

Republican News Item.

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LAPORTE, SULLIVAN COUNTY PA. THURSDAY, JULY 20, 1905.

75C PER YEAR

This Is the Place To Buy Your Jewelry

Nothing in Town to Compare With
the Quality that We are Giving
You for the Low Price Asked.

Quality and moderate prices makes a force that irresistibly draws into our store the best patronage of this section. Many years here in business, always with a full line of goods above suspicion; chosen with a care and judgment commensurate with its desirability and adaptability to refine taste, makes our store a safe place to invest.

Repair work done on short notice and guaranteed, by skilled workmen. Your orders appreciated.

RETTENBURY,
DUSHORE, PA. The Jeweler.

COLE'S HARDWARE.

No Place Like this Place
For Reliable

STOVES and RANGES, COAL OR WOOD. HEATERS;

ONE OF WINTER'S GREAT DELIGHTS.

House Furnishing Goods, Tools of Every
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Bargains that bring the buyer back.
Come and test the truth of our talk.

A lot of second hand stoves and ranges for sale cheap.
We can sell you in stoves anything from a fine Jewel Base
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Hot Air, Steam and Hot Water Heating and
General Repairing, Roofing and Spouting.

Samuel Cole, Dushore, Pa.

GENERAL STORE

⊙ Laporte Tannery. ⊙

FULL AND COMPLETE STOCK ALWAYS FOUND HERE.

Just received a special purchase of 'Riches' Flannels,
Lumbermen's Shirts and Drawers, Men's, Ladies' and
Children's Mitts, Gloves and Hosiery.

There's Lots Here to Show You
From the City.

Fresh stock of Dry Goods and Notions, Boys and
Men's Hats and Caps, full line of Snagproof Shoes and
Rubbers, Ladies', Gents' and Children's Goodyear Rub-
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AN ORDINANCE. To secure better sanitary conditions in the Borough of Eagles Mere, Sullivan county, Pennsylvania.

Section 1. Be it enacted by the Chief Burgess and Town Council of the Borough of Eagles Mere and it is hereby enacted by authority of the same—that all that portion of the Borough lying and being between Pennsylvania Avenue and the Lake, and between Eagles Mere Avenue and the Lake, and between Lakewood drive and the Lake, shall constitute and be known as Sanitary District Number One.

Section 2. Any person or persons who shall build or maintain a cess pool for an out-house, or for any pool to throw rotten garbage, manure, or pig pen filth in, within the limits of Sanitary District No. 1, or any other matter or thing that by exposure will begin to decay, or become offensive to the public, or injurious to the health of the community, or detrimental to the purity of the waters of Eagles Mere, shall forfeit and pay the sum of \$25, to be recovered according to law, and paid to the Borough Treasurer for the use of the Borough, and in addition, such person or persons shall upon notice of the High Constable or any policeman, be required to abate, remove or suppress the said cess pool, or other offensive and injurious matter or thing within twenty four hours after such notice; and in case the same is not removed, abated or suppressed at the expiration of such time, it shall be the duty of the High Constable, or any policeman, serving such notice, to cause the same to be removed, abated or suppressed, keeping an accurate account of the expenses thereof, which the person or persons so offending shall be liable to pay, with fifty per centum additional as a fine for neglect or refusal, to be collected according to law.

Section 3. It shall be the duty of the High Constable or any Police officer who discovers any cess pool, or any unhealthy or decaying matter detrimental to the purity of the water of Lake Eagles Mere, to report the same in writing to the Chief Burgess at once, and if in the opinion of the Burgess immediate action is required to remove such unhealthy or decaying matter detrimental to the purity of the water of Eagles Mere, he shall direct in writing the High Constable or and Policeman, to cause such unhealthy or decaying matter to be removed or disinfected, under direction of Board of Health, and the Borough shall be liable to pay the expense thereof upon the account being presented to the town council, and the town council shall thereupon proceed according to law to collect the same from the owner or the occupant of the premises where such nuisance was caused or permitted, with twenty-five per cent additional as a fine for causing or permitting the nuisance as aforesaid on his premises.

F. W. PEALE, Chief Burgess.
Attest:
C. PEALE, Jr., Clerk of Council.

AN ORDINANCE regulating the building, repairing and relaying of the side or foot walks upon and along the public streets in the Borough of Laporte, Pennsylvania, and over and upon the lands abutting on and along the sides of turnpike roads in said Borough, fixing the width and designating the materials out of which same shall be constructed, and regulating the service of notice on property owners, to build, repair or relay side walks in said Borough, and providing for the filing of liens therefor, when done by the Borough Council.

Section 1. Be it enacted and ordained by the Town Council of the Borough of Laporte, and it is hereby enacted and ordained by the authority of the same:

That the owner or owners of all lots fronting upon the public streets of the Borough of Laporte, Pennsylvania, and the owner or owners of lands abutting on and along the sides of turnpike roads within the limits of said Borough of Laporte, shall, when required so to do by the Town Council of said Borough, build or relay side or foot walks along their respective lots, fronting upon the public streets of said Borough, and over and upon their lands abutting on and along the sides of turnpike roads within the limits of said Borough, upon such grade or grades as are now established, or which may hereafter be established by the proper authorities of said Borough.

