

# MYRTLE LODGE TO CELEBRATE

Myrtle lodge, No. 888, I. O. O. F., on Saturday evening will have an anniversary celebration that promises to be very enjoyable. The lodge finds itself prosperous on its thirty-third birthday and will observe its anniversary in a highly fitting manner. Programs of great interest is now being arranged. It will consist of musical and literary numbers. The entertainment will conclude with a feast of a substantial nature. The affair will be given by the Odd Fellows for their families and friends and will be attended by 300 or 350 persons.

# STRONG ARGUMENT

[Continued from First Page.]

Mr. Scarlett began to argue the decisions quoted by Mr. Hunkley and showed that grade crossings are not strictly prohibited and each crossing case must be considered on its own merits. Engineering skill makes it possible to construct anything. The law of 1871, when electric cars were never dreamed of, is not wholly applicable to 1904 and the conditions arising from modern progress. The safety of the public is the supreme law, and even if it is practical and yet is dangerous to operate an overhead crossing such a crossing should not be built. The interests of the citizens of any place are protected by the municipal legislatures and in this case Council says the safety of the public demands a grade crossing. The granting of a charter to a railroad does not interfere with the right of the Borough to control its own streets and as in Danville trains may run no faster than eight miles an hour these facts enter into the case. All those interests are affected must be made a party to the bill and in this case the Borough of Danville should have been made a party to it, Mr. Scarlett continued to say, after which he spoke of poles and wires of telegraph companies as being real estate, according to a Supreme Court decision. The Borough Council may control them only so far as caring for public safety. Mr. Scarlett offered numerous decisions to prove his several contentions. He maintained that an injunction can not be granted if it interferes with public work. "Are these streets to be torn up continually simply to allow the D. L. & W. to run 14 trains in 24 hours through the city?" he asked. The question of the danger of an overhead crossing he said had not heretofore been raised, but it will be here and will have to be met in final hearing. In concluding he positively asserted that since it has been proven that an overhead crossing will multiply the danger to life and limb a grade crossing at Mill street is an absolute necessity.

Ex-Senator Herring followed Mr. Scarlett. His argument dealt mainly with a review of the testimony adduced at the hearing. The trolley motor-man, locomotive engineer and gate watchman all would have to be careless at one time to have an accident occur with a safety device for grade crossings and even in such an impossible case the train would pass while the trolley ran to one side of the track or if the trolley car got on the crossing the train approached the train would be derailed 400 feet away from the crossing. He referred to the fact that it had been shown that on an overhead crossing many accidents may occur over which the operators can have no control.

Following Mr. Herring Judge Willard occupied the balance of the afternoon. His argument was very exhaustive, lasting an hour and a half and was taken up entirely with quoting decisions and opinions. He said there are only two crossings in the city. That it is reasonable and practicable to construct an overhead crossing and there is nothing to do but to continue the injunction of the D. L. & W. against the trolley company and to dissolve the other.

**D. L. & W. Start Improvements.**  
The D. L. & W. railroad company yesterday began work of improvement from Bloomsburg to Rupert. Between Rupert and Catawissa the canal in the portion called the "narrows" is to be filled in to make a wider road bed. A great amount of filling will be required.

The track is to be raised about three feet from Rupert to Bloomsburg in order to make it of sufficient elevation to give an outlet to Rupert in time of high water. At Rupert connection can be made with the Philadelphia & Reading and traffic in consequence would not be tied up. Many improvements also are to be made at the Bloomsburg station.

**A Game Youth.**  
It could be expected of an American youth that if he plays football against his rivals, he will suffer severely. Such was the case with Fred, the 8-year-old son of Frank Sproul, of Watonsontown, who when he found himself incapable of raising his arm to convey food to his mouth a supper, quietly remarked that he was not hungry and slid away from the table. The father followed and found that he had broken his arm in two places, while playing football during the afternoon.

# A RELIGIOUS CENSUS PLANNED

At a meeting of the Ministerium yesterday it was finally decided to make a thorough religious census of Danville and surroundings. The advantage and profit of such a census will naturally accrue itself to all Christian people, and for the information of the church people as well as the general public the method of procedure is here given. The whole work is to be completed between this and November 7th. The work will be done by Committees from the several churches. Each committee will make a house to house canvass of its district.

