To my friends: I hereby announce that I will be a candidate for the nomination of district attorney, before the Republican County convention.
JOHN R. JONES.

CITY NOTES.

—Tribune readers leaving for their summer's vacation can have their favorite paper sent to them without extra cost, by notifying this office of the desired changes in the paper's address.

Dr. Kay, formerly of Providence, is now located at 206 Penn avenue.

The seats for the College hall have arrived and are being put in place.

A lemon social was given last evening at the Penn Avenue Baptist church.

Judge Gunster dined and entertained the Okell Rod and Gun club last evening at Lake Ariel.

The hammer department of the Cliff works has resumed operations after an idleness of about a year.

The excursion of the cathedral parish to Mountain park on Aug. 13 promises to be one of the largest of the season.

The Surricks will give their entertainment this evening and tomorrow evening. Also matinee tomorrow afternoon. Admission, children, 15 cents; adults, 25 cents, at Young Men's Christian Association hall.

The will of Stephen D. Miller, late of Scott township, was yesterday admitted to probate and letters testamentary granted by Register of Wills H. T. Koehler to George F. Miller and Arthur L. Miller.

Michael L. Vail, charged with assault and battery, gave bail before Judge Edwards yesterday in the sum of $300, F. H. Scutt becoming his security. Vail was thereupon liberated from the custody of the sheriff.

Last night Owen Cusick was much better, but he is yet in a greatly debilitated condition. Dr. Dolan was more hopeful of his patient yesterday than at any other time since the accident happened and begins to think that there is a chance for Mr. Cusick to recover.

Marriage licenses were yesterday granted by Clerk of the Courts John H. Thomas, to William E. Baker and Rebecca Walker; Peter Ryder and Annie Franey, of Scranton; William P. Smith of Olyphant, and Elizabeth J. Joseph of Scranton, and Giacomini Nazzareno and Anna Domini of Lackawanna.

The Elm Park Epworth league carried out a musical programme at its rooms last evening. The large audience was well entertained by some excellent numbers. The league orchestra opened with a fine selection. F. A. Beidleman's sketch of musical authors was followed by a tenor solo by Alfred Wooler, W. H. Peck gave a talk on church music, Will Beck rendered a bass solo and Miss Stella Huber gave a recitation. Miss Lizzie Raub concluded the programme by a review of Bible music. The entire audience was invited to partake of cake and ice cream.

ANOTHER EFFORT MADE

Scranton Rapid Transit Company Again Asks Councils for a Franchise.

BIG RENT FOR A RIGHT OF WAY

The New Street Car Company Will Give $500 a Year for the Privilege of Running Its Cars Over the Proposed Linden Street Bridge—The Proposed Route—Doings of Common Council.

The Scranton Rapid Transit company will make another fight for a right of way through this city. Nothing daunted by the death of the ordinance granting them this privilege, which ordinance was killed by select council a short time ago, they caused another to be introduced in council last evening, this time confiding it in its infancy to the tender mercies of the lower branch.

This new company is especially desirous of securing the right of way over the proposed Linden street bridge, and offers the city a bonus of $500 a year for the privilege. In the ordinance the company indicates that it will construct a line and run cars within two years over the following routes: Beginning at the intersection of Lackawanna and Washington avenues, thence along Washington to Spruce, to Jefferson, to Bank, to Linden, to Quincy, to Pine, to Webster, to Ash, to Prescott, to the city line; also on Platt place from Bank street to Ridge row, to Monroe, to Linden; also from Ridge Row across the proposed bridge to be constructed at or near this point, thence to Prescott avenue to the city line; also beginning at the intersection of Beech street and Prescott avenue, along Beech to Stafford, to the old county road leading to Moosic to the city line.

INTRODUCED BY MR. REGAN.

Mr. Regan, of the Sixth ward, introduced the ordinance. There was no discussion occasioned by its introduction, it having been promptly referred to the railway committee.

In the absence of President Nealis, Mr. Robathan was chosen to preside over the meeting. The pole tax ordinance passed first and second reading after having been favorably reported upon by the committee immediately upon its receipt from select council.

