E. J. Newton, of Harrisburg, con tracting agent for the King Bridge Company, was in Danville yesterday, but could not tell when the iron for the superstructure of the new river bridge will be shipped here. The King Bridge Company is under contract to finish the bridge by the first of next April and the Caldwell, Barry & Leo April and the Caldwell, Barry & Bernard company is under contract to finish the masonry by the first of January. The latter firm agreed with the former to finish the abatement and first pier by Catober 15th and has done even er than that for by next week igh of the masoury will be com-ed that three spans of the bridge d be constructed if the material

were here. The Caldwell, Barry & Leonard peo ple, with energy and progress that is commendable have worked wonders or commendable have worked wonders on their part of the work. They have no intimation when the King company will ship its material here, so it looks as if the superstructure is not to be started at once, as it should be. The feeling in the matter on the part of South Danville residents is very in-tense and there is a possibility of a pe-tition being circulated for signatures and then sent to the governor and the authorities at Harrisburg asking then to take action looking to the hasten ing of work on the bridge and requir ing the King company to show more activity to insure the prompt comple tion of the bridge at the earliest pos

FORCIBLE REPLY TO TRUESDALE LETTER

[Continued from First Page.]

were only a contest between railway companies, the stand you take would be mere forceful; but the public is not either of these companies and in the choice of risks wishes the lesser. It does not wish to avoid death at one place and be forced to find it in another.

place and be forced to und it in another.

Now as to the policy of preventing the crossing at grade, the people may justly complain. Because, even in most recent years, this policy has not been observed as to the operation of the L. & B. R. R. For at Northumberland, Bloomsburg, Berwick, Edwardsville and Soranton grade crossings have been established. Many of them, far more dangerous than Danville, have reaped no harvest of death. I would also here state that the crossing in question is located in the heart of the town which compels every one of the town which compels every one of your trains which pass over it to be under complete control. In fact you have only fourteen schedule trains in 24 hours. Indeed trolley accidents at grade crossings seem to be the excep-tion. The common ordinary accidents occur from the passage of vehicles, the motor car is not likely to add to

the motor car is not likely to add to:

The reason that none have happened on the L. & B. is plan; the traffic is light, the scheduled trains can be avoided,—only the shifters and extra freight being the ones probably to be met. But the requirements of the ordinance granting the right of the trolley on the streets, order the trolley to be stopped and the motorman to go ahead. The street is level. But in addition, a watchman is always there. These men may fail in duty and the machinery may fail. This assumption is not warranted, because all our affairs are conducted on the basis that men will do their duty and the machinery may fail in duty and the green conducted on the basis that men will do their duty and machinery will folfill its purpose and the large results of progress is full proof of the correctness of our assumptions.

fill its purpose and the mage remarks progress is full proof of the correctness of our assumptions.

It is true that some of our citizens may in their zeal have brought themselves within the pale of prosecution. But the risk which your Company took in sonding its passenger trains over this objectionable frog at a high rate of speed which violated our Borough ordinance and endangered the lives of your passengers and those dwelling at the crossing cannot be looked upon with favor. Two wrongs do not make one right, This is not the temper in which to consider the question.

I am of the opinion that if you could fully comprehend the situation as it I am of the opinion that if you could fully comprehend the situation as it really exists that you would see the just cause of our claim. Public officers as well as public corporations should manage their affairs on the principle of the greatest good for the greatest namber. Instead of opposing the improvements to our town your Company should assist us in making the improvements.

The canal which you recently purchased of the Pennsylvania R. R. Gois a nuisance at the present ince and a disease breeder. I would also state that the present location of your depositer is such as to make your passengers walk on your railway tracks to approach it. This depot should be located on one of our thoroughfares.

I believe that if your Company would assist Danville in making these improvements you would derive a benefit instead of a disadvantage in the present controversy.

This communication was delayed on

ant controversy.