Cards containing questions covering the information sought will be given to each canvasser. The card to be furnished will contain the following: Religious Census of Danville, 1904, name of canvasser, street number, names of occupants of house, giving full name in each case. Member of what church, specifying denomination and name of individual church. If not a member, what church attended or preferred. Age of children. Remarks. The blank spaces of these cards are to be filled out in every case in full, if possible.

It can be readily seen that such information as will be secured by the use of these cards, will not only be of interest but of profit to the general cause of Christianity in the community. It is believed by those having this work in charge, that the information asked will be cheerfully given by every one.

The census taking will be facilitated by each person responding promptly to the questions asked, and as the ministers are entering upon this undertaking in the hope that much good will result it is believed the committees will be given courteous consideration.

# Fashionable Wedding at Berwick.

The wedding of Miss Mae L. Eaton daughter of Mr. and Mrs. Huber Eat of Berwick and Clarence Gearhart, Crispin son of the late Benjamin Crispin of Berwick, was solemnized last evening at 6 o'clock in the Methodist Church of Berwick. The ceremony was performed by Rev. R. H. Gilbert. A reception followed at the home of the bride's parents.

A great number of distinguished guests were present and it was one of the most splendid weddings which has ever been solemnized in this part of the State. After the reception the bride and groom left on a special car to spend their honeymoon touring the northern States.

John H. Brugler, the architect who designed the princely home in which Mr. and Mrs. Crispin will reside, Mr. and Mrs. W. E. Lungor and Mrs. L. R. James, of Danville, attended the wedding.

**Mine May Engulf Town.**  
The Pennsylvania and Reading Railroad Companies Monday had a large force of men patrolling the tracks at Enterprise, where the mine fire, which started last Saturday rages with more fury than ever. Portable telegraph offices have been set up and the most vigilant care is being exercised to guard against trains being swallowed up by the burning mine, over which the railroads run.

Part of the village of Enterprise also rests on the danger ground, and people are fearful that if the conflagration is not congeared the fire will eat its way far enough to the surface and cause many houses to be engulfed by flames.

All trains east and west on each railroad are run with greatly reduced speed through Enterprise. If the menace becomes more immediate the roadbeds will be changed.

The fire is causing incalculable damage to the workings. Every stick of lumber in the slope is burned away. Already a portion of the ground has craved in, and there is danger that the slope will entirely give.

This slope runs under the Philadelphia and Reading and Pennsylvania railroads, and should the earth give way, the tracks may be engulfed. In the event of a cave-in, the stations on either side will be immediately notified and traffic will be suspended until the road is repaired.

Water is now being pumped into a 10,000 gallon tank at the head of the slope, and when it becomes full a gate is opened, thus allowing the water to rush into the workings. In the opinion of experts this method of flooding is more effective than a steady stream flowing in.

The drift running under the railroad tracks and connecting with the main workings is being closed with a hermetically sealed battery. A new slope which was recently sunk does not connect with the old workings, and was put down with the intention of tapping veins heretofore undeveloped. It is the intention of the management to push the work in this section of the mine, where many of the employees will work while the fire in the old workings is being fought.

# REV. MR. HARMAN GETS GOOD CALL

Concerning the Rev. H. C. Harman, a former popular pastor of St. Paul's Methodist church, this city, who left Danville last spring, the Milton Standard publishes the following:

"The public in general and the members of the Methodist Episcopal church of our city in particular, have been interested and more or less concerned about certain rumors floating about that Rev. Harry Curtin Harman had been invited to the pastorate of a strong and influential church in Waterloo, Iowa. The facts are, that the popular minister did receive a call from the church above cited, and the inducements offered were a flattering recognition of his ability. The local congregation would not have censured their pastor if he had accepted the call, much as they would have regretted his leaving. They brought a strong pressure upon him to remain in Milton, and Dr. Wilcox, the presiding elder of the district, insisted that Dr. Harman remain in this conference, where he was sure of a promising future. The determination of Dr. Harman to remain here is a genuine light to his congregation and to the host of friends and admirers throughout the city."