The first matter that came up under the head of convenient business brought up a nice little point of parliamentary law. It was a resolution exonerating Mrs. Katheryne Ruane, of Gibbons street, from a tax of 90 cents. The mayor had vetoed it on the ground of unconstitutionality and the select council had passed it notwithstanding the mayor's veto. A motion to concur in the action of select council was put and it might have passed had not Mr. Robathan called attention to the fact that it required a two-third vote to pass a measure over the mayor's head. A call of the ayes and nays showed six for and eleven against. Some of the members, Mr. Sweeney in particular, wanted to make out that a two-third vote meant two-thirds of the members present, but Mr. Robathan ruled that it called for two-thirds of the members elected.

Mr. Hickey fought for the passage of the exoneration, saying that he wanted to make a test case of it. He contended that it was just as lawful to exonerate a poor widow from her small taxes as it was to remit the taxes of a corporation for a long term of years.

Mr. Golden, who had been otherwise engaged during the discussion, when called upon to vote, said he did not understand the question before the house. Clerk Mahon informed him that it was a motion to pass a measure over the mayor's veto. Mr. Golden waited for no further explanation, but voted an emphatic "yes" and resumed his conversation with a gentlemen on his left.

MR. ROBATHAN'S SUBSTITUTE.

Mr. Robathan announced that he would be absent on a European trip for seven or eight weeks and asked that some one be appointed to take his place on the viaduct committee which at present is busily engaged on the consideration of this contemplated improvement. With the permission of the council the chair appointed Mr. Thomas, of the Fourth, to fill the vacancy.

The following resolutions were passed and sent over to the select council for concurrence: Providing for repairs to the Neptune engine house; providing for a runway at the General Phinney engine house; providing for the repairing of the roof of the Niagara hose house; asking the city solicitor to give an opinion as to whether the city owns the surface over sewers; directing the city engineer to give grade on Schimpff court and on Rosar place, and directing the chief of the fire department to erect a fire hydrant on the river bank at Alder street.

Other new measures introduced and passed, were a resolution directing the chief of the fire department to erect a fire hydrant on the corner of Richter and Ash streets, in the Tenth, and a resolution exonerating Mrs. T. P. O'Malley from paying the penalty for 1892 taxes. Ordinances directing the mayor to sign contracts for water to supply hydrants and providing for the pavement of West Lackawanna avenue came over from select council and were referred to their respective committees.

MEETING OF SELECT COUNCIL.

The Bridge Ordinance Passed on Third Reading.

The was but a quorum and one to spare when select council convened last evening. In the absence of President Chittenden, John E Roche was elected chairman pro tem on motion of Mr. Manley. Those present were Members Finn, Thomas, Clark, Roche, Durr, Wagner, Schwenk, Manley, Burns, Westpfahl, Connell and Lauer.

Although a deluge of matters were acted upon, none were of great importance, except the Linden street bridge ordinance which passed third and final reading, and at no period did the proceedings reach a point where the ayes and nays were called.

Mr. Manley presented the report of the paving committee recommending favorably the property owners' petition that Franklin avenue be paved between Spruce and Vine streets.

The following awards of contracts were recommended by the streets and bridges committee through its chairman, Mr. Thomas:

Culvert over Leggett's creek at North Main avenue, Julius Maier, $2,190.33, less $250 for old stone now on the ground. The two next lowest bidders were John Stout and Corcoran & Donohue in the order named.

Improvements on the Prospect avenue culvert over Stafford meadow brook, Corcoran & Donohue, $898.

Improvements on the Pittston avenue culvert over Stafford meadow brook, V. H. O'Hara, $367.50.

Curbstones and sidewalks on South Main avenue, V. H. O'Hara, 55 cents per lineal foot for curbing and 17 cents per square foot for sidewalks.

Curbstones, sidewalks and gutters on Seventh street, Walter Greaves, 58 cents per lineal foot for curbing, 19 cents per square foot for sidewalks, 55 cents per square yard for gutters.

The report was accepted with the exception of the portion relating to the Pittston avenue culvert, which on motion of Mr. Connell was changed in favor of Corcoran & Donohue, their bid being $250, or $17 lower than the bid of V. H. O'Hara.

STATEMENT OF COMMITTEE.

Mr. Thomas explained the committee's action by stating that, inasmuch as Corcoran & Donohue had been awarded one contract, and because of their failure to execute the work on the Parker street bridge abutments in the time specified, the majority of the committee favored accepting the bid of Mr. O'Hara. Mr. Connell contended that such action was contrary to law, and while not questioning the committee's good intentions, urged the amendment as a matter of justice.

