

DANVILLE INTELLIGENCER

DEDICATED BUT TO TRUTH, TO LIBERTY AND LAW—NO FAVOR SWAYS US AND NO FEAR SHALL AWE

VOL LXXVI.

DANVILLE, MONTOUR COUNTY, PA., FRIDAY, MAY 12, 1905

NO. 25

WORK ON THE STATE HIGHWAY

The State Highway between this city and Massada is quite rapidly approaching completion. Most excellent results in road construction have been achieved in the couple of weeks that have elapsed since the work was resumed under George A. Atkinson.

The final course of trap rock has been applied from the Borough line to the Fair Ground. The topmost course is composed of two inches of 1 1/2 inch stones and one inch of crushed rock.

The road for the above named distance shows up very nicely considering the disadvantages under which the work is carried forward. The tremendous traffic over the road is a formidable obstacle both in the way of progress and in good results. The amount of traffic is a revelation to Mr. Atkinson, although it is not at all surprising when one reflects that the travel on the many roads of Anthony, Limestone, Derry, Valley, Liberty and West Hemlock townships all converge upon the single highway, leading from Massada into Danville. It was this heavy traffic together with natural conditions relating to the roadbed that made reconstruction under State aid necessary.

So long as only the first course of oider was applied drivers made it a point to avoid the new road bed wherever possible, but since the finer course of crushed rock has been in place, Mr. Atkinson says, the studied effort seems to be to drive over it as much as possible. The result is that in the critical period between the putting on of the trap rock and the sprinkling and rolling which follows, the road is dreadfully cut up, the finer course of crushed rock being for long distances mixed with coarse rock, which has taken the place of the finer material on the surface.

Mr. Atkinson says in building macadam roads it is generally customary to exclude travel altogether. That being impracticable here he is simply obliged to do the best that he can. His company will be put to an expense not reckoned on in furnishing the crushed rock required to recast the road where it is repeatedly damaged by driving.

The great secret of road construction lies in the heavy and repeated pressure that it is subjected to under the steam roller. Mr. Rogers' roller is employed on the State Highway. As soon as the trap rock is in place on a section of the road it is thoroughly sprinkled and the roller is run backwards and forwards over it for a day or a time. After a few days the process is repeated and after another interval it is rolled again, and the process is never abandoned until the finishing touches are put on the road. It is the repeated rolling together with the selection and arrangement of materials that imparts to the macadam road a quality that resists the action of wagon wheels, however narrow and is proof against ruts.

On Saturday Mr. Atkinson was rolling the finished section of the highway for just one-half of the width of the roadbed, where he had applied the fresh course of crushed rock. In this way he was able to secure very good results before that part of the road was cut up by the wheels. After rolling it was observed that where wagons drive over the surface little or no impression was made by the wheels. The plan of finishing the road by half width at a time will be adopted from now on and Mr. Atkinson thinks it will prove a very good solution of the difficulty.

It will require some three weeks to complete the highway.

COUNCILMEN IN SESSION

The Borough Council held a regular meeting Friday night. The session although busy enough was attended with action on only a few matters of importance. Nearly three hours were spent in a discussion of a suitable bond to be given by the Danville and Sunbury Street Railway Company. Borough Solicitor E. S. Gearhart was present at the meeting along with C. C. Yetter, Attorney for the Danville and Sunbury Street Railway Company. A couple of details in the provisions of the bond to be given the Borough became the subject of prolonged discussion by the two attorneys and the members of council. The matter was not settled but will be taken up at an adjourned session.

Mr. Vestine called attention to the wall being built by the Danville and Bloomsburg Trolley company on A street, which he did not think came up to the requirements.

The matter, it was explained, is in the hands of the Streets and Bridges Committee who will see to it that the work is done in a proper manner.

The following communication was received:

To the Borough and Town Council of Danville, Pa.

Your petitioners respectfully represent that they are owners of properties abutting on and adjacent to the alley in the rear on the east side of Mill street between Mulberry and Bloom streets. They ask your honorable body to extend the line of sewer pipe now being laid in the same alley from Mulberry street, its proposed terminus, to the south line of Mr. Jesse Cleaver's property. A number of the signers hereto desire to make immediate connection with the pipe when laid. (Signed) First National Bank of Danville by I. X. Grier, President, J. B. Cleaver, I. X. Grier, W. K. Holloway, James Dailey, Samuel Bloch, W. M. Seidel and George B. Jacobs.

