PORK POISONED FIVE PERSONS

From eating pork on Sunday the family of Michael Driscoll, of 256 West Mahoning street, became desperately ill. Five children were affected especially severely and one of them nearly died as a result of the poisoning.

The pork was served at Sunday dinner. Mr. Driscoll said at the time it did not seem right but the other members of the family ate heartily of it. It was not long before the children became very sick—Michael, Jr., Emanuel, William, Julia and a baby. Julia and William suffered the most, the former being in a critical condition until Dr. Curry, who attended the afflicted family, succeeded in gaining her relief. A hypodermic injection was necessary to secure rest for the child. William was able to be out yesterday, as was Michael, Jr., who on Monday was not able to work.

The poison that had developed in the pork made the pain experienced by members of the unfortunate family intense. Now, however, all of them are recovering.

Postmaster General Vanquished by Death

WASHINGTON, D. C., Oct. 5.—Henry C. Payne, Postmaster General, a member of the National Republican Committee and identified with the history of that party for many years, died at 6:10 o'clock last night in his apartments in the Arlington Hotel. He was 60 years old.

The members of the family and Drs. Magruder and Grayson and Surgeon General Rixey were at the bedside when the end came.

Mr. Payne had been in poor health for at least two years, but his last illness covered only seven days, an attack of heart trouble last week precipitating the end at a time when, after a rest, he seemed to have recovered a small measure of his vitality impaired by years of arduous labor. Death, came after nearly six hours of unconsciousness and was most peaceful.

TO PREVENT DAMAGE BY ICE TO BRIDGES

Experiments are to be made this year to prevent damage to bridges by ice gorges in the Susquehanna river. Last spring the bridges at many points were greatly damaged by the gorges.

It is planned to place heavy steel bars along the vulnerable points of the stone piers. They will be firmly fastened in such a manner as to keep the piers from being injured by the great blocks of ice that are loosened with the breaking of the gorges and the flooding of the river.

The bridges along the lower section of the river are to receive attention first.

The work of putting on the steel bars will require several months.

The Old Grave Yard Growe Worse

With improvement the rule of the hour in Danville the time is surely ripe for action in the matter of removing the old graveyard at the Bloom street crossing which in its wild, unkempt appearance now looms up as an especially undesirable place since it stands just at the point where the new rolley will let off passengers from Bloomsburg.

No one being kept to take care of the cemetery, there is no denying the fact that its condition actually is disgraceful. Possibly the operation of the trolley line will draw to this point people who seldom go there and will cause them to learn what a bad thing for the city this unkept burying ground is.

The effort to raise a fund for a soldiers' monument already has been noted and it has been recorded that the movement so far as it went was fairly successful. The public park project found favor, notwithstanding no definite action has been taken. A combination of the two movements and a little energy thrown in would work wonders. The old graveyard would make an admirable park, likewise a desirable site for the proposed monument. If those having in charge the matter were to work more zealously this fall and winter preparatory to establishing a park and completing the monument fund, a place of beauty and a stately mark of respect for fallen heroes might next spring supplant the cemetery of which all persons thoroughly interested in Danville's welfare are ashamed.

Surprise Party.

Mr. and Mrs. Hilkert were tendered a surprise party at their home near Mooresburg on Saturday last. An excellent dinner was served. Those present were: Mr. and Mrs. Henry Moser of Washingtonville, Mr. and Mrs. Charles Martz and daughter Helen of Jerseytown, Mr. and Mrs. Joseph Robinson, Mr. and Mrs. Joseph Hilkert, Mr. and Mrs. James Hilkert, Mr. and Mrs. Willard Pannebaker, Mrs. Jesse Conway and son, Mrs. William Diehl and son, Mrs. Frank Diehl, Mrs. Eliza Gresh, Misses Annie Roberts, Rachel, Alice and Emma Fenstermacher, Anna and Mary Hilkert, Wilda Pannebaker, Edna Crossley, Mary Miller, Anna Kapp, Iva Dyer, Messrs. Calvin, Edward and Willie Hilkert, Leslie Stahl, John Miller, Charles Lowrie, Ambrose Kapp, James Wagner of Montandon, Ralph Wertz of Milton and Mrs. Dallas Heller of Danville.

Hoover's Cider Press

Hoover's cider press, South Danville, will be making the juice fly from the apples at a lively rate this week and next, the two busiest weeks of the season for this mill. The mill now is making as much as 1500 gallons of cider a day.

While 1500 gallons is no mean record this is not the mill's record, for the business at one time was considerably better than now. Several years ago as high as 4,000 gallons of cider a day was not an unusual day's work for this well-known concern.

