readily be understood that the rural free delivery means something to the country folks, giving them equal advantages with their city friends so far as mail facilities go.

Y. M. C. A. Notes.
The mining town of Douglas, Arizona, on the southwestern frontier, which doubled its population last year and now has 6,000 people, mostly men, is to have a Y. M. C. A. club house costing \$20,000. It will help to relieve the hard conditions of life in this raw town, where the saloon is the popular meeting place. The El Paso and Southwestern Company has recently offered an equal sum, and it is expected that at least \$10,000 will be secured from business men and miners in the camp. Great interest has been manifested in the project by the men, who demand a popular headquarters and a chance to spend their spare time in decent surroundings. C. G. Titus, a Topeka, Kan., man who has been secretary there for six years is to shape the new organization. Mr. Titus is the kind of man who ought to make the Association a popular place in such a town. Before becoming an Association secretary he had a general experience as messenger boy, boot-black, farm hand, student, newspaper reporter, and policeman and deputy-sheriff. He thoroughly understands the conditions of life in a Western mining camp, which that Association will be expected to meet.

A Busy Scene.
Mill street was a busy looking thoroughfare on Saturday night despite the torn up condition of the sidewalk. The people were out in full force. The theatre drew many people out and the advent of fall shopping gave the stores all they could handle. As has recently been the rule there was little disorder and the police had a quiet time of it.

Here's a Good Record
The one solitary prisoner in the Montour county jail must be having a lonely time of it indeed. Sheriff Maier yesterday stated that he has in custody now just one man out of all Montour county and unless the tendency to law-breaking becomes stronger very suddenly this year will be a record one for the small number of prisoners.

The fact that only one prisoner is in the jail is especially significant at this time. With the improvements now making being carried on by numerous foreigners it would be but natural if there were an unusual lot of disorder. Danville citizens and the residents generally of Montour county can be gratified over this demonstration of the peaceful, law-abiding nature of the community.

"A Break for Liberty."
One of the best attractions coming to Danville will be presented to the theatre going public of this city next Saturday evening. It is the great scenic melodrama in five acts, "A Break for Liberty," written on the daring escape, pursuit and subsequent death of the late Biddle brothers. Special scenery is carried for every act and is complete with all electrical effects.

The company is well chosen and numbers some of the best known people in the profession. The production comes to this city highly recommended.

MONTOUR'S VOTING MEN

Just at this time when the politicians and candidates are making calculations as to the result of the coming election, which will be held on Tuesday, November 8th, the following statement of registered voters in Montour county is of interest. The total number registered is 3618 voters.

The appended table shows the number of voters of each ward, borough and township:

Danville, First Ward.....	569
Danville, Second Ward.....	402
Danville, Third Ward.....	580
Danville, Fourth Ward.....	580
Mahanoy Township.....	314
Liberty Township.....	260
Anthony Township.....	232
Derry Township.....	188
Valley Township.....	181
Limestone Township.....	157
West Hemlock Township.....	90
Cooper Township.....	84
Washingtonville Borough.....	64
Mayberry Township.....	51

Total..... 3618
The First and Third Wards of the Borough have respectively 569 and 580 voters registered and it has been the judgment of the election officers of these wards that each should be divided into two voting precincts, as the labor imposed on the voters as things exist at present, is entirely too much when it is considered that the pay of election officers in a precinct polling only 100 votes is the same as for those where 500 votes are polled. This matter should receive the attention of the proper authorities for the good of all concerned and if deemed advisable a division of the First and Third wards into two precincts should be made.

Touring with Sousa's Band
S. Ross Millhouse, cornetist with Sousa's concert band, sends the following newspaper clipping from Mitchell, South Dakota.

"Messrs. J. W. Richardson, R. Millhouse and Henry Heidelberg, members of Mr. Sousa's band have had their first experience in shooting prairie chickens and jack rabbits. They were taken out Thursday by L. C. Thomas, with whom they are stopping, and given a touch of western hunting on the prairie. They were successful in bagging four prairie chickens and three jack rabbits, and they declared it was the greatest sport they ever enjoyed. Down in New York they said they usually got prairie chickens after they had been killed a week and that they were hardly worth eating. The party had great sport with Mr. Heidelberg. The first jack rabbit that popped caused much excitement and they all shouted "see the wolf," for the jack rabbits in this country are mammoth in size. Mr. Heidelberg was so afraid that it would not be shot that he attempted to run it down, despite the effort of Mr. Thomas to call him back. He tore along at an exciting pace while the jack would run a short distance and then stop and look deviously back at his panting pursuer. Mr. Heidelberg finally gave up the chase, and when the next two jacks put in appearance he took off his hat to the fleetness of the South Dakota jack rabbit, and went after him with his gun."

