

# STATUS OF THE CANAL QUESTION

A great deal of inquiry has been current lately as to the status of the canal question. The old water way, since its abandonment, has been allowed to remain unexcavated until now it is not only an unsightly ditch that is not at all in keeping with the other improvements about the city, but is also a menace to the health of the community.

During last Spring the matter was brought to the attention of President Traudelle of the D. L. & W. Railroad and he later expressed his desire that a conference be held between the Railroad engineers and the Borough officers to ascertain what was the best way to eliminate the evil. As a result Division Engineer G. J. Ray with several assistants came to this city on July 5th, and after going over the situation met with the Sewer Committee of Council and representatives of the Danville Board of Trade, the local representatives explaining to Mr. Ray that it was their desire to have a bottom canal.

On the 6th of July Borough Clerk Patton, writing under the direction of Council, wrote to Mr. Ray, stating that the Borough was willing to fill in the canal from the aqueduct to Wall street if the D. L. & W. would pipe the line over to the Borough to be used for sewage purposes. Since that time no word has been received from the railroad.

The people of Danville anxiously await the decision of the D. L. & W. Company, and regret the delay in dealing with so important a question. There are, however, excuses which the D. L. & W. might offer for not giving immediate attention to the canal question in this city. The officials of the railroad are laboring under a press of work all along the line. Division Engineer Ray alone having charge of jobs amounting to \$600,000 between Northumberland and Binghamton, and having under his direction 18 assistant engineers.

It is estimated that Harrisburg's fight against last winter's outbreak of small pox cost \$25,000. As there were about 300 cases the average cost per case, therefore, fell a trifle short of \$80.

# INSURANCE MEN READY FOR PROBE

CHICAGO, Aug. 2.—An inner circle of state insurance commissioners at the invitation of Commissioners Folk of Tennessee and Prewitt of Kentucky will hold a secret session in Chicago today to discuss reforms among insurance companies and incidentally among their broker officials.

The object will be first to consider the Equitable and next to determine on some policy that will prevent officers of other insurance companies from taking the liberties charged to Hyde and Alexander.

Only such commissioners as could be relied implicitly have been invited to the conference which is preparatory to the annual convention to be held next month at Benton Woods.

At the caucus today certain reforms are to be recommended which the select commissioners hope to put through at the convention.

Commissioner Folk, of Tennessee, of Wisconsin, of Ohio; Vary, of Michigan; Prewitt, of Kentucky; Carroll, of Iowa, and O'Brien, of Minnesota, are here.

It is said that even insurance commissioners themselves are not slow white that the reformers are to begin with them. Commissioner Folk, is a brother of Governor Folk, of Missouri, and has taken the initiative in the work. It was he who recently sent to the insurance societies of his state a list of questions which, under penalty of losing license, each company was required to answer under oath.

One of the most important of the measures to be advocated is that of an examining board to be made up of the commissioners of the several states. This, in the belief of the reformers will eliminate the possibility of graft and be more satisfactory in the end.

**Luch Candy is Poisonous.** Food Commissioner Warren has announced that his agents have obtained evidence that much impure candy and cake is being sold. He said that his attention was called to the matter by parents who had been advised by physicians that the stomach ailments from which their children were suffering was due to their having eaten doctored candy and cake, and a chemical analysis of samples had disclosed that mineral pigments or orchels had been used to make artificial chocolate. He said that in many cases it had been found that in some artificial chocolate layer cake the chocolate consisted of ordinary pigment and glucose, while a coal tar dye belonging to the azo group, many of which are poisonous had been substituted for eggs. Chocolate fudge has been discovered to be nothing more or less than paint and glucose. He said his counsel, State Senator Brown, is preparing a case that would mean the arrest within a few days of a well known Philadelphia manufacturer in connection with the sale of artificial chocolate.

**Fast Fruit Train.** Since the yellow fever epidemic the vast trade in tropical fruits done in New Orleans will largely be diverted to New York. Most of the fruit is shipped to the west and northwest. To accommodate the trade the Pennsylvania Railroad Company will run on a special fast freight train, which will be run to Chicago on a rapid passenger schedule.

Arrangements will be made with the lines west to inaugurate the same source of movement and thus establish a special fruit express from the Atlantic to the Pacific.