# ANNUAL REUNION OF SABRE REGIMENT

The 27th annual reunion of the 7th Regiment, Pennsylvania Volunteer Cavalry, often called "the Sabre Regiment of the West," which is to be held at Milton next Monday and Tuesday, promises to be an interesting and enjoyable event.

Ex-Sheriff Michael Beckbill, Hiram Writman and Thomas Saunders of this city were members of company D in this regiment, and served throughout the war. Many former residents of Danville were also in the regiment several of the companies having been recruited from the northern part of Montour and Northumberland counties.

Major General James H. Wilson, commander of the Cavalry Corps of the army of the Cumberland and General Joseph Wheeler who commanded the Confederate Cavalry, have both promised to be present. On Monday evening a camp fire will be held, and on Tuesday will occur the business meeting and election of officers for the coming year together with a banquet.

An effort will be made by the Danville delegation to have the next reunion in this city. This regiment held its reunion here in 1891. Special rates have been arranged on the railroads running into Milton.

# DISCREDIT STORY OF DISASTER TO SLAVONIA

LONDON, Oct. 19.—At the offices here of the Cunard Steamship company rumor published that the steamer Slavonia had sunk in a storm off the Spanish coast is entirely discredited. The Slavonia, it is pointed out, passed Gibraltar on October 11, and the officials cannot see how she could be anywhere in the neighborhood of the Spanish coast. The vessel left New York on October 22. Here it is reported, which was from Vienna, and sent out during the early hours of today.

"A Vienna dispatch to the London Standard this morning gives a rumor current in that city to the effect that a Cunard steamship from Flume, with 2,300 immigrants on board, has sunk off the Spanish coast. A fierce storm was raging at the time. The Standard has no confirmation of the report, but gives it for what it is worth. Flume is in the Adriatic Sea and is Hungary's only port. It is almost opposite Venice."

# River Bank Park Advocated.

The proposition concerning the building of the protecting wall at the canyon lot on the river bank has not been acted upon yet, but the question has caused considerable discussion and in connection with the wall project a new scheme has sprung up.

The wall, of course, is greatly needed. As the city is having a wall erected as the Water Works the county wall to connect with this and run to the bridge would make a decided improvement in the appearance of the river bank at that point, which is especially important because of being one of the first things that passengers from the Pennsylvania station coming to Danville notice. The idea of protection, however, is the main consideration.

What many persons now advocate is the erection of the wall and filling in back of it, the planting of trees and finally the construction of a band stand—in short the transformation of the place into a small and pretty water-side public park, which doubtless could be made very attractive and would be quite popular.

# Entertained Friends.

Mr. and Mrs. James Hilbert of Liberty township, delightfully entertained the following friends Saturday evening in honor of their son, Wesley Hilbert and wife of New York. Mr. and Mrs. W. J. Leidy, Mr. and Mrs. Joseph Hilbert, Mr. and Mrs. Joseph Robinson, Mr. and Mrs. Willard Pannemaker, Mr. and Mrs. William F. Biege, Mr. and Mrs. Howard Hilbert, Mr. and Mrs. Wesley Hilbert, Mrs. Stump, Mrs. Dallas Heller of Danville, Harvey Hilbert and Mrs. Peter Boyer of Millburg; Misses Wilma Pannemaker, Emma Robinson, Minnie and Mary Hilbert, and Florence Hilbert, Messrs. John, Calvin and Edward Hilbert, Frank Crossley, William Hilbert, Clarence Leidy, Stanley and Earl Hilbert.

Irish Valley farmers are indignant over the manner in which hunters track over their lands and help themselves to anything that is handy to find and eat. Although the season is not yet opened many rabbits have been shot in that locality and the farmers declare that the hunters are so bold that they run them into the backyards and shoot them there.

# SUB CONTRACT LET FOR ERECTION

Define its news concerning the action of the King Bridge Company, of Cleveland, Ohio, in the matter of the Danville river bridge is at last within possession of the "AMERICAN," and this paper now can give its readers information that will be gladly welcomed.

In fact work on the superstructure of the new bridge will start on November 1st and there is a possibility of its completion within eight weeks, just about in time to come a good, substantial Christmas present for Danville folks.