Mr. Millhouse was engaged by Prof. Sousa early in September. The band is making a tour of the west, giving concerts in all the large cities. From Oct. 16 to 23 the band will play in San Francisco and will then work east to New York city where a concert will be given Christmas night. On Wednesday, December 28th, the band will sail for England and will make a tour of the British provinces and Ireland. The European tour will close with a two weeks engagement in the city of London.

Mr. Millhouse was born in Danville and resided here until he was twenty years of age. He was at one time a member of Stoes' Band and Strickland's orchestra.

Be Careful of Your Vote.
Voters who desire to cast a ballot at the election in November must see to it that their poll tax is paid. If the voter has not paid such a tax within the last two years, he cannot vote this fall. This is an important matter and should be attended to at once. Friday, October 7th, is the last day on which the poll tax can be paid. Voters should immediately hunt up their tax receipts and learn whether or not they are eligible to vote at the coming election.

Work at St. Hubert Church
The addition to St. Hubert's Catholic church, Bloom street, is beginning to show up as a solid and pretty structure. The work on the new building is not very far from completion and the annex already greatly improves the appearance of the church.

The slaters now are ready to start on the roof, all of the brick work being done. The lathers will also be in operation at once, so that it will not be long before the inside of the building will be finished.

Improving the Crossing.
The Philadelphia & Reading crossing at Bloom street yesterday was being improved by the laying of new timbers and the sidewalk also was being repaired.

THE Y. M. C. A. IS IMPROVED

A visit to the Young Men's Christian Association of Danville these days is a source of pleasure and profit. The handsome Association quarters, as fine as any in the state, now appear to better advantage than ever, having been refitted and improved in a substantial manner.

The early history of the Y. M. C. A., erected in 1888 by the late Thomas Beaver, is well known to people of this city, who are proud to point out the fine structure to strangers. But many of them go no farther than this, not knowing what an excellent work for boys and young men is being done by the Association and not taking the interest they should feel in the welfare of the Y. M. C. A.

The Danville Y. M. C. A. has steadily progressed ever since its institution and with the completion of the interior changes that have recently been underway it is second to none in the state. When the size of the town is considered and the cost of carrying on work as well as familiar with the designs of the Associations of other cities admit that the results obtained in Danville equal the work accomplished in any place in the country. The equipment of the entire building is neat and attractive. To keep it modern, and of course being up-to-date is an essential in successful work, entails considerable expense.

It is understood that even now the Danville Association is a little behind with current expenses as a result of making improvements. Were the merchants of Danville and others who are able to do so to help even to a small extent the Association could very readily be placed on a sound financial footing. Of course the institution is a part of a world wide organization and is here to stay, but it is up to the people of Danville to say how it shall be conducted, whether in a way to do the best work possible or just to drag slowly along.

Popular institutions of this kind play a prominent part in stamping a city as a desirable place. Merchants who help support a Y. M. C. A. need not look solely to religious ends but doubtless can find commercial advantages accruing from whatever help they may give. Their clerks unquestionably are improved through the Y. M. C. A., which benefits the city generally.

The Danville Y. M. C. A. is run by efficient men. Secretary William D. Laumaster has given nine years of good service here and Physical Director C. C. Carpenter for three years has helped the boys and men to acquire strong, healthy bodies. The cleanliness and order of the local quarters are noteworthy and the care of Janitor Frank Berger is largely responsible for this desirable condition.

What the Danville Y. M. C. A. has may be briefly summed up as follows: A new hall that will seat 300 persons, equipped with organ and piano; numerous cosy rooms for small gatherings; a beautiful parlor with music box and phonograph for entertainment and comfortable chairs for rest; a well stocked reading room of periodicals and newspapers; a gymnasium containing the best of modern apparatus.

The gymnasium is worthy of special notice. The shower baths have been installed. A boiler heats the water for the others and a larger one keeps the whole Y. M. C. A. building comfortable in the coldest weather. Bright and cheerful, the rooms are very attractive to the young fellows on a sharp frosty night and that they appreciate it is shown by the large attendance. The gymnasium classes now are at work and the men are more enthusiastic than possibly ever before.