EXPERTS MAKE MANY ADMISSIONS

The continuation of the hearing in the grade crossing matter again drew an interested crowd to the Court House on Saturday when the railroad side of the case was nearly completed. Expert testimony was again adduced, but the admissions gained from the experts by the counsel for the trolley company were of a nature to help the trolley people, the sharp cross examination establishing that in Scranton, a city where the D. L. & W. traffic is extremely heavy, there are many grade crossings necessarily more dangerous than the Mill street one could ever be.

After disposing of several minor affairs Judge Little called the crossing case at 9:45 o'clock Saturday morning and Ex-Senator Herring opened it by calling the Court's attention to the fact that Expert Wright was under cross examination on Friday when the afternoon session was adjourned. It was agreed that the railroad counsel will recall him later if the trolley people desire to continue his examination.

The first witness called by Attorney McClintock was E. B. Reed, of Scranton, a street railway engineer, who said an overhead crossing at Mill street is possible. He advocates one of single post construction. The maps and plans again were produced to try to establish that the grade of the proposed over head crossing would not be excessive. The witness gave $10,000 as an estimate of the cost of a Mill street overhead crossing and $12,000 for either the Ferry street or alley route. Attorney Scarlet's questioning revealed the fact that an overhead crossing in Mill street would mean the construction of a block of concrete about 400 feet long, all told, right in the main business thoroughfare. The cross examination further established that water mains, poles, wires and cables all would have to be dealt with.

"Have you any grade crossings in Scranton?" queried Mr. Scarlet. The answer was: "At twenty different points; and over four tracks cars pass each way every 7½ minutes from 5 a. m. to 1 a. m." The next question of the trolley counsel was objected to and the Court sustained the objection, so the witness did not have to tell how many trolley accidents have occurred in ten years on the grade crossings at Scranton. The next admission secured from the witness was that on the Scranton trolley line there are only five or six overhead crossings and these are not in the built-up part of the town. Engineer Reed was on the stand nearly an hour.

Lincoln Bush, of East Orange, N. J., chief engineer of the D. L. & W., gave a lengthy recital of his engineering experiences and tried to show that an overhead crossing would be a good thing for Danville. Engineers Begg, Moser and Dowdy were called next to prove maps and plans from their notes. Then Chief Engineer Bush again took the stand to state his opinion that derailing devices are not efficient. His estimate of the cost of a Mill street overhead crossing is $9,000; $12,000 for Ferry street and more than $12,000 for the alley route. The cross examination clearly demonstrated that the overhead trolley crossings are not without elements of danger and Mr. Bush was obliged to state that in Scranton four of the D. L. & W. tracks are crossed at grade.

Engineer A. H. Diehl, the next witness, admitted that without the consent of the Borough Council the overhead crossing could not be made and that the presence of water mains, poles, wires and cables are all obstructions in the way of the construction of such a crossing. Then it developed that not knowing the soil, whether full of quicksand and the like, the costs of the construction of the crossing can not be estimated and the estimates given are in consequence not to be depended upon.

Attorney Hinckley called the next railroad witness, Patrick Dowling, the D. L. & W.'s general road master, of Scranton, who rehearsed the doings of Thursday night, September 22 and who made the charge that Pascoe's men worked after the injunction was served. On cross examination he said the only work the trolley men did was to lower a joint to make the crossing safe and they did it with his consent and Superintendent Rine's. The question arose as to the trolley men working on the D. L. & W. right of way and the witness could not exactly tell what is the right of way there.

Jerry Dineen, the next witness, who tended the Mill street gates, told nothing of interest, but Daniel Marsden, who told of the ride from Northumberland made a number of admissions, one that the train was running without red light, only a white lantern being on a box car. The box cars were pushed in front of the engine. He also admitted that the train was stopped by a red danger signal but proceeded even after the piled up ties were seen in the hope of knocking them from the track. The agent at Northumberland, he testified, gave the order to run the cars ahead of the engine.

W. A. Clark, assistant special agent, threw no more light on the case and shortly after 12 o'clock the court adjourned to 1:30 p. m., just after J. M. Casey had been called to the stand.

At the afternoon session Casey related the incidents of the frog-laying work. Then adjournment was taken to next Friday at 9:30 a. m., when the trolley people, who have called all of their witnesses, will be allowed to produce letters written by the railroad to the trolley company. The hearing of the trolley side will then be taken up. It is probable the number of witnesses will not be large but the testimony will be exhaustive.

To Build Bridge Over Creek

Two new bridges nearby will be erected over Chillisquaque creek. The County Commissioners now are awaiting the arrival of iron, which has been ordered, and as soon as it comes the construction work will be started.

One bridge will be at Billmeyer's and the other at Exchange, the latter being called the Brenuen bridge. The material for the two structures may come any day now.

