

DANVILLE INTELLIGENCER.

VOL. LXXVI.

DANVILLE, MONTOUR COUNTY, PA., FRIDAY, NOVEMBER 10, 190.

NO. 51

D. & S. COMPANY RUNS CLOSED CAR

The Danville and Sunbury Street Railway Company has put a closed car on its line, which is most highly appreciated by the traveling public, especially those who wish to cross the bridge or pass to and fro between town and the Hospital for the Insane.

The Danville and Sunbury Electric Railway Company has had closed cars ordered for some time, but as is apt to occur in these busy times much delay has ensued. O. C. Yetter, Esq., has come to the rescue, however, and in order to make travel comfortable for the present has secured a closed car of the Columbia and Montour Company. It is of a kind peculiar to that line with a seat on each side running parallel with the car. It was brought down over the Danville and Bloomsburg line late Saturday afternoon accompanied by Mr. Yetter and William Terwilliger, the latter Superintendent of the Columbia and Montour line.

Quite a spectacular performance was involved in getting the car from the present terminus of the Danville and Bloomsburg line opposite J. H. Cole's Hardware store, to the Danville and Sunbury track at the corner of Mill and Market streets. While the track belonging to the Danville and Bloomsburg Company is laid on Mill street between the two points above named, owing to the hold-up at the D. L. & W. crossing, the overhead work has never been completed. The rails were a valuable assistance in moving the car but electricity could not be brought into play as a motive power. In lieu thereof two stout horses were hitched to the car in front, while about forty boys with a free ride in prospect took hold of the car behind and at the sides and helped to push it along.

This was about six o'clock. The car attracted much attention, no one losing sight of the fact that it was the first trolley car that had ever passed through Mill street. A good many thought that the fact that a trolley car had after all crossed the D. L. & W. tracks ought to be signified in some way. The frog laid down in the face of so much protest was found to answer admirably and the first trolley car that passed rolled over it with very little jar.

The closed car was immediately pressed into service and on a ride a good many passengers on Saturday night. It is an improvement immensely appreciated by the public, who have no desire to face the rigors of the weather on the big iron bridge at this season of the year. It would have to be an exceptional day indeed when a person would prefer walking at that point.

Will There Be a Coal Strike?

The question uppermost in the anthracite region is, "Will there be strike or lockout at the termination of the present agreement between mine owners and mine workers on April 1 next?"

The recent demonstration in honor of John Mitchell Day had added to the anxiety of business men, at least in the upper region, according to a Scranton dispatch, and caused them to regard the outlook with grave misgivings.

Meantime, all President Mitchell's attentions breath peace. In his speech he has expressed himself as hopeful of a harmonious adjustment, and there can be no doubt that he sincerely desires such a result, but it will depend entirely on two things, to wit, the determination of the men in their demand for an eight hour day and recognition of the union and the attitude of the mine owners toward this proposition.

Should the men insist upon the enforcement of this strength for the enforcement of their demand, and should President Baer, of the Reading Company, and his associates refuse to grant that demand, what then? The question is one of even greater and more far reaching interest than that which precipitated the strike of 1902, for the reason that it will be raised at a time when the exciting contract will expire in the anthracite and bituminous regions, and nearly 500,000 men engaged in the production of coal will be ready to make common cause.

This sense of power will be to get confidence and make it difficult matter for Mitchell to concede even in case he should desire to do so for the purpose of averting a strike. The president of the Mine Workers enjoys the confidence of his supporters, but should they feel that the time is ripe for insistence on the demands, there will be nothing left for him but to carry forward the banner they place in their hands.

In view of the serious nature of the outlook and the grave consequences that are not at all unlikely in case of a conflict, a great many persons are of the opinion that an understanding ought to be reached between the companies and the minor before the expiration of the existing contracts.

Shot Small Cub Bear.

Harry Nass, living near Malvern, shot one of the bear cubs that have created quite a fear for a number of hunters. The mother of the cub was killed by hunters near Bloomsburg last week. The cub was first chased by dogs and when it found the dogs coming too close fled towards the hunter, set upon his launch as though begging for protection.

FIVE KILLED IN WRECK

The worst wreck that has occurred on the D. L. & W. Railroad in many years took place yesterday forenoon two miles west of Hunlock's Creek directly opposite Retreat. It was a head-on collision, between passenger train 704, which passes this city at 10:19 a. m. and an extra freight train drawn by engine No. 204.

THE DEAD.

Henry Greenwood, baggage master, Scranton.