George E. Gifford, of New York City, representing the King Bridge Company, and P. J. Collins, of Horseheads, N. Y., of the Horseheads Construction Company arrived in Danville yesterday and last night were in conference with Engineer Leonard, of the Caldwell, Barry & Leonard Company, to whom the subcontract for the masonry work was let several months ago. Just as the sub contract for the erection of abutments and piers was let to the firm above named the work of erecting the iron of the bridge is to be given to another firm, the Horseheads Construction Company. Mr. Collins will be the superintendent of construction.

Our representative last night interviewed Messrs. Gifford and Collins, who explained that the King Bridge Company will make and ship the iron for the bridge and the Horseheads Company will erect it. The material will arrive over the Pennsylvania railroad. The erection of the false work, Dr. Collins says, will begin on November 1st. By the time it has progressed far enough for the iron to be set up the material will be here. Asked how long it would take to erect the superstructure, he replied that it was entirely a matter of conjecture, as high water sometimes interferes with the operations, which might also be otherwise delayed, but he thought that under favorable circumstances the task might be completed in two months. Mr. Collins will leave this city today.

# A Former Resident Weds in Philadelphia

On Tuesday evening at the residence of Mr. and Mrs. John Watts, 510 Carpenter street, Pelham, Germantown, their daughter, Miss Elizabeth May Watts, became the bride of William Grant Swartz, of Norfolk, Va., a former Danville man.

Miss Ione Watts, a sister of the bride, was maid of honor. The best man was George E. Swartz, of Chicago, a brother of the bridegroom, and the ceremony was performed by Rev. Dr. Charles E. Burns, of the First Presbyterian church, of Bristol, Pa., a cousin of the bride, and Rev. R. P. Bennett, of the Summit Presbyterian church, Pelham. A reception was held from 8 to 10 o'clock. After a tour of Canada, Mr. and Mrs. Swartz will take up their residence at 104 Olney Road, Norfolk, Va., where they will be at home after December 1st.

# Struggle With Mad Dog.

Misses Sue and Mary Danner of Easton, were rescued from the fierce attack of a mad bull dog on Sunday in time probably to save their lives. They are sisters of Civil Engineer John Danner of the Danville and Bloomsburg railway road, and daughters of State Senator Thomas Danner. They were walking with Arthur Smith, a musician of that city, allowing their brother's pet bull dog to go with them. On their way home the animal suddenly began to growl and in an instant ferociously attacked Miss Sue Danner. Smith grasped a club and struck the dog, which then sprang for the throat of Miss Mary Danner. Again Smith interposed and swinging to one side as the wild brute advanced the man caught the dog around the neck. The man's hands tightened like a steel band but the tenacious brute fought desperately, tearing the flesh from the arms of the courageous woman, who called to the young ladies to flee. They stood transfixed for twenty minutes while the terrible struggle between man and beast lasted. At the end of that time the bull dog was choked to death.

Smith was nearly exhausted from the terrible strain, and even on Monday night the young ladies were greatly unnerved as a result of their dangerous experience.

# In Her New Play.

One of the coming attractions at the Opera House is Mildred Holland in her new play "The Triumph of an Empress." The play is from the pen of that versatile playwright, Theodore Kremer, who has given to the stage many successes in the past few years.

In writing the drama for Miss Holland Mr. Kremer has wisely stepped from the paths of historical accuracy, and in presenting his Catherine has shown only the good qualities of her nature. Her whims and caprices were touched upon, but her selfishness and the bad side of her nature was not in the play. Mr. Kremer's Catherine is far from being the historical one. The play is a good one, however, being a well written and exciting drama, with a Russian setting, which by the way was beautifully designed and painted and everywhere showed the care and practical knowledge of Miss Holland, who spent many weeks last summer in Russia in search of ideas for stage settings.

# Berwick's Big Pay.

On Saturday the American Car & Foundry Company of Berwick paid out to its employees, for two weeks' work, the immense sum of \$77,000. One can hardly realize the possibilities of such a sum of money which is in itself a fortune, and when the fact is taken into consideration that this pay is but for two weeks work, the figures seem almost incredible.

George Gougel, of Delaware, and Miss Anna Mary Rinehart, of Danville, were united in marriage at 4 o'clock yesterday afternoon by the Rev. Dr. Stindel at his residence, 115 Lower Mulberry street. They will reside in Delaware.