STORES OPEN AT NIGHT

Many of the leading stores of Danville that were closed evenings during the summer months Monday eve again began doing business after the supper hour and the patronage in all of them was good, augguring well for fall trade. The merchants are very hopeful for a successful season, provided the weather is favorable. The resumption of night work in the stores presages the advent of King Winter, brisk times and the holiday season. The stores will be open evenings until the first of the year.

Beverly Musselman, of the Globe store, who is a leading spirit in getting favorable conditions for the clerks through the Morning News, expresses to the merchants and public the appreciation of the clerks for the summer relief from night work. He informed a Morning News representative last night that an effort will likely be made in December to again secure relief from night work in January, February and March, which are dull months and during which the business at nights is not sufficient to compensate for the confinement of the clerks during the evenings.

Grand Army Veterans Will Have Reunion

LANCASTER, Pa., Oct. 5.—For the accommodation of the visitors the committee having charge of the reunion of the Central Pennsylvania Grand Army Association on October 13, the principal event of the day has been changed from evening to afternoon when addresses will be delivered by Colonel Thomas Sample, General Gobin, Major G. Hearst, department commander McNevin, Adjutant General Stewart, General Wagner and Past department commander Walton.

The committee has arranged with the railroads for a two cent per mile rate on card orders from all parts of Pennsylvania, with a limit and so far a large number of posts from different parts of the state have announced their purpose of attending the reunion.

CUT AND CARED FOR SICK MAN'S CORN

Dr. Paules, who is attending Elmer Sidler, of Valley township, who became very ill of blood poisoning from pricking a finger on wire screening, yesterday reported Mr. Sidler slightly improved and getting along as well as can be expected.

The farmers of the neighborhood on Tuesday did all they could to help the sick man on to recovery by gathering at his home and cutting and harvesting all of his corn. This act of kindness of course cheered and relieved Mr. Sidler. The corn-cutters had a fine harvest dinner after completing their work.

Foot Ball Days.

Rah! Rah! Rah!

The old goufalon is abroad in the land. The rallying cry of the foot ball fellows haunts the air.

It is the cry of the strenuous life. It is the spirit of the conquering Anglo-Saxon that vents itself—the spirit that has won victories from Naseby and Marston Moor to San Juan Hill.

That spirit of the young American cannot be downed save by emasculating his life. It has in it the swing and go of superabundant vitality. It must voice itelf. Your college boy is no anchorite.

Rough?

Yes, rough to the verge of brutality. The sport is played by fellows with red blood in their veins. Nerves court the shock of battle. There's joy in it. The anaemic and shrinking can have no fellowship in the fierceness of that joy. It's in the blood.

Normal youth must go up against something. There's a fight in every young, robust man. And the average instinct is for a free fight and no odds. Foot ball affords an open field and a fair chance.

If it is not to be foot ball it will be something else and maybe something worse. The forces of life gather and there must be vent.

Moreover—

The qualities required in football are the manly qualities—fairness, quick obedience, patience, alertness, forceful energy. These qualities will enable the young man who tackles his adversary to tackle the more serious rush line of life's great foot ball game.

Rah! Rah! Rah!

It is the cry of the coming generation—the sharp challenge to the future. You may deprecate the game. You may disprove the play. But—You cannot stop it.

Fire at Watsontown.

The large planing mill of J. H. Wagner & Co., at Watsontown, was destroyed by fire Saturday afternoon, a small roof blaze being discovered at 12:40 o'clock and within twenty minutes being fanned into a fury by the high wind. The Milton and Watsontown fire department both combatted the flames, but all of the mill buildings were destroyed, also the lumber piles near the Philadelphia and Erie track and a large brick house belonging to the planing mill company.

Three families occupied the house and lost practically all of their belongings, the family of Bruce Ulrich, that of Wilson Straub and of a man named Young. Several other houses got afire but the small blazes were quickly extinguished. The total fire loss is about $75,000, on which there is $33,000 insurance. The Wagner mill was one of Watsontown's leading industries and was rushed with orders, so the loss to the town will be great.

Foot Ball Scores.

The Bloomsburg Normal School foot ball eleven defeated the Wilkesbarre High School team at Bloomsburg on Saturday by a score of 15 to 0.

The Berwick foot ball team was defeated at Kingston on Saturday by the Wyoming Seminary by a score of 12 to 0.

FIRST TROLLEY CAR IN DANVILLE

That nearly every one in Danville desired to greet the appearance of the first trolley car over the new road was attested by the fact that shortly after noon Monday crowds of citizens began to gather in the vicinity of Bloom street, above the Philadelphia & Reading railroad crossing, and remained there eagerly looking toward Bloomsburg. At about 4:30 o'clock the size of the assemblage increased to several hundred persons, not counting scores of children from the schools. At last the long wait ended in disappointment upon the arrival of a message that the car would not leave Bloomsburg until six o'clock. The actual time of leaving Bloomsburg proved to be 8:20 o'clock in the evening.

