

PART OF FIRST ROAD OF RAILS

Not many persons know that right in the heart of Danville is reposing a piece of the first rail built in America. Such is the fact, nevertheless, and T. L. Evans' Sons are the owners of the rare old curiosity which is a relic of value.

It can be seen anytime at the Evans Stone Works and when its history is known an examination of the strange piece of old railroad is of absorbing interest.

From West Quincy, Mass., to the South Boston wharves the famous road extended, having been built when the United States as a nation was yet in its infancy. Over the road was laid a stone that "entered" into the construction of the bunker Hill monument, this stone being taken to the Boston wharves and loaded on schooners, which conveyed it very near to the site of the monument. At the present time this railroad, not only the first in America, but one of the first in the world, is a part of the Old Colony railroad, the company now using it of course having reconstructed it and made its equipment modern.

So much for the history of it. The piece of the rail that T. L. Evans' Sons have which they secured when on a trip to Massachusetts, is just as interesting in its antique construction and after variance with present day railroad formation as is its history. The road was built on granite blocks and Evans brothers have a block about two feet long by a foot wide and two feet thick. To build a railroad on such lines must indeed have been exceedingly laborious to say nothing of the time the work of construction would require. The stones run in the same direction as the rails, there being no ties, and the rails were bolted to the stones. The rails were very odd along side of the massive steel ones over which modern express trains thunder at the rate of sixty miles an hour. In fact a rail of the old Massachusetts road is nothing more than a flat, slightly rounded, piece of steel about three inches wide and not more than three-fourths of an inch in thickness. In the block of stone, with its rusty rail, Evans Brothers certainly have a relic that is worth owning.

Strawberry Ridge.
There will be no preaching service in Trinity Reformed church, Strawberry Ridge, on next Sunday, owing to the absence of the pastor, who will be in attendance upon the sessions of Synod. Sunday School will be held in the morning as usual.

Everybody is Contented.
The Danville real estate market is at present at low ebb. It may be taken as proof positive that all of the people living in this city and owning property here are content with their lot and have no desire to get rid of their possessions in order to move to other places. Unquestionably the public improvements now being made and the advent of the new trolley line are adding to the desirability of this city both as a place of residence and of business and eventually will add to the value of property.

Fine Car Barn at Grovania.
The continued heavy travel of the Danville & Bloomsburg trolley line is surprising. The number of persons carried each day from Danville to Bloomsburg is very large and seems in no danger of diminishing.

Perfect Fall a General Boom.
Traveling in any direction from this city through the rural districts during the last two days, farmers could be seen very busily engaged in corn husking on every farm. The weather now is good for this work and is being taken advantage of. The farmers have large crops of corn that are being successfully taken care of while at the same time all other clearing up work is flourishing.

Straw Ride Party.
A four horse hack load of people from Oak Grove and vicinity drove to the home of Mr. and Mrs. David Cooper, Ottawa, on Saturday. Games and music helped to enliven the occasion. A delicious dinner was served. Those present were: Mr. and Mrs. William Leidy, Mr. and Mrs. Joseph Hilbert and son William, Mr. and Mrs. William Patterson, Mr. and Mrs. George Richard and son Luther, Mr. and Mrs. William Starn, Mr. and Mrs. G. M. Dye, and children Margaret and Earl, Mr. and Mrs. William Pannebacker, Mr. and Mrs. William Cornelison and children Myrtle and Nelson, Wilda Pannebacker and Clarence Leidy of Oak Grove; Mr. and Mrs. Norman Bechtel and son Wilmer, Mrs. William Springer, Mrs. Hannah Bechtel and Misses Mame and Dora Springer of Strawberry Ridge; Mrs. S. F. Welliver and children Myron, John and Ralph and Misses Maud Cooper and Maria Madden of Washingtonville.