# 1905 REUNION MAY COME HERE

The Danville members of the Twelfth Regiment Spanish-American Veterans Association, who as stated will hold a meeting Friday evening at 7:30 o'clock and who hope to sell 100 tickets in order to get a special train to bring them home from the Milton reunion, are making plans for a good turn out and will go to Milton with the avowed intention of bringing to Danville the third annual reunion of the Association in 1905.

The local veterans can assure their comrades of excellent treatment if they decide to come here and as this city offers numerous attractions to visitors it is highly probable that it will be chosen as the next meeting place.

An outline of the program of the Milton reunion has been received here and calls for an interesting lot of events. As each member of the Association arrives in Milton he is to report at Wilhelm's hall and will be given a meal ticket for his dinner. The dues go entirely to pay for the banquet of the veterans.

At 3 p. m. the business session will occur. At this meeting officers will be elected and the next place of meeting will be selected. In the evening at about 7 o'clock a short parade will occur, the line of march to take in the main streets of Milton.

# AN ORDINANCE.

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

SECTION 1. Be it Ordained by the Town Council of the Borough of Danville, 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 Ordinance Granting Permission to the Danville and Riverside Street Railway Company to Construct, Maintain and Operate an Electric Street Passenger Railway in, through, upon and over certain streets in the Borough of Danville, Montour County, Pennsylvania, Approved the third day of September, 1903, which reads as follows:

"SECTION 1. Be it Ordained by the Town Council of the Borough of Danville in the county of Montour and State of Pennsylvania in council assembled and it is hereby ordained by the authority of the same; that consent and permission be granted and given and the same is hereby granted and given to the Danville and Riverside Street Railway Company (a corporation duly organized and incorporated under the laws of the Commonwealth of Pennsylvania) at its own proper cost and expense to build, construct, maintain and operate perpetually a single track electric street passenger railway in, through, upon and over Mill, Market, Bloom, Northumberland, Walnut, Lower Mulberry and Church streets, respectively, 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 necessary wires, and to do every lawful act and thing necessary to properly construct, reconstruct, repair and maintain the said street railway and roadbed, to operate the said street railway with electric motor, and to propel proper cars thereon for the accommodation of public travel upon regulations, stipulations and restrictions, to be and the same is hereby amended and extended so as to be and read as follows:

That consent and permission be granted and given and the same is hereby granted and given to the Danville and Riverside Street Railway Company (a corporation duly organized and incorporated under the laws of the Commonwealth of Pennsylvania), its successors and assigns, at its own proper cost and expense to build, construct, maintain and operate perpetually a single track electric street passenger railway in, through, upon and over Mill, Market, Bloom, Northumberland, Walnut, Lower Mulberry and Church streets, respectively, and also in, through, upon and over "A" Street. Beginning at its intersection with Bloom Street and upon and over said "A" Street so as to pass from said "A" Street under the Catawissa Railroad, (now operated by The Philadelphia and Reading Railway Company as Lessee) and connect with the line of the said Danville and Riverside 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 electric motor and to propel cars thereon for the accommodation of public travel upon and under all the conditions, regulations and stipulations and restrictions as provided in the said ordinance to which this is a supplement.

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

Attest:  
HARRY B. PATTON,  
Sec'y of the Borough of Danville, Pa., October 6th, 1904.

# ITALIAN CUT AND ROBBED

A bloody Italian row is reported to have occurred across the river Sunday evening and one man claims to have been robbed of all his money, stripped of his clothes and badly cut with a razor wielded by a fellow countryman who has escaped, according to the account of the affair given by the man who was so brutally handled.

The Italian said to have perpetrated the bold outrage is called Dominic and is described as a big man wearing a broad-brim hat and big belt and usually a red handkerchief tied around his neck. He is spoken of as a familiar figure on the streets here. The other man's name also is Dominic, but it is understood he is known to as Rosa. He is a small man who was going over the river with a note for two men to report at another place for work yesterday. Dominic met him and said he would go with him. They started down the Pennsylvania railroad toward the Italian quarters and the big Italian insisted on the little fellow going to the woods for apples. This Rosa finally consented to do and it was when he reached a secluded spot that his companion assaulted and robbed him, so he alleges.