Summer trade is beginning to make room for the heavier business of fall. These trade changes mark the advance of the season.

# REUNION OF 137th REGIMENT

An interesting military event will take place in Danville on September 17th next. This will be a reunion of the One Hundred and Thirty-seventh Regiment P. V. I., the first reunion of which took place in our town some fifteen years ago.

Company A, under Captain Shreve, was made up in great part of Danville men. Captain Shreve was a bookkeeper in the Company Store, while among the company's survivors are: Hon. James Foster, Thomas Jones, O. B. Switzer, Judge F. G. Blew, Samuel Langer and S. M. Waite. The late Captain George Lovett was also a member of Company A and at the last reunion held on the Battle field at Antietam a year ago he was elected President of the Regimental Association. Owing to the death of Captain Lovett the Association is without a President at the present time.

Hon. James Foster is a former President of the Regimental Association. Survivors representing Companies of the 137th Regiment are located at Danville, Bloomsburg, Bradford, and other points. Scranton and Mauch Chunk each had two companies. A meeting will be held in G. A. R. Hall on Saturday evening next at 7 o'clock for the purpose of appointing committees to co-operate with the officers of the Association in making arrangements. Daniel J. Newman, of Scranton, Secretary of the Regimental Association, will be present at the meeting.

**Private in '61.—Now a Colonel.** In the early days of the Civil War during the year 1861, the United States Government opened a recruiting office in this city. At that time John Bubb was a well known young man in the community, and was employed at the Rolling Mill now owned by the Reading Iron Company. Among other young men who at that time enlisted in the service young Bubb placed his name on the roll and was accepted, and became a private in the 12th United States Infantry.

He was sent to the front, where he proved to be a soldier as brave as any who ever entered the service. He was with the army of the Potomac during the entire campaign, and through meritorious service was from time to time promoted until, at the close of the Rebellion he had reached the office of Second Lieutenant. At the expiration of his first enlistment he re-enlisted and was transferred with the 12th Regiment at the close of the war to the western frontier, where he continued to advance until today he is the Colonel commanding the regiment in California.

His long service has entitled him to the high position he has reached, and it will be only a few years until he has reached the age limit for Army Officers, and will be retired on the liberal allowance provided by the government.

# SPECIAL SUNDAY EXCURSIONS TO THE SEASHORE.

The next Pennsylvania Railroad low-rate Sunday excursion for the present season from Lock Haven, Lewisburg, Williamsport, Moccasinago, Sunbury, Dauphin, and principal intermediate stations to Atlantic City, Cape May, Ocean City, Sea Isle City, Avalon, Anglesea, Wildwood, or Holly Beach, will be run on July 30. Similar excursions will be run on August 13 and 27.

Excursion tickets, good going and returning on regular trains within five days, will be sold at very low rates. Tickets to Atlantic City will be sold via the Delaware River Bridge Route, the only all-rail line or via Market Street Wharf, Philadelphia.

Stop over can be had at Philadelphia, either going or returning, within limit of ticket.

For information in regard to specific rates and times of train consult hand bills, or apply to agents, or E. S. Harrar, Division Ticket Agent, Williamsport, Pa.

**Shot by Highwaymen.** With a bullet in his left side, which he claims was the work of highwaymen, Nelson Hoover, aged thirty years, of Shamokin, was brought to the Mary M. Packer Hospital for treatment, Sunday.

Hoover contends that he was on his way home Saturday night, when he was attacked at the intersection of Commerce and Pearl streets, Shamokin, by two strange men.

To defend himself, Hoover drew a revolver from the hip pocket of his trousers, but before he could use it, the men disarmed him and shot him in the side with his own pistol.

The men placed him in a bag and carried him up the railroad track half a mile, and took all his money, which amounted to twenty dollars.

It was nearly morning when he regained consciousness.

There seems to be suspicious parts to the story and Hoover's word is doubted in the vicinity he alleges the assault was committed.

# ARGUMENT WAS HELD MONDAY

The argument in the injunction proceedings against the Danville and Sunbury Street Railway Company in which M. F. Gulick is plaintiff took place before Judge Savidge at Sunbury Monday. The hearing began on Monday morning of last week and by the time evidence was all in it was time to adjourn. The argument, therefore, was postponed until yesterday.