On motion of Mr. Reifsnnyder it was ordered that the petition of the citizens be granted by continuing the sewer to the point mentioned.

A statement from Treasurer Ellenbogen was read which showed a total cash balance on hand of \$4719.15.

A communication was received from Borough Engineer George F. Keefe, submitting the following approximate estimate for D. J. Rogers for work on Mill street for month of April, 1905: Crub, \$380; concrete, \$300; excavation, \$420; total, \$1100.

On motion of Mr. Vestine it was ordered that an order be drawn in favor of Mr. Rogers for the above amount.

A communication was received from the Board of Health calling attention to its recent action declaring as nuisances sewers draining into streams intersecting the Borough and requesting that all such private sewers be connected with the Borough sewer.

On motion of Mr. Boyer the communication was ordered spread upon the minutes but no action relating to sewers in this hearing was taken.

The following members were present: Gibson, Vestine, Reifsnnyder, Sweistort, Hughes, Magill, Boyer, Jacobs, Dietz and Dietrich.

The following bills were approved for payment on hand of \$4719.15:

MUST BE CONNECTED IN THIRTY DAYS

An adjourned meeting of the Borough Council was held on Saturday evening to take up business unfinished at the regular session the evening before. President Gibson was in the chair. Other members present were: Vestine, Reifsnnyder, Boyer, Dietrich, Sweistort, Dietz, Jacobs, Hughes, Magill.

The principal business on hand related to the bond of the Danville and Sunbury Street Railway Company, which had formed the subject of a prolonged discussion the evening before. There were two minor points in connection with the bond and the trolley company differed. One of these related to the manner in which both of the companies should be held responsible for what might occur on that portion of the track in the Borough which by private agreement will be used by the two lines jointly; the other point had to do with the time limit in the clause inserted in the bond at the special meeting of Council on last Saturday night a week ago in which the trolley company agreed that if permitted to put down the rails unloaded on East Market street it would remove the same and replace them with rails similar to what are used on Mill street in ten days' time, whenever the Borough should desire to pave.

The contention of the trolley company Friday night was that in fixing a definite time limit in the bond it was binding itself in an obligation which unforeseen circumstances might make it impossible to fulfill. It asked that a substitution be made, which the trolley company would obligate itself to replace the smaller rail with the larger "as soon as the material could be procured on ten days' notice." Council, however, could not see its way clear to accept anything short of a definite time limit.

The differences, however, were very nicely adjusted on Saturday night.

C. C. Yetter, attorney for the Danville and Sunbury Street Railway, explained to Council that during the day he had a conference with E. S. Gearhart, Borough Solicitor, and that all objections as related to the first point had been overcome. In furtherance of their plans James Scarle, Attorney for the Danville and Bloomsburg Street Railway Company, was present and filed a legal statement bearing on the case, which made complications impossible in the event of a suit for damages which might involve a portion of the track used by both companies.

On the latter point relating to the time limit an agreement was finally reached, the Danville and Sunbury Street Railway Company agreeing to replace the rail on the ground with the Mill street rail within sixty days' time, with the usual limitation as to strikes, fires, &c.

On motion of Mr. Reifsnnyder, seconded by Mr. Magill, the Borough Solicitor was authorized to prepare a bond in accordance with the above, the trolley company meanwhile to be permitted to begin work in the Borough.

MARKET STREET SHOULD BE PAVED

Despite many inquiries it is practically impossible to determine the exact status of street paving on East Market street. That the sentiment in favor of paving largely predominates along certain portions of the thoroughfare there would seem to be but little doubt. There is some opposition, it is true, but whether it will prove sufficient to hold up paving can hardly be determined until it comes to the test.

Street paving is a fine improvement in a general way but also enhances the value of abutting property and contributes to the pleasure and comfort of those who travel or reside on a street that is paved. Taking Mill street with its dry and attractive surface as an example, who would wish to go back to the former time when the only method of crossing was by ungrainly stepping stones and the whole street was rendered unsightly by either a deep deposit of mud or of dust.

If East Market street is to be paved now is the time to do it, while the roughed is torn up in laying the trolley track. It behooves those who have an interest in the matter to work diligently, as at the present juncture every passing moment unemployed is that most valuable time lost.

In paving East Market street, it is held, that concrete need not be used and that the paving blocks can be laid on a course of sand, as is done in some of the streets of Sunbury and in other towns. This makes a very thorough cost very much. An expert has figured that a pavement laid in this way without concrete, could be put down at a cost to property owners of less than two dollars per lineal foot.