Said side or foot walks shall be built along the sides of said streets and turnpike roads at the places and in the manner designated by the Town Council of said Borough, and shall be not less than four feet in width. Same shall be built of boards, plank, stone, flagging, brick, concrete, ashes, cinders or gravel, at the option of the lot or land owners, and on failure of any lot or land owner or owners to build or relay such side or foot walks after fifteen days' notice in writing shall have been given such owner or owners or their agent or agents in the manner provided by law to build or relay said side or foot

walks, then the Town Council shall proceed to build or relay same, as the case shall require, using any of the materials above mentioned for the construction of same, at their option, and shall collect from such owner or owners the cost of said work and materials, with twenty per centum advance thereon, and file a municipal lien therefor, in accordance with the provisions of the Acts of Assembly.

Section 2. It is further enacted that all repairs to side or foot walks already constructed upon and along the streets and turnpike roads of said Borough of Laporte, when required to be made, shall be governed by the above regulations.

Section 3. All ordinances or parts of ordinances inconsistent herewith are hereby repealed.

Laporte, Pa., July 11, 1905.
JAMES McFARLANE,
President of Town Council.

Attest: W. B. RITTER,
Secretary Town Council.
Approved this 11th day of July, A. D. 1905. THOS. E. KENNEDY,
Chief Burgess.

This ordinance shall take effect, on and after the first day of August A.D. 1905.

Believing that to little attention is given to the study of local history, the Lancaster County Teachers' Institute has appointed a committee whose especial work it will be to arouse interest among the scholars in the work of collecting facts about local historical places and personages and prepare sketches concerning them. The lost industries of the county will be investigated, olden amusements revived, the early religion studied, and, where possible photographs will be procured. Special days will be set apart in the schools when local history programs will be rendered. An excellent idea which ought to be adopted in every county of the commonwealth.

Teachers in the public schools are hereafter expected to spend at least half an hour each week during the school term instructing their pupils to be kind to animals and birds. The act says that a system of humane education which shall include kind treatment of birds and animals shall be included in branches of study now required by law to be taught in common schools, such instructions to be given to all pupils up to and including fourth grade of public schools of the commonwealth, and to consist of not more than a half hour each week during the whole week of school; that no experiment upon any living creature to demonstrate in physiology shall be permitted in any public school of the State, and that the principal or teacher in every school shall certify, in each of his or her monthly reports to the school board, that such instruction has been given in the school under his or her control. This act, approved by the Governor the 25th day of March, 1905, shall take effect immediately.

Dushore will soon have its second silk mill in full operation. The old Bigger Foundry building has been purchased, and the company, at present is composed of Samuel Cole, A. R. Morrison, E. A. Ballou and H. N. Bigger. The work of making the necessary alterations is already under way, and things will be pushed as rapidly as possible.

Mr. Cole recently sold his interest in the Dushore Silk Mill Company to J. D. Reiser. Col. Morrison was formerly manager of the same company, Mr. Ballou resigned the foremanship of that company to inter st himself in the new enterprise, and Mr. Bigger, who has been living at Ricketts for the past few years, was formerly in the foundry and machine shop business at Dushore and owns the building.

Commissioner Garfield has put fifteen of his special agents on the oil trust investigation, and will increase the force whenever it may become necessary. When the evidence against the oil barons is in shape for a grand jury, the sleuths of the bureau of corporations will be turned loose again to find out what they can about the conditions in steel and tobacco. Mr. Garfield has adopted this policy because he believes that, next to the beef trust, the oil monopoly more directly affects the people than any other of the evils which it is the aim of his bureau to eradicate.

The Lehigh Valley is distributing pamphlets which contain a large amount of exceptionally interesting information to railroad men and also to the general public.

The pamphlets are copies of a statement prepared for submission to the Senate Committee on Interstate Commerce. According to it 40.8 of the gross earnings of the railroads in the United States is expended for labor. The gross earnings of the road is \$1,900,847,907 and the amount paid for labor is but three quarters of a billion dollars. The fuel and oil used by the roads amounts to about one-fifth of the cost of labor. This proportion seems excessive but the actual percent is 8.12 for fuel and oil against 40.8 per cent for labor. Of the wages the largest portion, \$103,426,685 is paid to men employed on the track. The engine men received \$64,173,825. The cost of the railroad with 193,823 miles of trackage is over ten billion dollars and the cost of equipment is nearly two billion dollars. There are now 43,871 engines in use which cost \$482,581,000. During the past four years all railroads have been improving their equipment, purchasing new engines, passenger and freight cars and this has cost about \$874,000,000. In the United States engine men average \$4.01 a day while in England they average \$1.00 per day for the same service. Here firemen average \$2.28 per day and in England 72 cents. In America conductors average \$3.38 and in England \$1.22. This proportionate rate of wages applies to nearly all other employees of the roads.