Albert Stookey, fireman, passenger train, Scranton.

Charles Snyder, engineer freight train, Northumberland.

Charles Graham, express messenger, Scranton.

Fireman Ringdorf, freight train.

Twelve or more were injured, among them being Mrs. Emerick, wife of the proprietor of the Ten Cent Store, this city; Daue Kingsbury, foreman on D. L. & W. improvements and known here, who had his leg crushed, skull fractured and back hurt; also Charles Krog, the well known con engineer of passenger train of Scranton, was badly injured and at first reported dead. Arm torn off and lacerated scalp.

Christian Beavers, who according to first reports was fatally injured it was learned later escaped with but slight injuries.

The collision was one of the most terrific ever witnessed, as the trains, which were proceeding in opposite directions, were running not less than 30 miles an hour and crashed together so suddenly, so unexpectedly, that it drove terror into every heart.

The scenes after the accident can better be imagined than pictured, for all about were injured people, groaning and crying out with pain, cars were driven one into the other and the engines were a mass of jumbled iron and wires.

There were a number of passengers uninjured on the train, and they went to work at once, releasing the unfortunate men from the wreckage. It was hard to get at some, as they were pinned in on all sides by wire, iron and wood. However, the best possible was done under the conditions. The people at Hunlock and at Shickshinny threw open their homes and the dead and injured were taken there.

The passengers, the farmers and the residents of Hunlock and Shickshinny were tireless in their efforts to be of service.

The doctors worked like trojans, bandaging injured and bruised limbs lacerated parts and in one case amputation had to be made. Some difficulty was experienced in rescuing the unfortunate people from the wrecked cars, as at intervals it looked as if the woodwork of the cars would be ignited by the burning coals in the destroyed engines.

The passengers, the farmers and the residents of Hunlock and Shickshinny were tireless in their efforts to be of service.

The first news of the accident reached this city early after noon. It spread like wildfire and the rumors were numerous and varied. Some said there was as high as ten killed, others declared that it was even more, but an investigation proves that five train hands met their death, and about nine passengers were more or less injured, but not fatally.

Mrs. A. M. Diehl, of this city, and John O. Havens, who is engaged in getting out a souvenir book here, were also on the train but escaped injury.

According to the best information a train was made up in the Kingston yard and ordered to proceed to Northumberland. The officials allege that the crew was notified to wait at West Nanticoke in the New York flyer, to pass. They misunderstood the orders, or did not comprehend their import, for they passed the siding and even moved by Hunlock's Creek at a rapid rate of speed.

It was evident that the crew was trying to make the siding at Shickshinny, and labored under the opinion that the passenger train, which is a New York flyer would meet them there. The operator at Shickshinny says he did not receive any information regarding the extra, and while the boss at Nanticoke saw it pass, yet paid no attention, believing it to be an order and therefore had the right of the way.

This fatal freight went on its way and on the single track, a short distance below Hunlock's Creek and opposite Retreat Hospital, while rounding a curve with the canal on one side and the steep mountains on the other, the train met in one of these death dealing crashes, which drives terror into every heart.

When the crash occurred both engines were raised slightly off the rails as if one was trying to master the other. There was a lull in the movement, but the freight was the heaviest and it pressed the passenger back through its tender into the baggage car, dealing death and destruction in its way.

(Continued on page 4.)

GEO. MARSHALL'S TERRIBLE PLIGHT

George Marshall, who resides on Railroad street, near the Borough line, late Saturday night was found lying close to the big spring near the D. L. & W. station in a state of semi-consciousness, with his face covered with blood and suffering from the effects of other injuries of a serious nature. Most people believed that he was a victim of foul play until Sunday morning when his hat was found lying on the high P. & R. trestling immediately above that spot, indicating that while attempting to cross he fell so the ground, a distance of some thirty feet.

He was discovered about 10:30 o'clock Saturday night. William Ritter, Jr., Railroad street, while returning home heard some one groaning in the vicinity of the big spring. He informed his father of the fact and the latter started out to investigate. Arriving at the spring he found the man still groaning and not wholly conscious. He repaired to the house of Wesley DeShay, D. L. & W. avenue, and reported what had occurred. Mr. DeShay lighted a lantern and the two men returned to the spring. The injured man was unrecognizable owing to the blood which was clotting about his face and he could not tell anything about himself.