A Milton Tank Car.
The Milton plant of the American Car and Foundry Company furnished for exhibition at the St. Louis Exposition an eight thousand gallon tank car. The steel underframe was made at the Berwick shops. The exhibit was awarded the first medal by the Exposition judges. The Milton tanks are very universally acknowledged to be the best built, and this certificate of worth from the greatest and grandest world's fair that was ever held, is a matter for congratulation to the management.

SATURDAY'S REUNION AT MILTON

Arrangements for the coming reunion of the Twelfth Regiment Pennsylvania Volunteer Association of the Spanish-American War, which will be held in Milton on Saturday, October 29th, have been practically completed and the only things needful to make the affair a great success are good weather and a large attendance of the members of the regiment. The latter is reasonably assured, as the notices which are being received daily by the local committee indicate that a goodly number of the boys will be on hand.

The sessions of the reunion will open promptly at two o'clock with President James B. Corgell presiding and will continue throughout the afternoon and evening. From five to seven p. m., supper will be served in the Armory. The supper will be given at the expense of the association and will be free to all visiting and local delegates. This feature will be in charge of the ladies of Trinity Lutheran church.

Promptly at 7:30 p. m., the regiment will form for a short parade. The sessions will be headed by Gaskins' famous military band of Sunbury, and this celebrated musical organization will also be present at the evening session to play the soul-stirring marches so dear to the heart of every soldier boy.

After the parade the camp fire will be held in Wilhelm's hall, at which time addresses will be delivered by Brigadier General J. P. S. Gobin and other prominent speakers. There will also be short stories and reminiscences of the war by the comrades.

After the regular evening session and until the time of departure of the late trains, the delegates will be entertained by Harry McCollin Camp No. 54, United Spanish War Veterans, and this will doubtless be one of the most pleasant features of the reunion.

The Volunteer Association is an entirely separate organization from the United Spanish War Veterans and everyone who served in the regiment in 1898 is entitled to attend as a delegate. It is to be hoped that every member will consider it his duty to be present. Milton comrades and citizens generally will assure them a hearty welcome and a royally good time—Milton Standard.

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Knocked Down by Cider.
The experience of being knocked down by cider is an unusual one but that is literally what befell Miss Sarah Beverly, of Walnut street, yesterday. She went to get cider from a barrel that was closed up just three days ago. It had gained enough strength in that short time to shoot out of the bung hole with a loud report and knock the young lady down, at the same time filling her eyes, wetting her hair and making the situation decidedly unpleasant.

Public Fountain in Use.
The public fountain has again been set up and placed in operation and in a short time will be painted. It stands in Mill street at the canal and just inside of the curb on the west side of the street.

THE PROCLAMATION OF SHERIFF MAIERS

THE ELECTION NOTICE IS HEREWITH PUBLISHED BY THE AMERICAN IN THE FORM PRESCRIBED BY LAW--VOTING PLACES THROUGHOUT THE COUNTY.

GIVES NAMES OF ELECTORS AND CANDIDATES

The AMERICAN herewith presents the election proclamation prescribed by law, in which Sheriff Maier calls the attention of voters to the election to be held in Montour county on Tuesday, November 8th. The proclamation gives the names of the presidential candidates of the several parties and of the candidates for other offices to be filled; also the places in which elections are to be held. The proclamation follows:

I, George Maier, High Sheriff of the County of Montour, in the Commonwealth of Pennsylvania, do hereby make known and give notice to the Electors of the county of Montour, Pa., that an election will be held in the said county on Tuesday, the 8th day of November, A. D., 1904, it being the Tuesday following the first Monday in November, the polls to be opened at 7 o'clock A. M. and closed at 7 o'clock P. M., at which time the Free men of Montour County will vote by ballot for the purpose of electing the following officers:

REPUBLICAN.
For President and Vice President, ROOSEVELT AND FAIRBANKS. Presidential Electors, Robert Pitcairn, Levi G. McCauley, George J. Elliott, Joseph B. McCall, Robert O. H. Brock, John E. Reyburn, Kennedy Crossan, Edward W. Patton, John Taylor Wainwright, John M. Campbell, James M. Stewart, H. Maxwell Rowland, Moses Vaale, Emil Hoff, Benjamin Sterling Johnson, William Hayes Grier, William Craig, John McGahren, Charles F. King, Alvin Clouser, John Sullivan, John B. Coulston, Alphonsus Walsh, Samuel J. Hawbecker, Robert E. Weigley, Lucian D. Woodruff, Nevin M. Wanner, Timothy E. Costello, William T. Meehling, Rockwell Marietta, Charles H. Akens, James P. Colter, M. Frank Coolbaugh, Alfred W. Smiley, S. E. Walker, Henry Meyer, Thomas B. Foley, George Heard, Charles B. Payne.

PROTHONOTARY.
Thomas G. Vincent, Democratic.

COUNTY TREASURER.
DeWitt C. Jones, Republican.
Simon K. Hoffman, Democratic.

VOTING PLACES.
I hereby also make known and give notice that the places of holding the aforesaid elections in the several Wards of the town of Danville and Townships, within the County of Montour, Pa., are as follows, viz:

DEMOCRATIC.
For President and Vice President, PARKER AND DAVIS. Presidential Electors, Robert Wilson Irwin, Stanley Woodward Davenport, Harry Nicholas, Joseph Reeves Wainwright, John M. Campbell, James M. Stewart, H. Maxwell Rowland, Moses Vaale, Emil Hoff, Benjamin Sterling Johnson, William Hayes Grier, William Craig, John McGahren, Charles F. King, Alvin Clouser, John Sullivan, John B. Coulston, Alphonsus Walsh, Samuel J. Hawbecker, Robert E. Weigley, Lucian D. Woodruff, Nevin M. Wanner, Timothy E. Costello, William T. Meehling, Rockwell Marietta, Charles H. Akens, James P. Colter, M. Frank Coolbaugh, Alfred W. Smiley, S. E. Walker, Henry Meyer, Thomas B. Foley, George Heard, Charles B. Payne.

PROHIBITION.
For President and Vice President, SWALLOW AND CARROLL. Presidential Electors, Herbert T. Ames, Daniel G. Hendricks, A. Foster Mullin, Edward G. Cooper, Edward R. Steinmetz, Charles Reading Jones, Samuel Christian, Lewis Lincoln Karson, Charles Paul, Howard Leopold, H. D. Patton, William W. Lathrop, William Benjamin Bertels, Harry Albert Reber, William M. Stauffer, Charles W. Hathaway, James Mansel, E. Budd Cannon, Jeremiah Sowers Yankey, John D. Graybill, Daniel Kloss, John Henry Hector, Elisha Kent Kane, Edwin R. Worrell, William Simpson Throckmorton, Capt. M. S. Marquis, George W. Fellows, Edward Everett Dixon, John Bair, Henry C. Cockroft, Thomas P. Hershberger, J. P. Knox, J. J. Potter, Matthew H. Stevenson.

SOCIALIST.
For President and Vice President, DEBS AND HANFORD. Presidential Electors, Edward J. Cook, Henry John Peter, S. Holmes, William D. Altman, Thomas J. Frederick, Andrew P. Bower, Elwood W. Leffler, Robert B. Ringler, John H. Nase, Alfred Chataleau, Edward A. Evans, Bernard V. Kennedy, William H. Keavan, Walter Nelson Lodge, Peter C. Heydrick, Davis A. Palmer, Conrad J. Recheiste, Arthur J. Dennis, Frank B. Field, William A. Stroup, John D. Ortlip, Elmer H. Young, John A. Storgis, Patrick Smith, Edward Kuppinger, Walter W. Hill, Julius Weber, Paul B. Wreath, Christian Sauer, Frederick W. Skorscott, Herman Leake, Adolphus A. McKean, Harvey W. Shay, Francis J. Rogers.