The big Italian drew a razor and demanded his money, whereupon Rosa gave up a pocketbook containing \$5.25 but this was thrown away and the unsatisfied robber fiercely attacked him, choking him and then placing his knee on the chest of Rosa and worked him in to numerous places, but not dangerously, before Dominic found the money he was after. The victim of his rage, including money received on Saturday of September 24th. This was taken and Dominic left his almost exhausted countryman lying helpless in the darkness.

It developed later that the Italians Rosa was going to see had heard the noise of the struggle, but in the darkness could not see the prostrate form of the man who was being robbed and whom Dominic choked so that he could not give an alarm. When Rosa finally made known his plight it is said the pocketbook containing \$5.25 that the robber threw away was found, but no trace of the man himself could be obtained.

# Jury List.

A suit that will enlist much public interest and involving important litigation will be tried at Danville next month, for which a special term of Court, to convene November 14th, has been ordered. Mrs. Sarah Cromley of Limestone township, is trying to recover damages from the Pennsylvania railroad for the loss of her husband and son, who were killed on a crossing at Watsonstown some years ago, when the train 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 re-referred here for trial.

For this special term of Court Sheriff Maisters and Jury Commissioners Curtis Cook and William B. Moore have drawn the following:

- ANTHONY TOWNSHIP.—William Black, Elmer Kirtner, David Cox, Cooper Township.—J. H. Weaver, Danville, First ward.—George Bedes, Thomas Campbell, William H. Ammerman, Harry Patton, Samuel Langer, Danville, Second ward.—William M. Moyer, Patrick Kerns, Charles Gibbons, 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 Bookmiller, John Geisig, Derry township.—Levi Moser, Frank Courson, Amundus C. Schultz, Limestone township.—Ambrose Cromis, James C. Smith, J. C. Mince-moyer, Liberty township.—J. H. Diehl, F. M. Milheim, Clark O. Dyer, Willard Fannemaker, Mahoning township.—William Bell, James Morrison, William Schram, Joseph Ritter, J. Lloyd Krumm, Mayberry township.—Joseph Gearhart, Charles A. Schultz, Valley township.—Samuel Pursel, William C. Flick, Washingtonville.—Frank Unstead, West Hemlock township.—Lloyd Bomby, J. W. Andy, A "Sovereign" That Costs Only One Dollar Dr. David Kennedy's Favorite Remedy, of Rondout, N. Y., is a "Sovereign" medicine for nervousness, Rheumatism, Kidney and Liver complaints, and all the ills peculiar to women. It drives the poison from the blood, and restores the patient to the bloom of health. You will never regret the exchange of one dollar for a bottle.

# Brick Railroad Crossing.

The Philadelphia and Reading railroad will place a brick pavement at the approach of the platform at the Bloom street crossing.

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

# BUILT IN 1812; STRONG AS EVER

Few people of Danville are aware of the fact that this city can boast of having in its immediate vicinity that was erected during the time of America's first war after the United States became a nation and that still stands firm and strong in spite of its weight of years, a landmark whose history is of great interest. Moreover this antique structure is owned by a well-known man of this city, James Shultz, of Market street, who himself for many years lived in the house, which now is occupied by a son of Mr. Shultz, who works the farm on which it stands.

Near the old canal, less than a mile beyond the hospital, is a quaint stone structure that has attracted the attention of many passers-by. They never dreamed, perhaps, that the sturdy house is nearing the age of a hundred years and was in process of erection when the United States was demonstrating to Great Britain that the rights of American seamen must be respected. In truth the house was built away back in 1812, when Canada was being invaded and the famous battleship Constitution was winning memorable naval victories over the British ships. So extremely aged is the building that when Shultz, the present owner, can not tell by whom it was erected although he purchased it at an early date, at the close of the Civil War.

It was about 1867 that he bought the property and he lived there until about fifteen years ago, when he removed to Danville. He improved the place a little, among other things removing an old-fashioned fire place. When he went to cut the wall to place a window in it he found the mortar as hard as the stone. This was due to the fact that the mortar was made of wood-burnt lime and was possibly stronger than the modern kind.