The news soon reached Eugene Moyer's hotel, opposite the D. L. & W. station, and several men at once went over to the spring to lend assistance. The injured man was carried over to the station and placed upon the baggage truck. Dr. Stock was called and pending his arrival the man was carried to the hotel and placed on a cot. He was conscious for a moment at a time. He recognized a couple of persons, but instantly lapsed into insensibility and no satisfactory answer could be obtained to the questions. Despite the most diligent search his hat could not be found anywhere near the spring, which was regarded as a singular circumstance.

At the physician's advice about midnight the man was removed to his home. His injuries were found to consist of a broken pelvis, a badly sprained wrist, besides several cuts about the injury to the pelvis is quite serious, not due so much to the broken bone alone as to the complications that might ensue.

The injured man is a puddler employed at the Structural Tubing plant. He is thirty odd years of age and has a wife and two children.

Wesley DeShay had a theory that the man sustained his injury by falling from the high P. & R. trestling which crosses the D. L. & W. railroad at the spring. To satisfy himself after daylight Sunday morning he climbed the trestling and there sure enough he found the missing hat, which lay on the platform beside the track forming the roof of the coal bins. The hat lay on a spot immediately above where the man was found, which settles the question as to how the injuries were sustained. Under the most favorable circumstances the man will be confined to his home for many weeks.

Guardmen Earn Medals.

The season for qualifying with rifle and revolver for the National Guard of Pennsylvania closed on October 31st. Connected with the showing made by Company F are some interesting facts relating to long-term records, medals, etc.

The local company held up the standard of former years qualifying thirty men as follows: One sharpshooter, twenty marksmen, fifteen first class men, twenty-four second class men. Owing to failure of six men to qualify for various reasons the company's figure of merit will be 67.8 per cent. The total score must be divided by the whole number, 66, and not by 60, the actual number qualifying. Thus it will be seen to what extent the showing might have been improved had all qualified. The officers are required to qualify with revolver as well as with rifle.

Company F this year is fortunate in having two men entitled to the ten-year gold medal. In order to win this medal a man must have shot ten consecutive years. The two members of the company who have compiled and have won the ten-year medal are Quartermaster Sergeant George R. Gross and Private William H. Fry.

Lieutenant Frank Keefer has this year earned a fourteen-year pennant that carries with it a distinction of having shot fourteen consecutive years. Besides this year's winners there are only two members of the company who have won ten years medals—Captain J. Beaver Gearhart and Sergeant William R. Watts.

Captain Gearhart was the first to send in complete returns for his company to Captain Gotcharles, Inspector of Rifle Practice for the Twelfth Regiment.

Basket Ball Managements.

A great many people have a confused idea about the managements of the basket ball teams in this city. For the benefit of those who are not clear on this point the managements of the three teams are given below:

The Montour Basket Ball Association, William Ellenbogen.

The Danville Basket Ball Team, Dr. J. Beaver Gearhart.

The Danville Athletic Association, Austin Klase.

RESULT OF ELECTION IN MONTOUR COUNTY

CANDIDATES.	DANVILLE 1ST WARD.	DANVILLE 2ND WARD.	DANVILLE 3RD WARD.	DANVILLE 4TH WARD.	ANTHONY.	COOPER.	DEBERRY.	LIBERTY.	LANCASTER.	MAHONING.	MAVERICK.	VALLEY.	WEST HERRICK.	WASHINGTONVILLE.	TOTAL.
STATE TREASURER.															
J. Lee Plummer, R.	103	90	80	76	30	13	14	27	14	56	13	34	4	15	508
Wm. H. Berry, D.	296	194	337	123	130	38	92	92	46	99	13	78	40	33	1451
JUDGE OF SUPREME COURT.															
John Stewart, Ind.	845	201	288	167	140	38	93	119	56	144	24	109	37	47	1758
JUDGE OF SUPERIOR COURT.															
Chas. E. Rice, R.	169	110	136	85	19	17	18	31	19	68	16	41	7	13	738
James A. Beaver, R.	157	105	110	79	19	13	35	18	16	32	12	33	4	13	685
George B. Orlandy, D.	121	72	92	79	19	13	13	16	16	32	12	33	4	13	547
John B. Head, D.	145	79	116	74	116	33	71	81	38	66	10	57	32	25	933
Homer L. Castle, P.	84	20	37	17	3	1	...	...	3	52	...	5	4	7	233
ASSOCIATE JUDGE.															
Frank G. Blee, D.	276	153	259	149	128	38	104	94	41	115	19	97	38	42	1553
Cyrus F. Styer, P.	22	5	9	9	...	...	5	...	...	8	...	3	10	1	72
DISTRICT ATTORNEY.															
Ralph Kieser, R.	241	161	156	90	29	25	40	46	25	108	18	52	30	26	1047
Charles P. Gearhart, D.	208	104	237	143	116	25	85	80	37	77	13	74	26	28	1253
COUNTY COMMISSIONERS.															
Chas. W. Cook, R.	230	155	172	128	21	20	15	38	20	86	19	83	20	8	1015
George R. Sechler, R.	254	133	228	120	28	22	49	40	19	88	8	48	25	32	1093
George M. Leiglow, D.	196	132	209	88	115	31	76	83	42	90	19	50	32	24	1187
Clarence W. Seidel, D.	119	72	92	79	19	13	13	16	16	32	12	33	4	13	547
Chas. Uttermiller, P.	18	7	5	6	1	...	...	...	...	6	...	1	...	...	49
Asa D. Crossley, P.	18	3	3	4	3	...	...	...	...	4	...	1	...	...	47
COUNTY AUDITOR.															
J. H. Woodside, R.	215	169	186	103	20	17	26	32	19	75	18	41	8	16	945
Thos. VanSant, D.	183	105	146	91	119	26	89	97	39	88	13	74	35	26	1131
Amandus Shultz, D.	118	68	105	79	123	28	83	87	37	75	11	61	41	25	941
Wm. H. Manger, P.	38	37	13	13	1	1	...	...	...	10	...	1	...	...	116