The streets and bridges committee recommended favorably the ordinance providing for the opening of Wyoming avenue between Phelps and Ash streets, which was received and ordered printed.

The report of the sewers and drains committee, presented by Mr. Durr, recommending that the contract for building sewers on Carbon, Jordan and Mineral streets and Silex court be awarded to John Ferguson at $1.10 per lineal foot, was adopted.

A communication from the city engineer directed the urgent necessity for action caused by the extensive cave-in beneath the Schultz court main sewer. The city engineer and street commissioner were directed to repair the damage and charge the expense to the incidental and judgment fund. A more detailed account will be found in another column.

The auditing committee's report was adopted, including the $60 bill of James W. George for oiling hydrants. This bill had been expunged from a previous report by vote of council.

BRIDGE ORDINANCE PASSED.

On motion of Mr. Connell the meeting went into the eighth order of business, and, in addition to the Linden street bridge ordinance, the following measures passed third and final readings: Appropriating $320 for a team for Neptune Engine company; providing for the purchase of the engine now being used by the Nay Aug company from the Citizens' Fire association for $3,000; providing for the laying of sidewalks on North Main avenue, between Jackson and Pettebone streets; providing for opening and extending Ross avenue.

After the passage of the bridge ordinance Mr. Roche called attention to his resolution of a previous meeting directing the city engineer to give the bridge plans preference over all other work. Mr. Roche said his action was only for the purpose of hurrying the work along and did not convey any criticism of Mr. Phillips, who is deserving of the city's compliments for the detailed and masterly plans for the Linden street bridge.

The meeting returned to the third order of business and passed a large number of concurrent resolutions, among which are the following:

Directing the city solicitor to give his opinion of the rights of the city in the possession of a main sewer when the same is laid in the bed of a natural stream, and the rights of abutting property owners; directing the city engineer to prepare plans and estimates for five-foot flagstone sidewalks on the east side of North Main avenue, from Pettebone to Oram street; providing for the construction of a runway in front of the General Phinney Hose house; directing the city engineer to prepare plans and estimates for the laying of sidewalks, curbs and gutters on Penn, Capouse, Washington and Wyoming avenues, Marion, Green Ridge and New York streets, in the Thirteenth ward, Green Ridge; providing for the repairing of the Niagara and Liberty Hose companies' and the Neptune Engine company's quarters.

The ordinance providing for the repaving of Penn avenue between Lackawanna avenue and Spruce street with asphalt was referred to the paving committee in conjunction with the city solicitor.

An adjournment was made until Aug. 9.

PLANS OF LINDEN STREET BRIDGE.

The Kind of a Structure That They Call For.

The plans and specifications prepared by the city engineer for the Linden street bridge show it as it will appear when finally constructed across the river. It is what is known as the "camel back" type, and consists of three spans, the total length of which is 687 feet, including the ten feet across the tops of two supporting towers which rest on piers. The easterly span is 236 feet long, the central span 210 feet and the westerly span 221 feet.

The estimated cost is $85,000, which includes masonry, iron work, painting, flooring and elevation.

The west and east spans are sixteen and nineteen feet above the Jersey Central yard and the Lackawanna's Diamond branch respectively. The river lies seventy feet beneath the central span.

A wooden flooring is specified, but the stringers will be punched and so arranged as to receive buckle plates to support a concrete and asphalt pave if such is at any time desired. The width of the bridge permits a 34-foot roadway and an 8-foot sidewalk on either side.

Four angles and three plates comprise each truss beam, which are designed to carry eighty pounds per square foot. The floor and primary truss members will carry 100 pounds per square foot, and in addition a 16 ton electric car on a 7½ foot wheel base or a steam road roller weighing fifteen tons.

The whole structure is supported in the middle by a pier on each side of the river and a tower on either pier. Each truss is 38 feet high at the center and 26 feet at the end posts.

A light and graceful, rather than a heavy and massive structure, the whole appears from the drawings.

CHASE WAS THRILLING

But Those Who Were In at the Death Weren't Thrilled a Bit.

GREAT EXCITEMENT IN DE 'ATE

Early Evening Pedestrians Treated to a Little Variety on Linden Street and Washington Avenue—An Absent-Minded Youth Nearly Scared to Death and the Ridiculous Denouement Which Followed.