This communication was delayed on account of not getting in communication with the balance of our commit-

Hoping that you may reconsider this matter favorably, and if necessary our

matter favorably, and if necessary our committee should be pleased to cell on you to more fully explain the conditions as they really exist so that this controversy may be amicably settled, I remain, Yours truly, JOHN H. GORSER, President, THOS. J. PRICE, F. Q. HARTMAN, JAMES FOSTER, Special Committee.

Hack Party.

A party from this city drove to Cat-awissa, where they were entertained at the home of Mr. and Mrs. William Custer. Those present were: Mr. and Mrs. Jacob Haney, Mr. and Mrs. Frank Keefer, son Arthur and daughter Stel Is, Mrs. George Haney, son Ben and daughter Alice, Mrs. Arthur Shepper-son and son William, Mr. and Mrs. Norman Mottern and daughter Hilda, Mrs. Edward Aten, Mr. and Mrs. Will-iam Haney, Mr. and Mrs. Thomas Lyons and Mr. Ammerman.

County Secures Verdict.

A verdict was taken in the case Northumberland county against The Poor District of Mt. Oarmel township for \$5041.18 being the samelamount for which the trustees of the Danville In-Asylum recovered judgmen against the County some time ago for the maintenance of some of Mt. Carmel township's insane at that institu

Pennsylvania is one of the most proforth at the session of the Pennsylvania Bankers' Association.

MR. PASCOE

The Danville and Bloomsburg trol ley company's side of the hearing in the grade crossing injunction matter was taken up in Court Friday morn-ing, Judge Little presiding. Experts testified against the practicability of an overhead crossing by either of the three routes proposed by the D. L. & W. railroad company, but before even a single witness was called Attorney Soarlet had made a strong case for the trolley people, showing from offi-cial records offered as evidence in the oase insurmountable obstacles in the way of an overhead crossing. Objection followed objection to nearly every move of the attorneys of the trolley company and the railroad lawyer cought hard, but even in cross exami nation facts to strengthen the conten tion that only a grade crossing is rea-conable and practical here were crought out. The court room was fill-ad nearly all day with citizens intenty taking in all of the testimony.

The case began with the offering of records of the charter of the trolle; ine by Attorney Scarlet, of the transfer of the Danville & Riverside lin to the Danville & Bloomsburg and o he resolutions of extension Hinckley filed objections to all of this The act of assembly of 1849 incorpor-ating the borough of Danville was cited and the acts of 1851 and 1852 on the general borough law. Then the ordinance of council giving the Dan ville & Riverside trolley company nov the Danville & Bloomsburg the righ of way was offered and important sec ions were read. The ordinance al ows the trolley line to be constructe nows the trolley line to be constructed only at the established grades of the borough and provides among many other protective clauses that the car must stop at steam railroads while the conductor goes ahead to signal the car

to advance if the way is clear.

Harry Patton, the borough clerk, was the first witness, being called to produce the council's ordinance book to prove that the copy of the ordinan ffered in court was correct and show that the trolley company had accepted the provisions of the ordinance. Mr. Hinckley again objected when

Mr. Scarlet proposed to offer a resolution of council to show that the pro ground occurring to show that the pro-posed Mill street overhead crossing not only has been legislated against, but on the street will not permit of its construction, saying that public inter-ests demand a grade crossing, which an be made perfectly safe. At this oint it was shown that the injunctio point it was shown that the injunction gracted against the trolley company is holding up the work of the borough. Next the ordinance requiring steam trains to go no faster than eight miles an hour in the borough was offered to show that the Mill street crossing would not be dangerous with train running this slow. This also was ob ected to by the railroad counsel and from this point on the objections and exceptions were really too numerou to mention. The ordinance for the paving of Mill street outlining the re quirements of the trolley company was offered together with the contention of Mr. Scarlet that the borough of