COOK WINS OUT FOR COMMISSIONER

Major C. P. Gearhart, Democrat, wins out for District Attorney, his vote being 1233 as against 1047 for Ralph Kieser, Republican, and present incumbent of the office.

Charles W. Cook, Republican, won out over Clarence W. Seidel, Democrat. The two candidates ran very close and until yesterday morning when the official returns were brought in the result was in doubt. Cook's vote was 1015 and Seidel's 942, giving the former a majority of 73. George M. Leiglow, Democrat, and George R. Sechler, Republican, were elected by a vote of 1187 and 1093 respectively.

Persons familiar with affairs about the Court House yesterday were unable to recall that in the history of the County when there were two Republicans on the Board of County Commissioners, Frank G. Blee, Democrat, was re-elected Associate Judge with a total of 1553 votes. Cyrus F. Styer, a Prohibition candidate, made a most creditable showing, his name did not appear on the ballot but was merely inserted in the blank space at the pleasure of the voter. He received 47 votes. Charles Uttermiller and Asa D. Crossley, Prohibition candidates for County Commissioner received a total of 49 and 47 votes respectively.

J. H. Woodside Republican, for County Auditor wins out with a total of 945 votes. Thos. VanSant and Amandus Shultz, Democrats, for the same office have 1131 and 941 votes respectively. Thos. B. Yerg and W. H. Mager, the Prohibition candidates for County Auditor, made a very good run, polling 116 and 135 votes respectively.

The totals for the State offices as presented in the revised table in this issue show some interesting figures. Little Montour was undoubtedly a factor in bringing about the landslide in favor of William H. Berry, last night that was indicated by the slight Democratic candidate for State Treasurer, the latter's vote here being 1451 as against J. Lee Plummer's 568, a majority for Berry of 882. In 1904 Montour County gave a majority of 166 for Roosevelt over Parker.

Died From Looking at Wrecks.

Henry M. Lee, of Syracuse, New York, a traveling salesman, succumbed to an attack of heart trouble at St. Charles Hotel in Berwick last night that was induced by the sight of the D. L. & W. wreck at Hunlock's Creek, which the man was compelled to pass when the passengers on the train due here at 4:30 were transferred.

Mr. Lee was visibly affected at the spectacle of the wreck, and near Shickshinny his condition became so serious that a physician was summoned to the train.

Mr. Lee arrived at Berwick a few minutes before five o'clock, the train being late. He got into the bus without aid, but lost consciousness while being driven to the hotel. Dr. Fehler had been summoned but he could do nothing for the unfortunate man. He died at eight minutes after five o'clock. The deceased was about 55 years of age, and represented the Syracuse Springs Company.

Next Court Will be Unique.

Court will convene on next Monday with Judge Staples presiding. At the session in September the constables made their reports and the Grand Jury acted upon all the bills that were ready. Nothing remains for next week therefore, but to proceed with the trial of cases. The session of court will be one of the most important that has taken place in this county for many years. Aside from the volume of business that has accumulated during the long interim since court several of the cases to be tried involve charges of a very serious nature—murder, attempt to rob and murder, jail breaking, &c. The whole week will no doubt be occupied.