The injunction proceedings were instituted on July 12th, M. F. Gulick seeking to restrain the defendants from laying the track of their trolley line in front of his property on Hazleton avenue without first obtaining his consent. The trolley company desires to lay its track opposite the Gulick dwelling next to the railroad, which it claims is a half of the street over which the plaintiff has no jurisdiction. Gulick, however, takes the position that the Pennsylvania railroad lies in the center of Hazleton avenue and that as his half he controls the entire space between the building line and the railroad.

The hearing was first postponed from Monday, July 17th, to Monday, July 24th, when it was understood the hearing would be final. It was a disappointment therefore when it was discovered that the argument could not be heard on that day.

The argument took place yesterday as arranged, but those who looked for a conclusion of the affair were doomed to further disappointment. George M. Reimensnyder, of counsel for the plaintiff made the opening argument. He was followed by Grant Herring and James Scarlett for the defendants, H. M. Hinckley winding up for the plaintiff. Judge Savidge has reserved his decision. It is not known how long it will be before an opinion is handed down, but it is hoped that it may not be long.

# Safe Arrival of DeLong Family.

Word has been received in this city of the safe arrival of the DeLong family in Liverpool, England, on July 21st. The party sailed from New York, Saturday, July 15th on board the S. S. Lancia and had a most pleasant voyage. The ship Lancia passed near to the feet of four ships bearing the remains of Paul Jones to America.

# BARN AND CROPS ARE DESTROYED

Three boys smoking cigarettes in close proximity to a straw stack in West Berwick yesterday caused a destructive fire, which consumed a barn and one acre of land worth \$3000.

The fire occurred at about 3:30 o'clock yesterday afternoon. A straw shed and two wagon houses were built adjoining to the barn, which was a good sized structure. All were totally destroyed, along with the season's crops and a number of farming implements. Four cows and two calves perished in the flames. A number of pigs were rescued, but they were badly injured in getting them out of the fire and several had to be killed.

The loss foots up at least \$3000. There was a small insurance, which only partially covers the loss.

# Special Train to DuBois, August 21st, Account P. O. S. of A.

Account State Camp, P. O. S. of A. meeting the Philadelphia & Reading Railroad will sell round trip tickets to DuBois at fare and one-third on card orders. These tickets will be issued August 19 to 25, and will be good returning until August 28th inclusive.

For the accommodation of State officers, Delegates and others wishing to go to DuBois, special through train will be run from Philadelphia to DuBois, via Williamsport, N. Y. C. & H. R., Clearfield and B. & R. P. Ry., on Monday, August 21st as follows:

Leave Philadelphia 7:00 a. m., Reading 8:48 a. m., Tamaqua 10:00 a. m., Ashland 10:46 a. m., Mt. Carmel 11:03 a. m., Shamokin 11:29 a. m., Paxinos 11:39 a. m., Sunbury 12:01 p. m., Winfield 12:15 p. m., DuBois 1:17 p. m., Arrive DuBois 6:15 p. m.

Delegates and others wishing to go on this train should notify the undersigned not later than August 10th, in order that sufficient coaches may be provided.

# REDUCED RATES TO SEASHORE.

Annual Low-Rate Excursions to Atlantic City, etc., via Pennsylvania Railroad. The next Pennsylvania Railroad low-rate ten-day excursion for the present season from Lock Haven, Troy, Bellefonte, Williamsport, Moccasinago, Sunbury, Mt. Carmel, Shenandoah, Lykens, Dauphin, and principal intermediate stations (including stations on branch roads), to Atlantic City, Cape May, Ocean City, Sea Isle City, Avalon, Anglesea, or Holly Beach, will be run on Thursday, August 10th.

Excursion tickets, good to return by regular trains within ten days, will be sold at very low rates. Tickets to Atlantic City will be sold via the Delaware River Bridge Route, the only all-rail line, or via the Market Street Wharf, Philadelphia.

Stop over can be had at Philadelphia, either going or returning, within limit of ticket.

A similar excursion will be run on August 24.

For information in regard to specific rates and times of train consult hand bills, or apply to agents, or E. S. Harrar, Division Ticket Agent, Williamsport, Pa.