The Board of Game Commissioners met at Harrisburg on Monday and decided to expedite the creation of State game preserves with the \$6,000 which was appropriated for game propagation by the last legislature. The matter of securing wild turkey eggs from other States, hatching them in incubators and turning them loose when sufficiently old to care for themselves, was also discussed but no definite decision was reached. It will not be long, however, before work along this line will be started. Ex-State Treasurer Frank G. Harris of Clearfield; W. Howard Myers, of Williamsport, and Secretary Joseph Kolbus, of Harrisburg, were appointed a committee to select sites for the game preserves. They will be established upon State land already controlled by the Forestry Commission, after consultation with that commission. The idea of the preserves is to provide a haven of refuge for game, upon which hunting will be allowed at no time. The preserves will be inclosed with a fence of single wire, about three feet from the ground—high enough to be jumped by larger animals and low enough for small animals to run under it. The game men already have their eye upon a couple desirable spots, one of which is a place in Clinton county which is a natural refuge for deer and other large game.

The actual production and consumption of spirituous liquors in countries that, like the United States levy upon them an exorbitant excise tax will never be known with any reasonable degree of accuracy. How much contraband whiskey is distilled in the almost inaccessible mountain ranges of this country or in the obscure garrets of some of our cities will remain a matter of conjecture. In Italy, on the other hand, statistics demonstrate that by a long process of evolution spirits have become repugnant to the taste of the masses of the inhabitants. The same is true also of the Spaniards. Without the aid of legislation or instruction in the schools the Italians have found out that the habitual consumption of spirits is injurious to them and they have given it up.

James McGee of New Albany, had his left leg amputated above the knee, at the Sayre Hospital on Tuesday. Some time ago McGee fell and struck his knee on a stone and has had trouble ever since. Recently necrosis developed and the knee was resected. The bones were too badly diseased to knit, and amputation became necessary.

A Senator to Get Light Sentence.

Senator Mitchell, of Oregon, has been convicted of connection with the land grants in the west. Senator Mitchell's offense consisted in giving material aid to certain land grafters in Oregon, by introducing the head grafter to the departments and recommending him, and by accepting pay from the grafters for his influence before the departments. Inasmuch as the land commissioner was an Oregon man very close to Mitchell, the incident amounted practically to bribery. Senator Mitchell is supported by powerful political influence in the west and he made a hard fight to prevent conviction. But for the persistency of the legal department of the government to break up the land grafting the senator probably would never have been brought to trial. The usual effort for a new trial will be made and an appeal to higher courts to secure reversal on technicalities. The sentence under the conviction might be as much as two years in prison and \$10,000 fine. The jury, however, recommended leniency and Judge DeHaven is not likely to make a severe sentence.

High Speed at Any Cost.

Another railroad train has made a record-breaking run. The list of the last year is this:

Pennsylvania Special, June 8, 1905, Chicago to Pittsburg, 468 miles in 440 minutes. Twentieth century Limited, October 20, 1901, Buffalo to Chicago, 540 miles in 480 minutes. Empire State Express, July 10, 1901, New York to Buffalo 440 miles in 375 minutes. Michigan Central Special, April 27, 1901, Niagara Falls to Windsor, 225.6 miles in 191½ minutes.

This sort of a thing is very well as far as it goes; but it does not go very far—no matter how fast it goes. "One swallow does not make a summer." What we seem to need in this country is safety more than speed. It ought to be a matter of little pride with railroads that they can send a certain train over a stretch of hundreds of miles in less than a mile a minute, compared with the pride they should feel in being able to send all trains regularly in safety. There is a certain barbaric crudity in boasting of swift runs while the yearly record of people killed and maimed and property destroyed amounts to more than that of all other railroads in the world. No one has forgotten that the railroad that boasts of speed made, ran a regular high speed passenger train into a freight that was carrying dynamite killing and wounding many people. Railroad officials may say what they will and boast as loudly as they please about "run," but mere swiftness cannot be compared with safety.

The motto of one of the oldest and best steamship lines in the world is "A good voyage is a safe voyage." The captains of all the ships of that line have that motto always before their eyes, and it serves as a standing consolation against any time record. They realized that the prime object is not simply "to get there", but to come in with every one on board and unharmed. American railroads and the American people need safety admonition. When the craze for speed reaches a certain stage it becomes degeneracy.

Another One for Hughesville.

Hughesville base ball team won a good game from the Bernice team on the LaPorte Athletic Association field Saturday last, the score standing 6 to 9. Several of Dushore's crack players were associated with Bernice and Hughesville were ably supported by out side players. Up to the closing of the fourth inning no scores on either side were made and at the eighth inning the teams stood tie at six. At this stage of the game those of the Dushore players were obliged to leave the game in order to take the 6:45 train. The remainder of the game was in Hughesville's favor. The attendance at the grounds was large, the gate receipts amounting to nearly \$50.00. An excursion train was run from Hughesville, and evidently all the hack and conveyance accommodation about Bernice were utilized. Considerable betting was said to have been done and considerable money changed hands.