The court will be an adjourned session and will be unique in that there will be no grand jury nor constables in attendance.

Doors That Cost \$60,000

Several of the New York newspapers have recently printed pictures of the bronze doors of the new state capital at Harrisburg. The doors were made in New York and they are considered the finest specimens of bronze workmanship that have ever been produced in this country. They have already been hung and they have attracted great admiration in Harrisburg. The two main doors that have been placed at the western portals of the capital cost \$60,000.

TO FIGHT SAN JOSE IN MONTOUR

W. H. Brinkerhoff, of Shippensburg, orchard demonstrator and traveling representative of the State Department of Agriculture, was in this city yesterday in the interests of the determined fight that has been instituted by the State against the San Jose scale. Mr. Brinkerhoff has made arrangements to conduct a public demonstration in the Grand Jury room on Thursday, November 10th, at 10 o'clock.

Mr. Brinkerhoff is a member of a class of 22 men who recently underwent a course of instruction on San Jose scale at State College. The State has been divided into districts, each of the men in the class being given one of these districts. This district, the 21st, is comprised of Montour, Columbia, Northumberland and Schuylkill counties. After the demonstration in the Grand Jury room, Mr. Brinkerhoff will hold demonstrations in the orchards of any persons who so desire.

Mr. Brinkerhoff is thoroughly acquainted with the subject of San Jose scale, and talked very interestingly about it yesterday. He said that the scale was brought to this country on some Japanese plums about twelve years ago, and gained its first foothold in California. From thence it came to New Jersey and since then it has spread throughout Pennsylvania.

The southern portions of the State are infested with it, the worst, is spreading rapidly, and millions of dollars worth of fruit, fruit trees, ornamental trees and shrubbery have been destroyed in Pennsylvania during recent years. The pest is so inconspicuous that it has destroyed many orchards without owners knowing the cause of the trouble. It can be detected only by an expert or by one who has seen it, and it can be successfully treated only by special methods which the Division of Zoology of the State Department of Agriculture is arranging to demonstrate.

At the meeting in the Grand Jury room which is for the purpose of starting the work of exterminating the scale in Montour county, determining where the scale occurs as far as possible and making appointments for local spraying demonstrations. Mr. Brinkerhoff will be accompanied by State Zoologist Surface or one of his regular assistants from Harrisburg. All persons interested are invited to attend and bring specimens of infested fruit and twigs for inspection, hear the addresses, meet the State's representatives, help arrange places for orchard demonstrations and practical spraying and save their trees. The State bears all the expense.

W. T. Beck, of Plymouth, spent last night in this city.

Mrs. C. A. Sider, of Sunbury, spent yesterday in Danville.

Fred Owen was a Wilkes-Barre visitor yesterday.

Hon. L. W. Welliver, of Exchange, left Tuesday evening for Philadelphia to attend the funeral of an aunt.

Miss Esther Cottrell left yesterday for a visit with friends at Lebanon.

I. Stein returned yesterday from a trip to New York City and Newark.

Miss Lois Boyer will return to her home in Plymouth today, after a visit with friends in this city.

Mrs. J. E. Moore left yesterday for a visit with friends in Philadelphia.

Miss Cad Phillips will return this evening from a visit with friends in Philadelphia and New York City.

Finger Crushed.

N. L. Hartman, of the firm Fiss & Hartman, which is building the State road to Maestdale, had the middle finger of his left hand crushed Saturday morning. Dr. Paulsen dressed the wound.

Moved Dental Office.

Dr. W. P. Angle has moved his dental office to Jersey Shore, where he has secured a good practice. He reports that the town is growing rapidly and that it will no doubt soon become quite a city.

PERSONAL PARAGRAPHS

Mrs. Patrick McCaffrey spent Sunday with relatives in Bloomsburg.

Mr. and Mrs. Jacob Berger, of Riverside, spent Sunday with friends in Bloomsburg.

Mr. and Mrs. Miles Hancock, of Pottsville, are visiting at the home of William Hauck, Honeycomb, Jr.

Mr. and Mrs. John Spots, Jr. of Riverside, spent Sunday with relatives at Rupert.

Mrs. Harman Rupp and son Fred spent Sunday with relatives in Catawissa.

Mr. and Mrs. Frank Billmeyer, of Mexico, spent Sunday with friends in this city.

Mrs. A. M. Gearhart and Mrs. W. Fred Jacobs spent Sunday with friends at Ely.

Miss Stella spent Sunday with relatives in New York City.