It was about one year ago that the difficulties of securing the right of way over the proposed line were undergone. During last winter nothing was done on the construction work, and it was not until May 23rd that grading was first begun on Bloom street.

It was just twenty minutes after eight o'clock last evening when W. F. Pascoe took the charge of car No. 1 at Market Square, Bloomsburg, and started on the first trial run over the new line.

The first stop was made at the Fishing Creek bridge, where considerable pains were taken to thoroughly test the frog and sharp curve at this point. About twenty minutes were spent there and everything was found to be in first class working order. The progress from this point into Danville was necessarily slow, frequent stops being made to clear obstacles from the tracks. Many of the crossings had become covered with weeds and dirt and had to be cleared, and in places the trees projected over the track in such a way that it was necessary to trim them before the car could proceed.

All along the route as the car's shrill whistle heralded its approach windows were thrown up, and night-capped heads appeared, to call a welcome to the trolley. When the car reached Danville at 10:50 many of those who were waiting earlier in the evening had returned home, but a large crowd quickly gathered as soon as it became known that the car was on Bloom street.

From an engineering standpoint the trial trip was an unqualified success. The car rode as smoothly on the tracks as a vestibuled limited. No electrical leakages were discovered, and the voltage was constant and maximum throughout the run. One of the men on board the car who has had twenty-five years of engineering experience and who has been on dozens of trial trolley runs stated last evening that never had he seen a test trip that left so little to be desired.

Those who accompanied General Superintendent Pascoe on the trial run last night were: Arthur L. Davis, Superintendent of the Danville and Bloomsburg line, Milton Pascoe, assistant engineer of the construction company, L. P. Bains of the construction company, W. P. Condon, representing the Keeler Boiler Company, J. M. Stead of the Quaker City Belt Company, and Alfred Armstrong of the Car Advertising Company. Charles Kleim, Lawrence Tooley, Bart. Beistle and George H. Keider of Bloomsburg; Harry Mensch of Rupert, Harry Patton of Danville and Theodore R. Angle, representing the Morning News.

After the car had been safely landed at the Philadelphia & Reading tracks Mr. Pascoe took about a hundred Danville citizens to Mechanicsville and return. The party greatly enjoyed the ride, and returned about midnight.

In Sunbury Jail

Dora Susnushie, a deaf and dumb inmate of the Shamokin and Coal township alms house for the past two years, Saturday was dismissed from that institution on account of bad behavior, having beaten another inmate, Mrs. Annie Zebroshie and others, and being a general disturber.

The girl was brought to this country several years ago by her brother August, and soon after, August and another brother, Michael, got into a law suit over the care of the unfortunate girl, and the court ruled that neither could be held responsible for her care, and she became a charge on the township poor board and was sent to the alms house where she caused almost continuous trouble. Saturday, after being dismissed from the alms house, she went to the home of her brother Michael, who refused to take her in.

She was later arraigned before Justice McCormick, on information made at the instance of the poor board, and was committed to the Sunbury jail.

Y. M. C. A. NOTES.

In an address before the Lynn, Mass., Y. M. C. A., Attorney General Moody said:

"Everywhere that the Young Men's Christian Association has come into rivalry with the saloon the latter has been worsted and the people of Lynn can make no better investment in behalf of the young men of the city than to give liberally toward the fund for the erection of the proposed structure.

Many of you will remember that I was once prosecuting officer of Essex county, and as such I probably knew more about the trials and temptations of our young men than any of you, and I tell you that you will find the costliest Young Men's Christian Association building that you can erect for your young men, where they will be brought under good influences, cheaper to support than a courthouse and district attorney. God has given some men a tact or indefinable something which enables them to accumulate wealth, and this money is given them for a purpose—to help their fellow men—and in the Y. M. C. A. there is the grandest of opportunities for using money."

Big Buckwheat Shipment.

J. H. Kase & Co., of South Danville, this week shipped two car loads of buckwheat to New York state.

LOCAL RELICS OF ANTIQUITY

In ill accord with the new Mill street pavement, modern, substantial and sightly, are those relics of the past that darken the entrances of so many business houses—the antiquated, dingy wooden coverings used as awnings. While the Council in voting public improvements is alive to the needs of an up-to-date city the merchants should rise to the exigencies of the time and get in the line of progress.