# Sentinel Change.

The Hazleton Sentinel, owned for the past fifteen years by Alvin Markle, is about to change hands. George Mene being the manager of the purchasing syndicate and Fred Smith editor. It will be changed from an evening to a morning publication.

# Ocean Grove Excursion August 24

Reading Railway annual excursion to Ocean Grove Thursday, August 24. Stop over allowed at Philadelphia returning. Round trip rate \$4.50. Leave Danville 7:35 a. m.

# INDEPENDENTS STORING COAL

For the first time in the history of the anthracite mining region, the individual coal operators of this section are stocking prepared coal at the mines says a despatch from Hazleton.

That the mine owners are not actuated in this matter by philanthropic motives in furnishing employment for the coal heavers may be inferred from the statement of one of these men on Monday last, when he said: "The lesson learned by the mine owners in the last strike was a most valuable one. The mine owner now fully realizes that the employees are a business entity, and must be reckoned a party to the money-making scheme which the preparation and selling of coal involves."

The action of the Parades, Leisenrings, Markles, Coxes and numerous small operators who, during the week began unloading cars of prepared domestic sizes near the mines, gives proof positive that they appreciate better than ever before the necessity for doing as the larger corporations have been doing—making coal yards of their own and husbanding a stock for any emergency.

There is a tacit agreement among the independent operators that, in event of hostilities being opened next April, the direction of the fight shall be left to one of the larger railroads, either the Lackawanna or Reading. Whatever this influence may direct will be accepted by shippers of every calibre. This is part of the lesson which the smaller operators had forcibly impressed upon their minds during the last strike, and they are now profiting thereby in storing coal on their own property.

# EDITOR FLICK WAS WEALTHY MAN

WILKESBARRE, Aug. 2.—According to the last will and testament of the late Liddon Flick, intended for probate in the office of the Register, two employees of the Wilkesbarre Times Publishing company are generously remembered by the testator. Harry B. Thomas, manager of the Times company is devised \$5,000 worth of stock for his faithful and hard work and Editor George Edwards is bequeathed \$500 in cash.

The rest of the property is given to the wife, who was also named as executrix. After the will was probated Mr. Flick renounced the position of executrix in favor of R. J. Flick. The value of the estate is \$300,000.

# Stricken While Visiting Here.

P. M. Herd, of Baltimore, an old-time resident of this county, is lying very high unto death at the home of his son-in-law, Charles P. Murray, Center street.

The case is a very sad one. Mr. Herd, who is about eighty years of age, accompanied by his wife, a few years his junior, came to Danville a short time ago anticipating a happy visit with their son-in-law and daughter. During their sojourn here, however, Mr. Herd was stricken with apoplexy, the stroke being an exceptionally severe one, affecting both right and left side. The afflicted man has regained consciousness but he is helpless and lies awaiting the end.

When a resident of Montour County P. M. Herd was engaged in agricultural pursuits and resided in the vicinity of Washingtonville. He removed to Maryland some thirty years ago.

# ASBURY PARK BOOKLET.

Descriptive Publication Issued by the Pennsylvania Railroad Company. The Pennsylvania Railroad Company has just issued an attractive booklet descriptive of Asbury Park. The publication is designed to present the attractions and claims of Asbury Park as a summer seaside resort.

Persons desiring information concerning this popular resort may obtain a copy of the booklet by enclosing two cents in postage stamps to Geo. W. Boyd, General Passenger Agent, Pennsylvania Railroad, Philadelphia, Pa.

# Entertained Blue Bell Club.

Mrs. Myra Rudy entertained the Blue Bell Club at her home, Church street, Saturday evening in honor of Howard Rittenbach and Wesley Renard, of Northumberland.

Those present were: Mrs. Mary Mason, Mrs. John Langer, Misses Evelyn, Mary and Carrie Langer, Katie Kline, Edith Ashton, Edith Rudy, Isabelle Hartzell, Katie and Eva Ward, Messrs. Joseph Weaver, William Rudy, John Kester, William Gipple, Lewis Straub, William Styers, William Baker, Roy Vaugliard and William Martin.

# Removing Repair Shop.

The repair shop of the Philadelphia and Reading Railroads, now located at Catawissa is being torn down and will be removed to Newbury. This change affects about eight employees of the road, nearly all of whom will move to Newbury. The building is being torn down to make room for another track which the company intends laying.