Harry Deibert spent Sunday with friends at Millville.

Miss Claire Gross, of Bloomsburg, spent Sunday with friends in this city.

Miss Blanche Wenrick, of Northumberland, is the guest of Miss Mame Ware, Bloomsburg.

Miss Janet Kingsley, of Olyphant, will arrive this evening for a visit with Miss Annie Miles, East Market street.

Mr. and Mrs. John B. McCoy were in Nanticoke yesterday attending the wedding of Dr. C. E. Bennett and Miss Ada Varner.

Mrs. Will G. Brown and Frank Brown spent yesterday with friends in Bloomsburg.

William K. Savage, of Washingtonville, was a visitor in this city yesterday.

John Danner, who has until recently been employed in this city by the Danville and Sunbury Street Railway Company, has left for Shamokin where he has accepted a position with the Shamokin Extension Railway Company.

W. T. Beck, of Plymouth, spent last night in this city.

Mrs. C. A. Sider, of Sunbury, spent yesterday in Danville.

Fred Owen was a Wilkes-Barre visitor yesterday.

Hon. L. W. Welliver, of Exchange, left Tuesday evening for Philadelphia to attend the funeral of an aunt.

Miss Esther Cottrell left yesterday for a visit with friends at Lebanon.

I. Stein returned yesterday from a trip to New York City and Newark.

Miss Lois Boyer will return to her home in Plymouth today, after a visit with friends in this city.

Mrs. J. E. Moore left yesterday for a visit with friends in Philadelphia.

Miss Cad Phillips will return this evening from a visit with friends in Philadelphia and New York City.

N. L. Hartman, of the firm Fiss & Hartman, which is building the State road to Maestdale, had the middle finger of his left hand crushed Saturday morning. Dr. Paulsen dressed the wound.

Dr. W. P. Angle has moved his dental office to Jersey Shore, where he has secured a good practice. He reports that the town is growing rapidly and that it will no doubt soon become quite a city.

CHRISTIAN LOEH BADLY INJURED

As the result of a very painful injury caused by a red hot bar of iron plunging through the flesh at the calf of his leg Christian Loeh, boss tinner at the Structural Tubing Works lies helpless at his home on Church street.

The accident is a very bad one, as aside from the laceration the action of the hot iron on the wound is such as to seriously delay healing. The flesh including the muscles was severed in to the region of the bone, although the doctors believe that the bone itself is not injured.

Mr. Loeh was seen by a representative of the Morning News Saturday evening and he told how it happened. It was an accident for which he purely was responsible alone. Preparations were being made Saturday morning, he said, for changing rolls and a new roll had just been brought down to the spot. Mr. Loeh was busy with this roll and in giving some directions took a couple of steps backward in front of a red-hot bar of iron, which at that moment shot through the rolls. It struck his left leg at the fleshy part below the knee laying the flesh open in to the bone. Some idea of the terrible injury may be formed when it is explained that the hot bar, which was one of four inches by three-sixteenths of an inch, upon coming in contact with Mr. Loeh's leg was bent upwards by the force of the blow.

The injured man relief over to a bench and proceeded to examine his leg, the sickening flow of blood at once indicating the extent of the injury. Mr. Loeh was carried by his fellow workmen over to the millwright's quarters, where at his own direction his limb was tightly bandaged to stop the flow of blood.

In a short time Dr. Garry responded to a hurry call and after temporarily dressing the wound, drove Mr. Loeh to his home on Church street, where later Dr. B. S. Patton was called to assist. The wound was stitched as well as it could be under the circumstances and Saturday night and yesterday the man was resting fairly well. No serious complications are looked for but just what the full effects of the injury may be it is a little too early to predict.

Mr. Loeh has been an iron worker for forty-three years; nine years of this time he was employed in Germany. In this long period he has sustained many injuries as are attested by the numerous scars that may be seen on his stalwart frame. He acknowledges, however, that the present injury, is the worst that he ever sustained.

ACROSS THE RIVER.

GEARHART TOWNSHIP.

STATE TREASURER.

J. Lee Plummer, R. 18

Wm. H. Berry, D. 71

JUDGE OF SUPREME COURT.

John Stewart, Ind. 87

JUDGE OF SUPERIOR COURT.

Charles E. Rice, R. 30

James A. Beaver, R. 31

George B. Orlandy, R. 27

John B. Head, D. 57

COUNTY TREASURER.

Robert Muir, R. 86

Malcolm C. Farrow, D. 64

PROTHONOTARY.

Gilbert S. Burrows, R.