These wooden coverings are not only in the nature of obstructions and unsightly objects, but they in fact are a hindrance to the store people in keeping attractive places of business, almost totally excluding the light as they do. Wake up, Danville business men, and throw off these sombre coverings that seem likely to produce a Rip Van Winkle sleep! Every wooden awning should disappear before the paving work is finished so that Mill street may become a sprightly, beautiful business thoroughfare.

PRELIMINARY HEARING

[Continued from First Page.]

pany's property and after being struck by a tie.

Ammon Keiser, an operator at the D. L. & W. station, testified to finding the key hole of his station door plugged with cinder and having to enter through a window. He gave no new testimony except that he admitted that the engine of the Scranton train was waved back with red lights before ties were placed in front of it.

Daniel Blizazrd, a section foreman, who was next called, testified as the others did and added his own experience of hitting a man when the ties were being thrown and in turn being hit. For a while after that he was oblivious to what transpired. On cross examination he professed ignorance of a car of pick handles being on the train from Scranton and a load of Italians figuring in the case, and in response to a direct question said he received no order that night to remove an obstruction from the track, but was supposed to work without an order.

Dennis Dineen, another section foreman, gave his version of the frog-laying.

J. E. Adamson, chief special agent of the D. L. & W., told of arriving on the Scranton train and signalling the engine to go ahead to the crossing at Mill street at the time ties were being placed on the rails by citizens and workmen. In the course of his testimony it developed, on cross examination, what a difficult matter the serving of the injunction on the railroad people was, the man who tried to serve it being thrown from the engine. The witness, replying to question, said there was too much noise for him to hear instructions given the man to serve the injunction. He denied any knowledge of an attempt to throw Mr. Pascoe over a safety gate. After telling of the running forward of the engine to stop the work on the frog he replied to Mr. Scarlet's question as to the danger of running into the crowd and whether he would have stopped the engine by saying: "I don't know what I would have done." "That's a very good answer," the attorney replied.

E. M. Rine, division superintendent, told of the railroad men having acted under his orders and like the other witnesses gave an account of the happenings of the night of the twenty-second. Asked if the engine was taken from the track as soon as the injunction was served, he said it was on the track from 3:55 to 5:30 a. m. He denied trying to throw Mr. Pascoe over the safety gates and said: "No, I did not strike him, I'm a gentleman." The witness told of Mr. Pascoe's men lowering a joint that was necessary to be put down before the engine could leave the crossing. The engine was under Mr. Rine's order to run on the crossing, the order being given at midnight. He denied knowing that trains later ran over the crossing at unusual speed to knock out the frog and said he gave an order to have them go as usual when told they were going too fast.

Division Engineer Ray next took the stand and explained maps and plans for overhead crossings by Mill street, Ferry street or an alley route and gave figures to show that from an engineering stand point the overhead crossing was possible, although Attorney Scarlet clearly set forth what the blocking up of 608 feet of Danville's main street would mean and showed that even the turning of a load of hay in a thorough fare thus obstructed would be a complicated process. Citizens would be inconvenienced by the inability to get off at store entrances and one of the routes proposed would run directly through the vaults of the First National bank. The track would have an elevation of 18 feet and the cars would have to go down a steep grade and strike the Bloom street track nearly at right angles, which the attorneys for the trolley people contend would be more dangerous than a grade crossing with guard gates and a watchman.

Attorney Scarlet objected to the attempt to show that another route than the Mill street one could be used. However, when Attorney Hinckley called on experts for testimony they favored the Ferry street line. Engineer Baker of New York, a projector of several elevated roads, and Thomas A. Wright, of Wilkesbarre, general superintendent of the Wilkesbarre Mountain Valley Traction Company, gave expert testimony to the effect that so far as engineering work goes the overhead crossing is possible. Mr. Wright gave as a rough estimate $14,000 for the cost of the construction of an overhead crossing, not accounting for right of way or incidentals.

Engineer Leonard Here.

Engineer Leonard, who has charge of the construction of the bridge here, arrived in Danville from Philadelphia yesterday. Only one County Commissioner was on hand and the Solicitor also was away, so no action was taken in the matter of building a wall at the river bank.

GARFIELD LITERARY SOCIETY

The Garfield Literary Society held its first meeting for this term in the High School room Friday afternoon. The program was as follows:

Song.....Orange and Black
The School.
Recitation.....Abou Ben Adhem
Miss Patton.
Declamation.....Selections from
.....Burke's Conciliation
Mr. Bedea.
Essay.....The Right Will Conquer
Mr. McCoy.

Debate—Resolved, "That the young man of today has greater opportunities for making life a success, financially, than his forefathers had."

Affirmative—Miss Kase and Mr. Sherwood. Negative—Messrs. Engle and Davis. The Judges, Miss Woodside, Mr. G. Jacobs and Miss Reed decided in favor of the affirmative.