# Through Train to Ocean Grove August 24.

Reading Railway will run special train from Williamsport to Ocean Grove on August 24, and issue round trip tickets, good ten days at low rates. Stop over allowed at Philadelphia returning. Round trip rate \$4.50. Leave Danville 7:35 a. m.

# BEAUTIES OF NATURE AT HOSPITAL GROUNDS

There are few, fatiny, spots about the country which at this time of the year present a more pleasing appearance than the grounds surrounding the Danville Hospital for the Insane.

A stroll through the spacious grounds is a revelation of the beauties of landscape gardening. The grounds are kept in perfect condition throughout the year, but especial pains are expended upon their care during the spring and summer months. The beautiful expanse of close cropped, terraced lawn, dotted here and there with beds of beautiful blooming flowers, the magnificent shade trees, the well kept driveways, the sparkling fountains, all combine to present to the eye a vista that is inspiring.

The hot house in the rear of the main building is the winter home of many of the rare Southern plants that grace the lawn during the summer; so that parts of the grounds resemble tropical gardens resplendent in palms, century plants and other tropical growths.

On either side of the main entrance paths lead to wooded dells where the soft shade of large overhanging trees and the winding brook invite the wanderer to rest.

The neatness that seems to be the controlling spirit of the institution does not confine itself to the beautiful expanse of garden in front of the main building, but extends to all parts of the grounds. In the tree garden in the rear, at the small picnic ground, in the attractive little summer houses, in fact all over the place are noticeable the careful attention that is given to the Hospital grounds.

# The Berwick Bridge.

Looking into Berwick's future a great growth of population may be seen and a wide expanse of territory covered with residences, business places, shops, and mills. All of this can be readily foreseen when authorities make the announcement that the Berwick plant of the American Car and Foundry Company will be made the largest car manufacturing plant of the sixteen owned by the company.

Along with Berwick, West Berwick, North Berwick, Nescopeck and all smaller towns on both sides of the river will grow and here we center down to the objective point. With the towns on both sides of the river growing it can readily be seen that the traffic across the new bridge will be greatly increased. Possibly to start with there will be ten times as many persons and conveyances to cross the new bridge in a day as there were to cross the old bridge. This traffic may be increased within a few years to such an extent that there will be more people crossing the Berwick-Nescopeck bridge than any that spans the Susquehanna. Danville with a handsome new bridge, concrete floor and all modern in construction would be nowhere in comparison in traffic with a bridge at this place.

We now look with pride and satisfaction upon the progress being made in preparation for the building of the piers and the work which is to follow in the erection of our bridge. But here the conservative citizen stops to think and look into the future. It is a fact that the State will build our bridge and the people are pretty well acquainted with the plans. We all of us know that the floor in the bridge is to be of plank and a plank floor on such a bridge doesn't seem to come up to our expectations. It isn't in keeping with our progress and from an economical standpoint of view it is agitated that action should be taken at the present time toward having the plank floor stricken from the plans and a concrete floor laid.

The engineer in charge states that the iron work will be just as heavy as was recommended in the report, which entailed the concrete floor, and there should be no reason why concrete cannot yet be laid.

It is the duty of the Commissioners of Columbia county and Luzerne county to consider this point carefully. Take up the matter with the trolley company which expects to enter the Borough of Nescopeck by crossing the bridge. If the subject is thought over carefully the Commissioners will doubtless see the chance to economize by arranging for a concrete floor.—Berwick Enterprise.

# REDUCED RATES TO WILKESBARRE

Via Pennsylvania Railroad, Account Meeting Catholic Total Abstinence Union of America. For the benefit of those desiring to attend the meeting of the Catholic Total Abstinence Union of America, to be held at Wilkesbarre, Pa., August 9 to 11, the Pennsylvania Railroad Company will sell excursion tickets to all stations on the Maryland and Central Divisions of the Philadelphia, Baltimore and Washington Railroad; from Wilmington, Townsend, and intermediate stations on the Delaware Division; from all stations on the Northern Central Railroad, Baltimore to Sunbury, and Williamsport to Watkins, inclusive; from all stations on the Philadelphia and Erie Railroad, including branches, east of and including Driftwood; and from all stations on the Pennsylvania Railroad Division, including branch lines, east of and including Altoona, at rate of single fare for the round trip, plus 25 cents (minimum rate, 50 cents). For specific rates apply to nearest ticket agent.