With this noble physical work, a good spiritual atmosphere attending the men's meetings and Bible classes and the Boys' Bible class of 200 members, and the social features of the right kind, the Y. M. C. A. is a safe place for any boy. It is a help to any young man. It deserves the support of every citizen.

Launch Tampered With?
George Hüllien's launch which his son, Charles, has been operating, is out of service, the air mixer being broken. Mr. Hüllien believes some one tampered with the boat and damaged the machinery. He will try to have it running by the end of the week.

Preparatory Services.
The Lord's Supper will be celebrated in Shiloh Reformed church next Sunday. Preparatory services will be held on Friday evening at 7:30 o'clock, at which time the Rev. J. E. Hutchison, pastor of the Mahoning Presbyterian church, will preach the sermon. All the members of the church are urged to be present.

WILL CONSTRUCT UNDERGRADE

The initiatory step to secure an undergrade crossing at A street was taken by Council last evening at a special session attended by Philadelphia & Reading railroad and Danville and Bloomsburg trolley company officials.

Division Superintendent Turk and Station Agent P. H. Foust, of the Reading, and W. F. Pascoe and Attorney Scarlett, looking after the trolley interests, met with the Councilmen.

In the absence of President Davis, Clerk Patton called the meeting to order. Mr. Vastine was chosen President pro tem. The members answering roll call were Messrs. Vastine, Reifensnyder, Boyer, Goesser, Montgomery, Dietrich, D. Gibson, J. Gibson and Lloyd.

After the object of the meeting was stated Mr. Pascoe was given the floor. He stated that the trolley people and railroad people had conferred with the Borough Solicitor and decided to ask for the passage of a resolution authorizing the ordinance committee and Borough Solicitor to prepare an ordinance before the regular meeting of Council Friday evening, giving permission for the building of the A street undergrade crossing, which will be 30 feet wide, and the abolition of the Cross street crossing after the new one is completed and accepted.

Mr. Reifensnyder desired to learn what expense the proposed changes would make for the Borough. Mr. Pascoe showed plans and profile for the undergrade roadway and explained that the ordinance would be so framed as to relieve the Borough of any expense whatsoever. He stated that the railroad and trolley companies would stand all of the cost of constructing the crossing and afterward the trolley company will do just what the ordinance recently passed requires—keep and maintain the road between the rails and two feet on either side of the track. He further stated that the vacation of the Cross street crossing would not have to occur until the undergrade shall be completed and accepted.

At this point the resolution offered by Mr. Pascoe was passed on motion of Mr. Goesser, seconded by Mr. Reifensnyder. Attorney Scarlett then spoke of the need of giving the borough, the railroad and the trolley company all the proper protection which can be secured by embodying in the ordinance all of the requirements.

Superintendent Turk stated that the Reading people feel justified in asking for the vacation of Cross street crossing in consideration of the large sum the railroad company will have to spend for the improvement. (As previously published, the crossing will cost about \$8000.) Mr. Turk believes the crossing will really benefit Danville more than either the railroad or the trolley. Of course, in this connection it may be explained that the doing away with the Cross street crossing will enable the Reading to handle the many trains passing over this division with greater dispatch.

Mr. Goesser moved that the ordinance committee draw up a resolution covering the matter by Friday. The motion prevailed and Messrs. Swank, Reifensnyder and Montgomery will at once start on the task imposed upon them.

Local Foot Ball Team Organized
A number of Danville boys have organized a foot-ball team, and expect to play a series of games this fall. Names prominent in the town's football history are included in the list, so that a strong aggregation will be developed from the material on hand.

At a meeting held Tuesday evening Herk Slatery was elected captain and Ben Johnson, assistant captain. Walter Raver was chosen to manage the team for the coming season.

Challenges have been received from Sunbury, Catawissa and Berwick.

Diehl-Brandon Wedding
Ralph B. Diehl, clerk at the post office and Miss Nan Brandon, daughter of Mrs. Clara Brandon, East Market street, were married yesterday morning at 9:30 o'clock.

The ceremony was performed at the bride's home by the Rev. Edward Haughton, rector of Christ Episcopal church. Only the immediate relatives of the young couple were present.

Mr. and Mrs. Diehl left on the 10:19 D. L. & W. train for a trip to New York city.