Poem.....'Farewell Summer Dear,"
Miss Vastine.
Recitation.....'Domestic Economy,"
Miss Lunger.
Declamation.....'The Rescue,"
Mr. Graham.
Reading.....'Knee Deep in June,"
Mr. Roberts.
Piano Solo.....Miss Patton.

The program was very well executed, and all the participants deserve much credit. Both sides of the debate handled the question under discussion very ably. The rebuttal was especially spirited. Mr. McCoy deserves particular mention for his fine essay, "The Right Will Conquer." It was in the nature of a plea for the grade crossing on Mill street and showed a thorough study of the situation.

To Bloomsburg Fair Via Reading Railway.

Account Bloomsburg fair, October 11 to 14, inclusive, the Reading railway will sell special excursion tickets to Bloomsburg at one fare for the round trip from Williamsport, Tamaqua and intermediate stations on the direct line via Catawissa branch; also from Mahanoy City, Ashland, Shenandoah and principal stations via E. M. Junction. These tickets will be sold for all trains October 11 to 14, inclusive, and will be good going and returning only on day of sale. No tickets will be sold for less than twenty cents.

Special trains Thursday and Friday leave Danville 9:20 a. m. Returning special train will leave Bloomsburg 6:10 p. m. for Danville, Newberry, stopping at intermediate stations and connecting for Milton.

CARLISLE INDIANS-BUCKNELL FOOTBALL.

Reduced Rates to Williamsport via Pennsylvania Railroad.

On account of the football game between the Carlisle Indians and Bucknell College, to be played at Williamsport on Saturday, October 8, the Pennsylvania Railroad Company will sell excursion tickets to Williamsport, good going on October 7 and 8, and returning until October 10, inclusive, from Bellefonte, Renovo, Elmira, East Bloomsburg, Mt. Carmel, Lykens, Harrisburg, Middleburg, Coburn, and intermediate stations, at rate of a single fare for the round trip (minimum rate 25 cents).

Reduced One-Way Colonist Rates via Pennsylvania Railroad to Colorado, Arizona, Mexico, California and Other Western Points.

From September 14 to October 14 inclusive, the Pennsylvania Railroad Company will sell one-way Colonist tickets from all points in its territory to Western and Southwestern points at greatly reduced rates, thus affording a specially attractive opportunity to visit the growing and rapidly developing crop-producing sections of the great Western Empire. Detailed information as to rates and times of trains can be had of all Pennsylvania Railroad ticket agents.

Factory Inspector Pleased

District Factory Inspector J. K. Robison of Mifflintown, made a round of the various industries and public buildings in this city yesterday.

Mr. Robison stated that at no time were the factories, mills and buildings in so safe and sanitary condition as at present. Every phase of the law relative to places of this kind has been complied with.

Fire escapes have been erected on several of the prominent buildings and a general order of cleanliness prevails everywhere.

Mr. Robison visits Danville for inspection every four months.

Mr Harman Weds

Samuel H. Harman the well known advertising agent of Bloomsburg and Miss Gertrude Cleveland of Erie were married at the latter place yesterday at high noon.

The ceremony was performed by the Rev. Spaulding, rector of St. Paul's Episcopal church at Erie.

Mr. Harman is well known here and makes semi-weekly trips to Danville. With his bride Mr. Harman will take up his residence at the corner of Centre and Fifth streets, Bloomsburg.

A MATTER OF HEALTH
ROYAL
BAKING POWDER
Absolutely Pure
HAS NO SUBSTITUTE

RALLY DAY AT ST. PAUL'S

Rally Day was observed by the Sunday School of Saint Paul's Methodist Episcopal church Sunday afternoon with special exercises that were both interesting and appropriate.

The special features on the program were beautifully rendered. Misses Olive and Mabel Rank sang a duet, after which the pastor, Rev. S. B. Evans, made a short missionary address. A solo by Miss Mary Sidler was followed by the rendition of "Does Jesus Care?" by a quartette consisting of O. R. Schilling, Frank Brown, Mrs. Will Brown and Mrs. Fisher. Two classes, one of boys and one of girls, were then brought from the infant room, and after reciting the commandments in unison they were admitted into the senior department.

The Rev. S. B. Evans' class of men had the largest number in attendance yesterday and was therefore declared the banner class. The first Sunday in every month at the St. Paul's Sunday School is called Missionary Sunday and the collections are devoted to missionary work. It is the intention of the officers of the school to present a banner to the class that on Missionary Sunday has the largest number in attendance and the largest offering. This class will be called the banner class and will retain the banner until the next Missionary Sunday, when there will be another competition.

Will Locate in Danville.

Miss M. Florence Moyer, the well known pianist, arrived in this city yesterday and is located at 200 Lower Mulberry street.