On a stone over the door are the figures, "1812" showing the time of erection. A huge block of stone is in the place of a door step and is itself a relic of the past, being of a size not commonly seen now. It is in one solid piece 14 feet long by 12 feet wide. Mr. Shultz says that today the house is practically as good as new. The only parts of it weakened by age are window frames and the roof, but the main structure stands in defiance of the elements and old Father Time. This intensely interesting and historical dwelling is well worth a visit.

**Ayer's Hair Vigor**  
Do you like your thin, rough, short hair? Of course you don't. Do you like thick, heavy, smooth hair? Of course you do. Then why not be pleased? Ayer's Hair Vigor makes beautiful heads of hair, that's the whole story. Sold for 60 years.

# Weak Hair

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**A. C. AMESBURY,**  
Best Coal in Town.

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THE EYE A SPECIALTY.  
Eyes tested, treated and fitted with glasses. No Sunday Work.  
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Uses OPOUNTNER for the painless extraction of teeth. Dentistry in all its branches and all work guaranteed.  
CHARGES REDUCED.  
Opposite Opera House, Danville.

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Beware of Counterfeits.  
Refuse all Substitutes.  
Always reliable. Ladies, ask Druggist for CHICHESTER'S ENGLISH PENNYROYAL PILLS. Take no other. Beware of dangerous imitations and cheap copies. Buy of your Druggist, or send for a sample for particulars. Testimonials and "Bottle for Ladies," in letter by return mail. 25-cent bottles, sold by all Druggists.  
CHICHESTER CHEMICAL CO., PHILA., PA.  
5200 Market Street.  
Beware of cheap paper.

# Philadelphia and Reading Railway

IN EFFECT SEPTEMBER 19th, 1904  
TRAINS LEAVE DANVILLE  
For Philadelphia 7:55, 11:25 a. m. and 8:45 p. m.  
For New York 7:55, 11:25 a. m. and 8:45 p. m.  
For Catawissa 11:25 a. m. and 8:45 p. m.  
For Bloomsburg 7:55 a. m. and 8:45 p. m.  
For Milton 7:55 a. m. and 8:45 p. m.  
For Williamsport 7:55 a. m. and 8:45 p. m.  
For Lewisburg 7:55 a. m. and 8:45 p. m.  
For Sunbury 7:55 a. m. and 8:45 p. m.  
For York 7:55 a. m. and 8:45 p. m.  
For Harrisburg 7:55 a. m. and 8:45 p. m.  
For Washington 7:55 a. m. and 8:45 p. m.  
For Baltimore 7:55 a. m. and 8:45 p. m.  
For New York 7:55 a. m. and 8:45 p. m.  
For Philadelphia 7:55 a. m. and 8:45 p. m.

# ATLANTIC CITY R. R.

From Chestnut Street Ferry  
For South Street see Timetables at Stations  
WEEKDAYS.  
ATLANTIC CITY—7:30 a. m. Leil. 9:00 a. m. Exp. 10:30 p. m. Exp. 1:00 a. m. Exp. 3:00 p. m. Exp. 5:00 p. m. Exp. 7:00 p. m. Exp. 9:00 p. m. Exp. 11:00 p. m. Exp.  
SEA ISLE—8:30 a. m.  
ATLANTIC CITY—7:30 a. m. Leil. 8:00 a. m. Leil. 9:00 a. m. Leil. 10:00 a. m. Leil. 11:00 a. m. Leil. 12:00 p. m. Leil. 1:00 p. m. Leil. 2:00 p. m. Leil. 3:00 p. m. Leil. 4:00 p. m. Leil. 5:00 p. m. Leil. 6:00 p. m. Leil. 7:00 p. m. Leil. 8:00 p. m. Leil. 9:00 p. m. Leil. 10:00 p. m. Leil. 11:00 p. m. Leil. 12:00 a. m. Leil.

# LACKAWANNA RAILROAD

—BLOOMSBURG DIVISION  
WEST.  
New York 7:55, 11:25 a. m. and 8:45 p. m.  
Scranton 7:55, 11:25 a. m. and 8:45 p. m.  
P. M.  
Scranton 7:55, 11:25 a. m. and 8:45 p. m.  
Scranton 7:55, 11:25 a. m. and 8:45 p. m.  
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Scranton 7:55, 1