Danville is directly interested in the present litigation and should have been made a party to it. All of this vidence occupied the time of the Jourt until 11 a.m. D. J. Doncan, superintendent of th Pottsville Electric railway, was called and gave an account of his experience of over 80 years in the street rail way business. On the Pottsville line he runs 22 cars daily and often as high as 42 and they pass over 12 grade cross-ings. Five cars go over one crossing over which 364 trains pass daily. Wit-ness said the danger of operating one verhead crossing has caused him mor trouble in six months than all of his grade crossings in nine years. He just oaid \$1500 in a case growing out of an

accident on an incline and now has a \$5000 suit of the same kind to handle. He most strennously is opposed to any grades over two per cent. Take a sleety day or wet rails and the car can not be held on an incline. The proosed overhead crossing in Danville with either five or seven per cent grades would be not only dangerous to passengers but to the people in the street, for the car might for numerous reasons run back on the pedestrian who would feel safe thinking it wa going from them all right. Mr. Dun can said in nine years he had only one accident on the Reading road and that on a 7½ per cent grade. His conclud-ing testimony was that the Mill street

James M. Irland was called to iden tify photographs offered as evidence.

civil engineer, said the overhead cross-ing would be a source of danger by obstructing the view of drivers and

David Eckman and Henry Bern heimer next were called to state that the blind alley route proposed by the D. L. & W. is out of the question for

D. L. & W. Is out of the question for part of the alley is private property and the alley shown on the railroad maps really does not exist. Councilman George Reifsnyder was called to establish that the overhead Councilman George Reifsnyder was called to establish that the overhead crossing would interfere with the borough light and the water main and gas pipes, also with the apparatus in case of fire. Councilman Vastine was examined next and corroborated the testimony that the alley, in question is private property. He said that the overhead crossing would be more dangerorous than the grade, that the danger of the grade crossing was considered of the grade crossing was considered the country of the grade crossing was considered the country of the grade crossing was considered the country of the grade crossing was considered and at present Mother Superior of ploit the often unrealized wonder of the country is and proving the called the country of the grade crossing was considered and at present Mother Superior of ploit the often unrealized wonder of erous than the grade, that the danger of the grade crossing was considered by council when they gave the trolley line the right of way and that the Council certainly would not permit of the building of the overhead crossing The objection to this testimony was sustained.

Enigneer Darlington was recalled,

but gave no new testimony. Harry Patton was again called to produce records of the action of Council and

trolley line experience, qualifying him to testify as an expert. He said the trolley company has its share of the paving to do and if the injunction is allowed to stand it will delay the bor-ough work. He told of the poles, electric wires, cables, water and gas pipes being obstacles in the way of the over head crossing. He recited numerous overhead crossing fatalities coming within his own observation. The wit-ness described several devices that would make the grade crossing safe even if the watchman were to go to sleep at his post, and concluded by testifying that the Mill street crossing at grade is an imperative necessity.

R. H. Koch, who is at the head of

umerous street railways, was on the stand when adjournment was taken at

The preliminary hearing of the in-junction cases of the D. L. & W. rail-road and the Danville and Bloomsburg Street Railway Company was ended Saturday morning at 10:35 o'clock, when Judge Little adjourned court until Friday next at 9:30 a. m. At that time the argument of the cases will be taken up. It would have been impossible to finish the argument by noon Saturday so the continuance be. noon Saturday so the continuance be

Judge Koch, who was on the stand at the time of adjournment Friday af-ternoon, was the first witness. Speaking of the proportionate risks of an overhead and a grade crossing he said that at a grade crossing the locomotive engineer, crossing watchman, trolley motorman and conductor all are on guard and safety devices minimize any ossible danger. On an overhead cross ing there is absolutely nothing to ov

ing there is absolutely nothing to ov-ercome the numerous mechanical fail-ures that may result in fatalities. The examination of the witness was conducted by Ex-Senator Herring and Judge Willard carried on the cross examination. To try to show that the witness, who is a member of the construction company working on the trolley line, is directly interested in the case in order to question the credibility of his testimony the attorney for the railroad company asked he much of an interest witness has a Lawyer Scarlet amused the spectators in court by his statment, when witness said he has a one-fourth interest, that "well then your credibility only affected one-fourth."