SOCIALIST LABOR.
For President and Vice President, CORREGAN AND COX. Presidential Electors, Edmund Seidel, Charles Durner, James Erwin, Detlef Rehder, Albert Gay, James Ryan, William Hutzel, James Ray, George Anton, Peter Flanagan, Louis Katz, Silas Hinkel, David Wismer, John Bach, Herman Spittal, L. Cunningham, J. F. Gingenbach, O. Schleicher, J. Devine, A. Black, Joseph Mullen, E. R. Markley, John A. Barron, John E. Kien, Jenkin James, Harry Jenkins, G. A. Brown, Aug. Clever, P. O. Tesson.

INDEPENDENCE.
For President and Vice President, PARKER AND DAVIS. Presidential Electors, Robert Wilson Irwin, Stanley Woodward Davenport, Harry Nicholas, Joseph Reeves Wainwright, John M. Campbell, James M. Stewart, H. Maxwell Rowland, Moses Vaale, Emil Hoff, Benjamin Sterling Johnson, William Hayes Grier, William Craig, John McGahren, Charles F. King, Alvin Clouser, John Sullivan, John B. Coulston, Alphonsus Walsh, Samuel J. Hawbecker, Robert E. Weigley, Lucian D. Woodruff, Nevin M. Wanner, Timothy E. Costello, William T. Meehling, Rockwell Marietta, Charles H. Akens, James P. Colter, M. Frank Coolbaugh, Alfred W. Smiley, S. E. Walker, Henry Meyer, Thomas B. Foley, George Heard, Charles B. Payne.

AN ORDINANCE.
TO VACATE A PORTION OF CROSS STREET, IN THE BOROUGH OF DANVILLE, MONTOUR COUNTY, PENNSYLVANIA, WHERE IT CROSSES THE TRACKS OF THE PHILADELPHIA AND READING RAILROAD COMPANY AT GRADE AND IN LIEU THEREOF TO EXTEND "A" STREET IN THE SAID BOROUGH, UNDER THE TRACKS OF THE SAID RAILWAY COMPANY, ON WALNUT STREET, IN THE SAID BOROUGH, AND FOR OTHER PURPOSES.

WHEREAS, a certain petition signed by the majority in interest and number of owners of property abutting on the line of the proposed improvement, was duly presented to the Chief Burgess and Town Council of the Borough of Danville at a regular and stated meeting of the said Town Council, setting forth, among other things, that the part or portion of Cross street, in the said Borough, which is crossed at the crossing of the Philadelphia and Reading Railway Company is dangerous to public travel and is a constant menace to life and limb in its present location, and that a much safer and more practical route for all such public travel could be readily obtained by an under-grade crossing of the said railway at "A" street thereby connecting the latter street directly with Walnut street, in the said Borough; that it was therefore expedient that such part or portion of Cross street between its northern intersection with Nicholas Avenue and its southern intersection with said Walnut street be properly vacated and that in lieu thereof said "A" street be extended from its intersection with Columbia and Nicholas avenues in a southwesterly direction, under, and at right angles with, the tracks of the