Cavassing should be pushed at once along the entire street where paving seems at all possible and the above facts as to cost should be presented to every person not in sympathy with paving.

The sentiment in favor of paving East Market street is general about town and there are those who reside on other thoroughfares and have only a general interest on East Market street who have pledged a contribution of one or more places where the property owners have not the necessary means.

It is plainly evident that now is the time to act while enthusiasm is at high water mark and when the pavement can be laid with the least outlay of money.

EXCEPTIONAL CASE ACTED UPON

That the school law is very sweeping in its provisions relating to vaccination and leaves school authorities no alternative but to comply in all cases was well illustrated by a matter acted upon by the local School Board Monday night.

Borough Superintendent Gordy called attention to a case in a Fourth Ward school which had been recently admitted and found not to have been vaccinated. The attention of the parents was called to law on vaccination, but they explained that the family physician had refused to vaccinate the child owing to her weakly condition, she being in poor health. Superintendent Gordy explained that the law makes no exceptions of cases, and held that inasmuch as the girl was not strong enough to be vaccinated the natural inference would be that she was not physically able to bear the shot of school. He, however, permitted the pupil to attend until he could bring the matter before the School Board.

A parallel case had never occurred in the Borough before. The School Board was disposed to be lenient in the matter but after consulting the school law on motion of Mr. Trumbower the action of Superintendent Gordy was sustained and it was decided that the pupil, unvaccinated, must remain out of school.

This may seem like a harsh ruling but the law on the subject admits of no other course.

The school law provides that principals or other persons in charge must refuse admission of any child to the schools except on a certificate signed by a physician setting forth that such child has been successfully vaccinated or that it previously had the small pox. No exceptions are hinted at. To add to the strength of the law a heavy penalty is attached and any superintendent or other person having charge of schools who fails to comply with the requirements of the act above quoted is liable to a fine of not less than five dollars nor more than one hundred dollars and in default of payment thereof must undergo imprisonment.

Superintendent Gordy presented the report for the eighth month of school, which revealed a very small falling off in attendance notwithstanding the approach of summer, when pupils are apt to drop out of school.

The number of male pupils registered to date, 625; female pupils, 665; total, 1290. Number of male pupils in attendance during month, 577; female pupils, 616; total, 1193. Average daily attendance during month, male, 538; female, 572; total, 1100. Percentage of attendance, male, 93; females, 93; total, 93. Number of pupils not absent during the year to date, 203; not tardy during year to date, 582. Number of pupils sick, 67.

The following members were in their places: Dr. Harpel, Orth, Perzel, George G. Warkentin, Von Blohm, Fischer, Trumbower, Adams and Jacobs. Treasurer Schram presented his statement of finances to date, which showed a cash balance on hand of \$3498.99.

On motion of Mr. Parcel the use of the High School room each Friday evening was granted to the graduating class for purposes of practice.

The following bills were approved of payment:

Morning News \$3.40
George G. Prof. 1.28
Ralph Kinner 50.00
Standard Gas Co. 1.25

BOTH SIDES OF THE QUESTION

There is much complaint about the approach to the river bridge on the Danville side, which at the present stage of improvements shows up oddly, owing chiefly to the location of the curb lines, which are broken up into a good many different angles and lie in directions that do not conform with any of the other street lines.

The Commissioners, who are responsible for the paving of the approach say that they gave instructions that they wanted the whole approach paved with vitrified brick from wing wall to wing wall and they are very much displeased that their wishes were not carried out. They object to the sidewalk because, they say, they are unnecessary and as present located a very bad piece of work that will detract from the appearance of the bridge.

Citizens who viewed the approach yesterday were loud in murmurs of disapproval. The curbing along the approach at the southeastern corner of Front and Mill streets, which inclines up the street out of line with the pavement on the east side of Mill street, was especially objected to and it was claimed that it was thus arbitrarily located merely to accommodate an electric light pole, which stood on the spot and which could be removed for less than twenty-five dollars.

So much for one side of the question. The AMERICAN being appealed to a representative waited upon both Burgess Parcel and George Reifsnnyder, of the Streets and Bridges Committee, to obtain the Borough's side of the question.

For proceeding to build sidewalks at the approach of the bridge instead of paving from wall to wall as recommended by the County Commissioners the Borough claims to have the very best of reason. To leave the entire approach open as a driveway, it is held, would be to afford pedestrians no protection at all just at a spot where the greatest danger would exist. Reckless drivers emerging from the bridge would trot their horses and with little regard for foot people would crowd the side of the approach and accidents would be the result for which the Borough might be held liable.