F. C. Angle, president of the trol-ley company, was called to produce the minute book of the Danville and Riverside company, containing record of the sale of the rights of that com pany to the Dauville and Bloomsburg company. Mr. Scarlet objected to the question asked the witness as to how many shares he and Mr. Pascoe have many shares he and Mr. Pascoe have in the stock of the trolley company. Shortly after leaving the stand Mr. Angle was recalled to identify copies of letters written him by the D. L. & W. people, which the railroad oonsel offered as evacence. On being cross examined the witness said he gave the letters to the clerk of the trolley company and could not say whether Mr. Pascoe saw them.

letters to the clerk of the truitry company and could not say whether Mr. Pascoe saw them.

Pascoe saw them.

Street Commissioner Miller was called to describe the location of the water main on Mill street near the middle of that thoroughfare and five feet below the surface, the trolley people contending that the foundations of the proposed overhead crossing would interfere with the water main.

W. F. Pascoe testified that the trolley line is constructed and in operation from the Bloom street Reading crossing to Bloomsburg. He said all local consents were obtained. The papers were produced by the trolley counsel but were not opened. The cross examination of Mr. Pascoe was on the statement he made on Friday that Superintendent Rine, of the D. L. & W., gave him consent to cross the rail-monious whole which has been of invaled by way of Harrisburg and Read-multiple and the proposed of the papers were produced by the trolley counsel but were not opened. The cross examination of Mr. Pascoe was on the statement he made on Friday that Superintendent Rine, of the D. L. & W., gave him consent to cross the rail-monious whole which has been of invaled by way of Harrisburg and Read-multiple and the proposed of the papers were produced by the trolley counsel but were not opened. The cross of the papers was produced by the trolley consensually the papers were produced by the trolley consensually the papers were produced by the trolley consensually the papers were produced by the trolley consensually the papers which was a paper where the proposed overhead crossing would interest a tabout the same time the Water work on the wall will be finished the finished the finished the finished the started right way and it will be finished the finished the started right way and it will be finished the way and it will James M. Irland was called to idensing the start of the proposed proposed by the correct should be lost, and would leave the track and be demolished. A rail-road trail going at 8 miles an hour provided by the borough ordinance, could be stopped within 50 feet and a trolley car could be stopped within 50 feet and a crossing as proposed by the D. L. & W. is operated in a borough like Danville.

And we Raedell, of Bridgeport, Count, an experienced trolley man, next was called and testified similarly to the other experts, saying positively that the Mill street crossing as proposed by the D. L. & W. gave him consent to cross the railroad at most point he maintains that almost a though the people below if the current should be out off and brakes fail to work. Court adjourned to 1:30 p. m. while Mr. Darlington was on the stand.

At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness was continued. At the afternoon session the examination of the last witness with saked

FIFTY YEARS

A celebration at once unique and highly impressive and joyous ended Monday at the Holy Family Convent. There the Golden Jubilee of Sister Catharine, the Mother Superior of the Convent, who has rounded out

At 4:30 p. m. solemn vespers were selebrated. The Rev. Father Disselkamp was celebrant, Rev. Father Foin, deacon, Rev. Father Huber, sub-dea-con and Rev. Father Feeser, master of eremonies. A Te Deum followed this

The gifts received by the esteemed Sister were a silver chalice and set of vestments from her pupils, a statue of St. Barbara from Mr. and Mrs. J. H. Goeser, also gifts from Fathers Hub-er, Feeser, Foin and Disselkamp.

A PROPOSITION TO COMMISSIONERS

County Commissioner Charles Cook, of Valley township, was in the city yesterday. He held a conference with Caldwell, Barry & Leonard, the builders of the river bridge masonry. They gave him a price on the wall that is to be built at the county lot and which they wish to contract for.

they wish to contract for.