said railway company, to Walnut street aforesaid; that the petitioner was the sole owner of all property thus abutting on the line of the proposed improvement and as such was the only party entitled to a statutory notice preliminary and subsequent to the enactment of an ordinance in such behalf; that the said petitioner thereby and therein waived all statutory notice to which it would be otherwise legally entitled, and respectfully requested that the necessary and proper orders and the above purpose be at once duly enacted; that about any other preliminary or subsequent proceedings as to such notice being had in the premises, AND WHEREAS, the said petitioner, by so doing a majority in interest and number of owners of property as aforesaid, in the said petition therein expressly waived all statutory notice preliminary and subsequent to the enactment of the ordinance thus requested and further asked that such ordinance be at once duly enacted without any other preliminary or subsequent proceedings as to notice being had in the premises, AND WHEREAS, it thus clearly appears that a majority in interest and number of owners of property abutting on the line of the proposed improvement are in favor of the said improvement and that such improvement is of manifest advantage and necessary to the safety of the traveling public in general and especially to the inhabitants of that locality in the said Borough of Danville, AND WHEREAS, the Danville and Bloomsburg Street Railway Company, its successors and assigns, in consideration of certain privileges and franchises to it and them hereinafter granted by the said Borough of Danville, have consented and agree with the said Borough of Danville to make such extension of "A" street at its and their own proper cost and expense, and to fully indemnify and save harmless the said Borough of Danville from any and all damages, individual, property, or otherwise whatsoever, that may accrue in, or be in any wise incidental to, the construction of such extension of "A" street, as well as when thus constructed, in proper condition and repair at all times, THEREFORE, it is ordained and enacted by the Chief Burgess, and 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 and enacted by the authority of the same: SECTION 1. That all that certain part or portion of Cross street between its northern intersection with Nicholas Avenue in the Fourth Ward of the said Borough of Danville and its southern intersection with Walnut street in the Third Ward of the said Borough of Danville be vacated upon the completion and acceptance by the said Borough of Danville of the said under-grade extension of "A" street to be constructed in lieu thereof as is in the next section of this ordinance more specifically provided. SECTION 2. That said "A" street, in the Fourth Ward of the said Borough of Danville, be extended from its intersection with Columbia and Nicholas avenues in a southwesterly direction, under, and at right angles with, the tracks of the Philadelphia and Reading Railway Company, to Walnut street, in the Third Ward of the said Borough of Danville. SECTION 3. That the said extension of "A" street shall be made by the said Danville and Bloomsburg Street Railway Company at its own cost and expense, under the same title and control of the committee of the said Borough of Danville on Streets and Bridges in conjunction with the Street Commissioner of the said Borough of Danville, and in strict conformity with such terms, maps, plans and specifications as shall be provided therefor by the said Borough of Danville, and that it will fully complete the said extension of "A" street within the period of ninety days from the time that this ordinance takes legal effect. SECTION 4. That in thus making the said extension of "A" street the said Danville and Bloomsburg Street Railway Company shall fully indemnify and save harmless the said Borough of Danville from the payment of any and all damages, individual, property, or otherwise whatsoever, that may accrue in, or be in any wise incidental to, the construction and maintenance of the said extension of "A" street, as well as from all other claims and demands whatsoever that may at any time be made upon the said Borough of Danville by the said Philadelphia and Reading Railway Company in the premises. SECTION 5. That the said Danville and Bloomsburg Street Railway Company, its successors and assigns, shall, at its and their own sole cost and expense, keep such extension of "A" street, when thus properly constructed, in proper condition and repair so that the same shall be passable to all pedestrians and vehicles at all times. SECTION 6. That, in common with the public and upon the proper completion hereof as aforesaid, the said Danville and Bloomsburg Street Railway Company shall have the right to properly occupy and use the said extension of "A" street, with its subway, in accordance with the terms of its franchises already obtained from the said Borough of Danville. SECTION 7. That the said Borough of Danville hereby expressly reserves all of its rights to make such alterations and improvements in and about such extension of "A" street as it shall from time to time deem and find necessary and proper. SECTION 8. That each and every of the provisions, conditions, regulations, stipulations and restrictions, respectively, contained in this ordinance shall be fully binding and obligatory upon the said Danville and Bloomsburg Street Railway Company and its successors and assigns. SECTION 9. That all ordinances or parts of ordinances inconsistent with or contrary to the provisions of this ordinance are hereby repealed. Approved the seventh day of Octo-

ber, A. D., 1904. WILLIAM G. PURSEL, Chief Burgess. Attest: HARRY B. PATTON, Secretary of the Borough of Danville, Pa., Council Chamber, City Hall, Danville, Pa., October 28th, 1904.

AN ORDINANCE.