Miss Moyer will make her home in Danville and is organizing a music class. She is a graduate of several conservatories and is an accomplished musician. She will take pupils on the piano, organ, guitar and mandolin. Miss Moyer is a granddaughter of Prof. F. C. Moyer of the Freeburg College of Music.

Special Lutheran Services.

At the Pine Street Lutheran church the Holy Communion was celebrated on Sunday morning and evening, the pastor, the Rev. Dr. Shindel, being assisted by the Rev. C. W. Raver and William D. Laumaster, the Y. M. C. A., secretary. In the evening Mrs. Paules and Mrs. J. H. Johnson rendered special music.

Philadelphia and Reading Railway

IN EFFECT SEPTEMBER 19th, 1904.

TRAINS LEAVE DANVILLE

For Philadelphia 7.58, 11.25 a. m. and 3.54 p. m.
For New York 7.53, 11:25 a. m. and 3.54 p. m.
For Catawissa 11:25 a. m. and 5.35 p. m.
For Bloomsburg 11:25 a. m. and 5.35 p. m.
For Milton 7:58 a. m., and 3:56 p. m.
For Williamsport 7:58 a. m., and 3:56 p. m.

TRAINS FOR DANVILLE.

Leave Philadelphia 10:21 a. m.
Leave Williamsport 10:00 a. m., 4:30 p. m.
Leave Milton 10.37 a. m., 5.19 p. m.
Leave Bloomsburg 7:37 a. m., 3.32 p. m.
Leave Catawissa 7:40 a. m., 3:38 p. m.

A fast express train from Reading Terminal Philadelphia to New York every hour from 7.00 a. m. to 7.00 p. m. Same service returning.

ATLANTIC CITY R. R.

From Chestnut Street Ferry.

For South Street see Timetables at Stations

WEEKDAYS

ATLANTIC CITY—7.30 a. m. Lcl. 9.00 a. m. Ex. 10.50 Exp. 2.00 p. m. Exp. 4.00 p. m. Exp—60 minutes. 5.00 p. m. Exp. 5.00 p. m. Lcl. 7.15 p. m. Exp.

CAPE MAY and OCEAN CITY—8.50 a. m. 4.15 p. m.

SEA ISLE—8.50 a. m.

SUNDAYS

ATLANTIC CITY—7.30 a. m. $1 Ex. 8.00 a. m. Lcl. 9.00 a. m. Exp. 10.00 a. m. Exp. 5.00 p. m. Lcl. 7.15 p. m. Exp.

CAPE MAY and OCEAN CITY—7.30 a. m. $1 Ex. 8.45 a. m.

SEA ISLE—7.30 a m $1 Ex.

Detailed time tables at ticket offices, 18th and Chestnut Streets, 834 Chestnut Streets 834 Chestnut Street, 1005 Chestnut Street, South 3d Street, 3902 Market Street and at stations.

Union Transfer Company will call for check baggage from hotels and residences

A. T. DICE, Gen'l. Sup't. EDSON J. WEEKS, Gen'l. Pass'r. Ag't.

LACKAWANNA RAILROAD.
—BLOOMSBURG DIVISION

WEST.

	A. M.	A. M.	A. M.	P. M.	P. M.
New York.....lv	2 00	....	10 00	1 [illegible]	
			P. M.		
Scranton.....ar	6 17	...	1 50		
	P. M.				
Buffalo.....lv	11 30	2 45	....		
	A. M.				
Scranton.....ar	5 58	10 05	....		
	A. M.	A. M.	P. M.	P. M.	P. M.
Scranton.....lv	†6 35	*10 10	†1 55	*6 [illegible]	
Bellevue.....	....	....	....	....	....
Taylor.....	6 44	10 17	2 03	5 4[illegible]	
Lackawanna.....	6 50	10 24	2 10	5 5[illegible]	
Duryea.....	6 53	10 28	2 13	6 5[illegible]	
Pittston.....	6 58	10 33	2 17	6 5[illegible]	
Susquehanna Ave.....	7 01	10 37	2 19	6 5[illegible]	
West Pittston.....	7 05	10 41	2 28	7 0[illegible]	
Wyoming.....	7 10	10 46	2 27	7 0[illegible]	
Forty Fort.....	....	....	2 31	....	
Bennett.....	7 17	10 52	2 34	7 1[illegible]	
Kingston.....ar	7 24	10 56	2 40	7 2[illegible]	
Wilkes-Barre.....ar	7 40	11 10	2 50	7 3[illegible]	
Wilkes-Barre.....lv	7 10	10 40	2 30	7 1[illegible]	
Kingston.....lv	7 24	10 58	2 40	7 1[illegible]	
Plymouth June.....	....	....	....	....	
Plymouth.....	7 35	11 05	2 49	7 [illegible]	
Nanticoke.....	7 43	11 13	2 58	7 [illegible]	
Hunlock's.....	7 49	11 19	3 08	7 41	
Shickshinny.....	8 01	11 31	3 20	7 5[illegible]	
Hicks Ferry.....	8 11	f11 43	3 30	f8 0[illegible]	
Beach Haven.....	8 19	11 48	3 37	8 0[illegible]	
Berwick.....	8 27	11 54	3 44	[illegible]	
Briarcreek.....	f8 32	....	f3 50	....	
Willow Grove.....	f8 36	....	f3 54	f8 [illegible]	
Lime Ridge.....	8 40	f12 00	3 58	f8 [illegible]	
Espy.....	8 46	12 15	4 06	8 [illegible]	
Bloomsburg.....	8 53	12 22	4 12	8 4[illegible]	
Rupert.....	8 57	12 25	4 15	8 4[illegible]	
Catawissa.....	9 02	12 32	4 22	8 5[illegible]	
Danville.....	9 15	12 44	4 33	9 [illegible]	
Cameron.....	9 24	f12 57	4 43		
Northumber'd.....ar	9 35	1 10	4 55		