Commissioner Cook will present the
proposition to the whole board of
County Commissioners and they will
decide the matter on Saturday. If
they accept the offer of the bridge peo-

practically preserved its life. Mr. Detweiler was also the best known Elk in the fraternity, and had traveled the country over in its interest.

His death was deplored from Maine

o California, and not a lodge of Elks in the United States but passed resolutions of sorrow on his death. It is now proposed by the Elk fraternity to hon-or his memory in a most substantial manner by erecting as a tribute of love and affection a magnificent monu-

Saturday, October 15th, will be the Water Works. An explanation of thi anniversary of Mr. Detweiler's birth, and Grand Exalted Roler O'Brien, of may not think an excessive amount is Baltimore, has fixed that day as the Baltimore, has fixed that day as the time for holding a memorial service-in every Elk lodge in the United States to the memory of the deceased Harris

ourger. They Strangely Disappear.

"It's a most peculiar fact," said a well known sportsman yesterday," that the number of rabbits one sees at this time of the year diminishes as the ppening of the season approaches. I have often, as I drove to the farm, noticed any number of rabbits, but as the opening of the rabbit so proached seldom, if ever, did I see one.
They seem to know."
The foregoing but corroborates fre-

quent remarks made by the hunters regarding the knowledge which rabbits and game birds seem to have of the approach of the season when their

AUTUMN GLORY AT ITS HEIGHT

The autumn that is upon us has been thus far one of the most glorious seasons in years. Barring a few vagaries, such as that of Saturday, when the morning hours on the ferry chilled marketers to the marrow. forstelling winter at hand instead of the almost summer warmth of the afternoon, the weather has been perfect—clear, orisp and bracing. Truly we are enjoying and bracing. Truly we are enjoying

who for at least one year immediately preceding the date of filing his appli cation has not lived within territory supplied by the postoffice named in his application or to be supplied by it brough the establishment of rura outes previously investigated and re routes previously investigated and re-commended by a rural agent of the postoffice department, who has been dismissed from the service of the gov-ernment for delinquency or misconduct within one year next preceding the date of his application, who is physi-cally or mentally unfit for the posi-tion for which he applies tion for which he applies, wheen guilty of criminal, infan graceful conduct, who has intention ally made a false statement in an

made by way of Harrisburg and Read ing, the party arriving at their destination Thursday evening.

The party included, beside the chanffeur, Mrs. T. L. Newell of Kingston,

Mrs. Walter O. Teter of New York City and Miss Helen E. Leen of thi

Concerning the Boiler Cleaning. The last published report of the Water Department expenses gave \$67.78 as the cost of boiler cleaning at the fact is that the \$67.78 included the cost of work on a wall under the pave

ual cost of the boiler cleaning wa

ment at the Water Works and the

Yesterday's storm caused a suspen ion of work on all of the public im provements, paving, building the Wat er Works wall, stringing the wires of the borough light poles and th bridge operations.

The ferry had its troubles too. Th hoat carrying the bus and passenger from the 5:50 Pennsylvania train go stranded on the platform on the Sout side and was considerably delayed be fore the ferryman could work it los

Hallow E'en parties are being ar-

AN ORDINANCE. | CROMLEY SUIT

SUPPLEMENT TO AN ORDINANCE, APPROVED THE THIRD DAY OF SEPTEMBER 1903, EN-TITLED "AN ORDINANCE GRANTING PERMISSION TO THE DANVILLE AND RIVERSIDE STREET RAILWAY COMPANY OMPANY
TO CONSTRUCT, MAINTAIN AND
OPERATE AN ELECTRIC STREET
RAILWAY IN, THROUGH, UPON
AND OVER CERTAIN STREETS
IN THE BOROUGH OF DAN VILLE, MONTOUR COUNTY, PENNSYLVANIA.