# Play Purchase Ferry.

John D. Bogar, of Herndon, was in this city Saturday for the purpose of inspecting the ferry and possibly purchasing the big fat. Mr. Bogar found the boat in excellent condition, but too large for his use.

West Berwick was the banner town, population considered, for births in Columbia county the past year, with 102, while there were 1056 in the county, against 433 deaths.

# WASHIES APPOINTED PICNIC COMMITTEE

At the meeting of the Washington Home Company held Saturday evening preliminary arrangements were made for the big picnic to be held by the Company at DeWitt's Park on Labor Day, Monday, September 4th.

A general committee from the Company was elected, who will have charge of all plans for the outing. Those who will serve on the committee are: Willard Fetterman, chairman; Wesley Hollibaugh, Charles Gibbons, William McCann, David Evans, Lewis Wray, William Davis, George Koehler, and Seth Lorimer.

The general committee will meet at the call of the chairman, and will appoint sub-committees from the members of the Company who will have charge of the various departments of the affair.

# Summer Tours—Niagara Wonderland.

For generations Niagara Falls has been the great objective point for tourists in the United States, and despite the prophecies of many savants, it is likely to continue so for many more generations.

In early years a Niagara Falls trip was very expensive, the property owners, guides, cabmen, etc., vying as to who could quickest drain the pockets of the tourists. But this is all changed, the state of New York on the one hand and the Province of Ontario on the other having reserved for Public Parks the best situations adjacent to the Falls, with free admissions and a low rate of charge for licensed carriers being rigidly enforced by the Park Commission.

One special expensive trip was the view of the rapids, but now the Niagara Gorge Railroad Co. running a line of trolley cars on each side of the rapids, affords a fine view of the whirlpool, etc.

One special point of Niagara Falls is that it does not fall on the senses after one view, on the contrary, new beauties are discernible as often as visited and many persons assert that the best of its beauty is not seen until the third or fourth visit.

In contradistinction to the old system of expensive, wearisome traveling necessary to visit Niagara in former years, the Ten Day Ten Dollar tours by the Reading-Lehigh Valley route are very noticeable. Special trains leave Reading Terminal 8:30 a. m. July 13, August 3 and 19, September 2 and 14 and October 5, and after a daylight run through the scenic Lehigh and Wyoming Valleys, arrives at Niagara Falls in the early evening.

Tickets for these excursions sold at rate of Ten Dollars for round trip from Philadelphia and proportionate rates from other points, are good on special trips or connections only and good to return within ten days on all trains except the "Black Diamond Express."

On return trip stop-overs will be allowed at numerous points of interest, and holders of these tickets can secure special low rates on side trips from Niagara Falls, etc. For full information consult ticket agents or address Edson J. Weeks, Gen'l Passenger Agent, Philadelphia.

# NIAGARA FALLS EXCURSIONS

Low-rate Vacation Trips via Pennsylvania Railroad. The Pennsylvania Railroad Company has selected the following dates for its popular ten-day excursions to Niagara Falls from Washington and Baltimore; July 21, August 11 and 25, September 8 and 22, and October 13. On these dates the special train will leave Washington at 7:55 A. M., Baltimore 9:00 A. M., York 10:40 A. M., Harrisburg 11:40 A. M., Millersburg 12:20 P. M., Sunbury 12:58 P. M., Williamsport 2:30 P. M., Lock Haven 3:00 P. M., Renovo 3:55 P. M., Emporium Junction 5:05 P. M., arriving Niagara Falls at 9:35 P. M.

Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within ten days, will be sold at \$10.00 from Washington, and Baltimore \$9.35 from York; \$10.00 from Littlestown; \$10.00 from Oxford, Pa.; \$9.35 from Columbia; \$8.50 from Harrisburg, \$10.00 from Winchester, Va.; \$7.80 from Altoona; \$7.40 from Tyrone; \$6.45 from Bellefonte; \$7.45 from Gettysburg; \$9.00 from Sunbury and Lock Haven; \$5.75 from Williamsport; and at proportionate rates from principal points. A stop-over will be allowed at Buffalo within limit of ticket returning.