SUPPLEMENTAL ORDINANCE, APPROVED THE THIRD DAY OF SEPTEMBER 1903, ENTITLED "AN ORDINANCE 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 Authority of the same; That consent and permission be 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 and under the following conditions, 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 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 necessary 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. W. M. G. PURSEL, Burgess. Attest: HARRY B. PATTON, Sec'y of the Borough of Danville, Pa., Council Chamber, Danville, Pa., October 6th, 1904.

Kirkner--Bechman. Miss Anne Bachman and Mr. William Kirkner, of Exchange, were united in marriage October 30th, by the Rev. J. W. Bell at the parsonage of the Reformed church, Strawberry Ridge.

Charles Haag is confined to his room at the Montour House with an attack of rheumatism.

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ROYAL BAKING POWDER
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HAS NO SUBSTITUTE

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CONVENTION AT JERUSALEM

At the Y. M. C. A. Sunday afternoon General Secretary Laumauer gave his first of a series of talks on the fourth World's Sunday school convention, held in Jerusalem, to which he was a delegate. There was a good-sized audience and all who attended the meeting enjoyed the brief account of the plans leading up to and comprehending the holding of the convention. After this the speaker took up the convention proper, speaking of the place where it was held in a large tent outside of the city of Jerusalem and of the native people who loitered about the tent, finally entering it and enjoying the singing and the novelty of the services.

Mr. Laumauer stated that there were 1302 delegates from England and America, but delegations going in separate ships. He gave brief accounts of the excellent addresses that were made and told how the plan of holding the convention at Jerusalem was first thought of. Then he gave an idea of what a great amount of good resulted from the gathering and his talk in general led up to what he will give at future meetings. It is his intention to take up one address at least once a month during the winter and to present at other convention weeks, which the people seem to hear with great interest.

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 referred back here for trial.

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

TRAVERS JURORS.
Anthony township--William Black, Elmer Kirtner, David Cox.
Cooper township--J. H. Weaver, Danville, First ward--George Beden, Thomas Trainor, Jr., William Reed, John Campbell, William H. Ammerman, Harry Patton, Samuel Longner. Danville, Second ward--William M. Meyer, 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 Quinn.

Derry township--Levi Moser, Frank Conson, Amanda C. Schultz. Limestone township--Ambrose Cromis, James O. Smith, J. C. Mincomoyer. Liberty township--J. H. Diehl, F. M. Millheim, Clark C. Dyer, Willard Pannebacker.

Mahoning township--William Bell, James Morrison, William Schram, Joseph Ritter, J. Lloyd Krumm. Mayberry township--Joseph Garsch, Charles A. Schultz. Valley township--Samuel Pursel, William C. Flick. Washingtonville--Frank Unstead, West Hemlock township--Lloyd Bomby, J. W. Andy.

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ATTORNEY-AT-LAW,
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THIRTY-FIRST ANNIVERSARY

The thirty-first anniversary of Myrtle Lodge of Odd Fellows was celebrated Saturday evening by an interesting and a very enjoyable entertainment, which was attended by about 250 persons. The ordering of the program of literary and musical numbers was followed by the serving of excellent refreshments.

The entertainment opened with an address by the Rev. Dr. McCormack, in which he briefly referred to the principles of the order. Harry E. Seidel presided over the meeting. Recitations by Miss Chartars and Miss Kimerer, vocal selections by Walter Russell, John R. Hughes and Miss Hughes, and humorous songs by Wesley Hollibaugh constituted the program.

The success of the affair was largely due to the efforts of the following committee: Harry E. Seidel, J. H. Montague, Miles W. Smith, J. T. Fisher and Harry E. Tiley.

Purchased Philadelphia Hotel.
George W. Schott, son of Thomas A. Schott of this city, who recently spent a few days with his father at the homestead on Pine street, has purchased a hotel in Philadelphia at No. 620 Sanson street. Mr. Schott is an experienced hotel man and his many friends in Danville feel that success is assured in his new enterprise.

LACKAWANNA RAILROAD.
-BLOOMSBURG DIVISION-
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Buffalo..... 11 15 20 25 30
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