SECTION 1. Be it Ordained by the Town Council of the Borough of Dan ville, in the County of Montour and State of Pennsylvania, in Council Assembled and it is hereby Ordained by Authority of the same, That Section 1 of an ordinance entitled "An Ordin-ance Granting Permission to The Dan-ville and Riverside Street Railway Company to Construct, Maintain and

Two cases the adheration this lattice was sent to the former sopreior of St. Hubert's church of at present Mother Superior of the former species of the species o

Rural Mail Carriers

Article five of the rules of the Civil Service commission, pertaining to the appointment of roral delivery carriers, says: No person shall be examined who is not a citizen of the United States, who is not seventeen years of age, or, except in cases of honorably discharged United States soldiers or sailors, is over fitty-five years of age, who for at least one year immediately Street Railway Company on Walnut. Street Railway Company on Walnut Street aforesaid, at such point as it may desire within the limits of the Borough of Danville together with the proper and necessary connections, turnouts, sidings, curves and switches requisite to make a proper electric circuit, and for such purpose to erect the necessary poles, string the wires, and to do every lawful act and thing necessary to properly construct, reconstruct, repair and maintain the said street railway and road-bed, to operate the said street railway with electri gulations and stipulations and restric tions as provided in the said ordin-ance to which this is a supplement.

Approved October 6th, 1904, Approved October 6th, 1904, WM. G. PURSEL, Burgess

Attest: HARRY B. PATTON,

Danville, Pa. ouncil Chamber, Danville, Pa., Octo

Office Removed.

The offices of the Danville & Blooms burg Trolley company were moved ve onging to C. D. Garrison.

This change was made necessary by the inconvenient location of the offices on Mill street. In their new rooms the office force will be located at the middle of the line and in close prox imity to the power house and car

Uncle Sam's new battleships ar sliding into the water with steady regularity. The fact that we have the s a guarantee of peace and compels he respect of the world.

A MATTER OF HEALTH



AT SPECIAL TERM

A suit that will enlist much public interest and involving important litigation will be tried at Danville next mouth, for which a special term of Court, to convene November 14th, has been ordered. Mrs. Sarah Cromley of been ordered. Mrs. Sarah Cromley of Limestone township, is trying to re-cover damages from the Pennsylvania railroad for the loss of her husband and son, who were killed on a crossing at Watsontown some years ago, when the team they drove also was killed and their rig demolished by being run down by a train.

It will be remembered that at first

the case was non-suited here. Then it was carried to the Supreme court and by that body was referred back her for trial.

For this special term of Court Sherift Maiers and Jury Commissioners Curtis Cook and William B. Moore have drawn the following: TRAVERS JURORS.

TRAVERS JUNIONS.
Authony township.—William Black,
Elmer Kurtner, David Cox.
Cooper Township.—J. H. Weaver.
Danville, First ward—George Bedee.
Michael Parkey F. William Road Thomas Trainor, Jr., William Reed, John Campbell, William H. Ammerman, Harry Patton, Samuel Lunger.
Danville, Second ward.—William M.
Moyer, Patrick Kerns, Charles Gib-

Danville, Third ward. - Elias Maier

Simon Ellenbogen, George Hunlock, Jacob Fry.
Danville, Fourth Ward.—Thomas Neville, William Jordan, Jr., L. G. Little, David Gibson, William G. Evans, Thomas Dempsey, Albert Book-

builler, John Quigg
Derry township.—Levi Moser, Frank
Courson, Amandus C. Schultz.
Limestone township.— Ambrose
Cromis, James C. Smith, J. C. Mince-

Liberty township -J. H. Diehl F. M. Miltheim, Clark C. Dyer, Willard

Panuebaker.
Mahoning township.—William Bell,
James Morrison, William Schram, Joseph Ritter, J. Lloyd Krumm.

Mayberry township.—Joseph Gear-hart, Charles A. Schultz. Valley township.—Samuel Pursel, William C. Flick. Washington ville. - Frank Umstead.