The special trains of Pullman parlor cars and day coaches will be run with each excursion running through to Niagara Falls. An extra charge will be made for parlor-car seats.

An experienced tourist agent and chaperon will accompany each excursion.

For descriptive pamphlet, [time] of connecting trains, and further information apply to nearest ticket agent, or address Geo. W. Boyd, General Passenger Agent, Broad Street Station, Philadelphia.

# Reduced Rates to Denver, Colorado Springs or Pueblo, via Pennsylvania Railroad.

On account of the Grand Aerie, Fraternal Order of Eagles, on August 14 to 24, the meeting of the American Osteopathic Association on August 15 to 19, and the meeting of the National Association of Local Fire Insurance Agents on August 16 to 18, at Denver, Col., the Pennsylvania Railroad Company will sell round trip tickets from all points on the Erie Railroad, Colorado Springs, or Pueblo, August 11, 12 and 13, good returning to reach original starting point not later than August 23, at greatly reduced rates. For specific information concerning extension of final limit, routes, rates, and stop-over privileges, consult nearest ticket agent.

# Milton is enforcing its dog ordinance, compelling all dogs to be muzzled. Danville isn't.

# Ayer's Hair Vigor

Falling hair means weak hair. Then strengthen your hair; feed it with the only hair food, Ayer's Hair Vigor. It checks falling hair, makes the hair grow, completely cures dandruff. And it always restores color to gray hair, all the rich, dark color of early life.

"My hair was falling out badly and I was afraid I would lose it. Then I tried Ayer's Hair Vigor. It quickly stopped the falling and made my hair all I could wish it to be."—REBECCA K. ALLEN, Danbury, N. J. (Give a bottle, and receive a bottle.)

# Falling Hair

"Yellow Jack."

It comes as a shock, this story of yellow fever at New Orleans. The fact that the first report merely oozed through, so to speak, does not make it less impressive, and carries with it the suggestion that it has been announced after deliberation and considerable activity by the health authorities to localize the suspected cases.

Yellow fever is no jest. In the memorable epidemic of 1878 it carried away 5000 souls in New Orleans and Memphis and the country between. Even the north remembers those days—the terror thereof and the suspense. For that matter, the north had cause of its own to dread the pestilence. Later than 1823 Philadelphia was scourged by it. Boston was a fellow sufferer in 1797. Of late years it has crept up the Mississippi valley, only to be checked fortunately by sanitary measures and redeeming frosts.

No. Yellow fever is no joke. Nor does the south regard it as one. The whole country is with the south on guard against it.

For there is this about it. There is reason to believe that man's fight against the pestilence is on the point of victory. That such a gratifying result is possible is shown by the fact that the disease has been rare even in Cuba since the Americans occupied the island in 1898 and cleaned it. All that is needed now is to corner the fugitive cases which may develop on the Gulf coast and treat them with the concentrated experience of a costly past, and strike the final blow that will make it a happily forgotten nightmare.

After that, to deal death to it on the isthmus and the West Indies to crown the medical and hygienic achievements of the 20th century.

Vladivostok may consider herself in exceeding good luck if she escapes without a bombardment.

# CHICHESTER'S ENGLISH PENNYROYAL PILLS

Safe. Always reliable. Ladies, ask Druggist for CHICHESTER'S ENGLISH PENNYROYAL PILLS. Beware of cheap imitations. Buy of your Druggist or send 4c. in stamps for Particulars, Sold by Retail Vendors. 10,000 Testimonials. Write for them. CHICHESTER CHEMICAL CO., 2100 Market Street, PHILADELPHIA, PA. Mention this paper.

# WM. KASE WEST.

ATTORNEY-AT-LAW, No. 350 MILL STREET, DANVILLE.

# CHARLES CHALFANT.

ATTORNEY-AT-LAW, No. 110 MILL STREET, DANVILLE.

# WILLIAM L. SIDLER.

ATTORNEY-AT-LAW, COR. WILL AND MARKET STREETS, DANVILLE.

# BEST FOR THE BOWELS

If you haven't a regular, healthy movement of the bowels every day, you're ill or will be. Keep your bowels open, and be well. Bore, in the shape of constipation, is the most perfect way of keeping the bowels clear and clean is to take