For this reason it was decided to construct sidewalks protected by a curbing just as are maintained on the bridge. The apparently arbitrary location of the curb line on the east side was explained, was decided upon for the purpose of widening out the approach.

It is very apparent that the approach looks bad at present. At the same time it is not improbable that as the work advances things will take on a better aspect. The upper wing wall erected by the State is the worst feature of the whole affair and this the Commissioners say will be rebuilt. If the bridge inspectors approve it next Saturday, the county will make the change itself, building another wall on the outside, that will incline up stream at the same angle as the opposite wing wall leads down stream. When the defect in wing wall is remedied and the pavement is laid the curbing very likely will not show at such a decided disadvantage. The Councilmen declare that they are not responsible for the curbing beyond the Borough line—a few feet south of Front street—and did not authorize it.

SUBSCRIPTIONS ARE SLOW

The Citizens' Celebration Committee held a meeting last evening. Those present were: Ralph Kinner, Esq., Burgess W. G. Parcel, W. V. Oglesby, Esq., Jacob Boyer, Johnny Moyer and F. M. Gotwald.

The time was principally devoted to considering the question of finances, which proves to be a pretty weighty proposition. The reports showed that the solicitors had accomplished very little and were much discouraged. They had put forth an earnest effort but found responses indifferent and slow.

The Committee, however, could not be brought to believe that the citizens of Danville after due consideration would fail to measure up to the requirements of the occasion and determined to press onward and endeavor to arrange for a demonstration that will reflect in a proper way the public spirit and enterprise that belongs to our town.

It is obvious that a big sum of money will be required. Invitations have been extended and the news of the demonstration has been copied into newspapers of neighboring towns. All eyes are turned toward Danville and the town on the Fourth of July must do itself proud. To fail in this crisis would be to invite general ridicule.

It is very evident that to raise the money contributions must come not from one source, but from all sources. It is a mistake to think that only hotels, restaurants and the like which appeal to the inner man, will be benefited by the great influx of visitors. Indirectly, there is scarcely a line of business but will be benefited, while an advertisement of the town and its fine system of improvements the big celebration will have a beneficial effect in which every citizen will share. Subscriptions, therefore, should not be limited to any class of business people, but should take in every citizen who has an interest in his town.

The solicitors will start out again, and endeavor to bring the facts as presented above before those they approach and they will approach in a manner every one.

MANY CHANGES IN THE GAME LAW

Copies of the new game protection law which was approved by the governor on April 29th, had been received in Danville. The law makes wholesale changes in former legislation, and hunters will have to study it carefully before venturing into the woods again. Hereafter it will be unlawful to kill more than one deer in a season, and the season is cut down from a month to fifteen days—from the middle of November to the first of December. It is unlawful to kill wild pigeons for the next ten years. Bears have been always on the list of game that could be killed at any time, but now they are protected, and can be shot only during the period between October 1st and March 1st, and anyone violating the provisions of the law is liable to a fine of \$50 for every bear or cub killed or captured. The only exception is where the bear is in the act of damaging crops or injuring a human being, or has recently done so.

About the only thing left on the free list are the following, which are specifically mentioned: The blue Jay, English sparrow, king-fisher, cooper's hawk, sharp shinned hawk, goshawk, duck hawk, pigeon hawk, great horned owl, and the crow. People who want to rob birds' nests for scientific purposes must get a license to do so from the state game commission and put up a bond that they will abide by the provisions of the act. A fine of \$25 is provided for each and every wild pigeon killed during the ten years in which they are not to be killed. The new law provides that in any case where dogs shall be taken into the woods with a hunting party, and it shall be found that they have as much as followed the tracks of a deer for a distance of 100 yards, it shall make the owner or person who took the dog into the woods liable for the fine. This will do away with the practice of taking a dog to hunt birds with a deer hunting party. The new law also prohibits the killing of deer with buck-shot, or anything else than a single bullet.

It is unlawful to shoot quail at any time when they are bunched on the ground. Only one wild turkey can be killed in a day, and not more than four in a season. It is unlawful for a person to hunt ducks or other water fowl protected by any craft propelled by any other means than oars, pole, or hand paddles.

The open season for game under the new law is changed. The season for woodcock, pheasant, quail, squirrel, rabbit, and wild turkey closes December 1st instead of December 15th. Woodcock and quail come in on October 1st, and on November 1st, instead of October 15th.

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