West Hemlock township. - Lloyd Bomboy, J. W. Andy. The time has arrived when the lead

ing politicians of the country, irrespective of party affiliations, are claiming everything for their respec-

Doctors first prescribed Ayer's Cherry Pectoral over 60 years ago. They use it today more than ever. They

Cherry Pectoral

rely upon it for colds, coughs, bronchitis, consumption. They will tell you how it heals inflamed lungs. "I had a very bad cough for three years. Then I tried Ayer's Cherry Pectoral. My sore lungs were soon healed and my cough dropped away."
MR. PEARL HYDE, Guthrie Centre. Ia.

for -Old Coughs

One Ayer's Pill at bedtime insurant a natural action next morning

Patronize

A. C. AMESBURY.

Best Coal in Town.

J. J. BROWN, M. D. THE EYE A SPECIALTY

Eves tested, treated and fitted with 311 Market t. - - Bloomsburg, Pa

Hours-10 to 5. Telephone. Take your prescriptions to

ROSSMAN & SCN'S PHARMACY, 345 MILL STREET, DANVILLE, PA.

FINE CIGARS. GOOD COLD SODA,

GEO. H. SMITH, Watchmaker, Jeweler, Optician

Expert Repairing.

Eyes Examined Free. Satisfaction Guaranteed. 58 MILL STREET. NEAR CANAL

DR. J. SWEISFORIT, JSES ODONTUNDER for the painless ex traction of teeth. Dentistry in its branches and all work guar

CHARGES REDUCED.
osite Opera House, Danville



Philadelphia and Reading Railway

IN EFFECT SEPTEMBER 19th, 1904. TRAINS LEAVE DANVILLE For Philadelphia 7.53, 11.25 a. m. and 8.60

FOR Philadelphia 7.58, 11.25 a. m. and 8.50 m.
For New York 7.53, 11.25 a. m. and 8.50 m.
For Catawissa 11.25 a. m. and 8.50 p. m.
For Milton 7.50 a. m. and 8.50 p. m.
For Milton 7.50 a. m. and 8.50 p. m.
For Williamsport 7.50 a. m. and 8.50 p. a.
TRAINS FOR DANVILLE.
Leave Milton 10.37 a. m., 8.10 p. m.
Leave Milton 10.37 a. m., 8.30 p. m.
Leave Catawissa 7.40 a. m., 8.10 p. m.
Leave Catawissa 7.40 a. m., 8.10 p. m.
Leave Catawissa 7.40 a. m., 8.10 p. m.
Philadelphia to New York svery hour free
7.00 a. m. to 7.00 p. m. Same service relate
10.8.

ATLANTIC CITY R. R.

ATLANTIC CITY-7 30 a. m. Lcl. 9.00 a. m. kx. 10 50 Exp. 2.00 p. m. Exp. 4.00 p. m. Exp. 5.00 p m. Exp. 60 minutes. 5.00 p. m. Exp. 5.00 p. Lel. 7.15 j. m. Exp. CAPE MAY and OCEAN CITY-8.50 a.m. 5 p. m. SEA ISLE—8.50 a. m.

SUNDAYS ATLANTIC CITY—7.30 a, m, \$1 Ex. 8.00 a, m, Lel. 9.00 a, m, Exp. 10.00 a, m, Exp. 5 00 p, m, Lel. 7.15 p, m, Exp. 10.00 a, m, Exp. 5 00 p, CAPE MAY and OCEAN CITY—7 30 a, m, \$1 Ex, x45 a, m, and \$1 Ex, Exp. 12 b, 25 a, m, \$1 Ex, Exp. 12 b, 25 a, 2

Detailed time tables at ticket offices, 18th and Chestnut Streets, 834 Chestnut Street, 33 Chestnut Street, 1005 Chestnut Street, bouth 3d Street, 3922 Market Street and at

ons Union Transfer Company will call for book baggage from botels and residences

LACKAWANNA RAILROAD. BLOOMSBURG DIVISION

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WM. KASE WEST.

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CHARLES CHALFANT,

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