EAST

	A. M.	A. M.	P. M.	P. M.	P. M.
Northumberl'.....	*6 45	†10 00	†1 50	*5 [illegible]	
Cameron.....	6 57	.....	f2 01	[illegible]	
Danville.....	7 07	10 19	2 1[illegible]	6 4[illegible]	
Catawissa.....	7 21	10 32	2 25	5 5[illegible]	
Rupert.....	7 26	10 37	2 29	6 0[illegible]	
Bloomsburg.....	7 33	10 41	2 33	6 0[illegible]	
Espy.....	7 38	10 46	2 40	6 1[illegible]	
Lime Ridge.....	7 44	f10 54	f2 46	f6 2[illegible]	
Willow Grove.....	f7 48	.....	f2 50	.....	
Briarcreek.....	7 52	.....	f2 58	f6 3[illegible]	
Berwick.....	757	11 05	2 58	6 3[illegible]	
Beech Haven.....	8 05	f11 12	3 04	6 4[illegible]	
Hicks Ferry.....	8 11	f11 17	3 09	6 4[illegible]	
Shickshinny.....	8 22	11 31	3 20	f6 5[illegible]	
Hunlock's.....	8 33	....	3 31	f7 0[illegible]	
Nanticoke.....	8 38	11 44	3 38	7 1[illegible]	
Avondale.....	8 41	....	3 42	7 2[illegible]	
Plymouth.....	8 45	11 52	3 47	7 2[illegible]	
Plymouth June.....	8 47	....	3 52	....	
Kingston.....ar	8 55	11 59	4 00	7 3[illegible]	
Wilkes-Barre.....ar	9 10	12 10	4 10	7 5[illegible]	
Wilkes-Barre.....lv	8 40	11 40	3 50	7 3[illegible]	
Kingston.....lv	8 55	11 59	4 00	7 3[illegible]	
Luzerne.....	8 58	a12 02	4 03	7 4[illegible]	
Forty Fort.....	9 00	....	4 07	....	
Wyoming.....	9 05	12 08	4 12	7 4[illegible]	
West Pittston.....	9 10	....	4 17	7 5[illegible]	
Susquehanna Ave.....	9 15	12 14	4 20	7 5[illegible]	
Pittston.....	9 19	12 17	4 24	8 0[illegible]	
Duryea.....	9 25	....	4 29	8 0[illegible]	
Lackawanna.....	9 28	....	4 32	8 1[illegible]	
Taylor.....	9 32	....	4 40	8 1[illegible]	
Bellevue.....	....	....	....	....	
Scranton.....ar	9 42	12 35	4 50	8 2[illegible]	
	A. M.	P. M.		P. M.	
Scranton.....lv	10 25	†1 55	....	†1 1[illegible]	
				A. M.	
Buffalo.....ar	....	7 55		7 0[illegible]	
	A. M.	P. M.	P. M.	A. M.	
Scranton.....lv	10.10	12.10	†8.35	*2.1[illegible]	
	P. M.	P. M.	P. M.	A. M.	
New York.....ar	3 30	5 00	7 35	4 5[illegible]	

*Daily, †Daily except Sunday.
f Stops on signal or on notice to conductor to take on passengers going west.
s Stops on signal to take on passengers going east.
For New York, Binghamton and points west.

T. E. CLARKE, Gen. Superintendent. T. W. LEE, Gen. [illegible]

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To be sure, you are growing old. But why let everybody see it, in your gray hair? Keep your hair dark and rich and postpone age. If you will
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