Stop him!
That's the man!!

Linden street was crowded with a medley throng of pedestrians, some pushing and crowding with the anxiety of business cares depicted on their every movement; some merely promenading unconscious of anything savoring of worry, living, for the time being, only in the desire to pass an evening of quiet pleasure; some were on one side of the street and some were on the other and some were crossing from one side to the other. The moon—but there wasn't any moon, come to think of it, and if there had been one it wouldn't have cut any figure in the Electric City, anyhow.

Out of this hetrogenious congregation was a lithe youth who walked leisurely along with that graceful abandon which bespeaks freedom of mind and a refreshed body. The fact that he was wiping his moustache with the back of his coat sleeve also betokened that he had but then refreshed his body. In fact it was this refreshment of body that inflicts this tale on the public.

When the ominous words with which this chapter is opened, rang out upon the cool crisp (cool crisp isn't right, but it's euphonious) air, the litne youth with the weeping mustache was heading towards the court house square. A policeman suddenly sprang out of the darkness or a barn or some old place along there and made a rush for the l. y. The latter was frightened very much indeed and started to run. So did the policeman. So did the promenaders. Likewise the business people. We were going to add a messenger boy, but on sober second thought we'll not.

Along Linden and out Washington the mad chase led. Many of the seven hundred pursuers had distinctly heard the shot. Others had heard two shots and one little knot of men who had been standing on the corner were positive that a woman's screams followed the shots.

As the crowd ran it grew in size until it reached the top of the hill on Washington avenue, when it was suddenly brought to a standstill by running up against itself. That is, the foremost ranks stopped and the others couldn't get past.

"They've got him!"

"That's him!"

"Isn't he vicious looking ——?"

Two officers and about two dozen of the first ones to reach the spot had the lithe youth in custody and each was explaining to the crowd how he had captured him. Some of the later arrivals, who knew a thing or two about such cases, retraced their steps with their eyes fastened to the ground looking for the revolver which the captive had thrown away. Others hastened back on a run to find out the particulars of the affray.

The prisoner was safely pinioned between the two officers, and surrounded by a crowd which had now grown in numbers to about 2,000, the start to the scene of the crime was begun. When the corner of Wyoming avenue was reached the mob was met by a portly man in white apron and shirt sleeves, the same one who had raised the alarm. With rage flashing out of his eyes and uplifted hand he rushed toward the lithe youth. The crowd made way for him. In fact the crowd made way for four or five street cars, abreast, when portly uncoated, beaproned gentleman addressed the lithe youth with:

"You pay for dot beer now, you dum lumbiseckle!"

The lithe youth smiled. He had forgotten to pay for his glass of beer. Then he became angry. The policemen remembered that their beats had been neglected for some time. The bartender got his five cents. The lithe youth got over his surprise and on to a Nay Aug car and went home.

EDITOR J. W. GOULD'S BRIDE.

Wyalusing Rocket Pays Tribute to Her Many Good Qualities.

Concerning the marriage of Editor J. W. Gould, of the Evening Express, and Miss Mary E. Dodge, of Camptown, the Wyalusing Rocket says:

"The wedding was quite a surprise, so quiet that only the brothers and sisters of the bride, with the minister, knew about it. Miss Dodge was a great favorite with the people. A lady of culture, one of the highest and most faithful workers in the community, and church. She carries with her to her new home the prayers and best wishes of the people. Camptown's loss will be the gain of Scranton.

Mr. Gould is a bright young newspaper man of Scranton. He is a native of Terry township, but for a number of years has followed the newspaper business, doing the greatest amount of this work upon The SCRANTON TRIBUNE. He is now managing editor of Scranton's new afternoon daily, the Express, on which he is doing excellent work. Our hearty congratulations are extended to Mr. and Mrs. Gould."

SOME NEW BUILDINGS.

The Plans for Them Have Been Completed.

On or before Feb. 7 a 6 story double store building will be erected on the old Presbyterian parsonage lots, Washington avenue, by Carter & Kennedy, who purchased the property a few weeks ago. The plans are now practically completed and are at the office of Architect I. L. Williams.

The building will have a solid stone front, and the contract for its erection, which is to be awarded next week, will provide that work shall begin Aug. 7. The upper stories will be arranged for lofts and will be reached by two freight and a passenger elevator.

Another new building upon which work will soon begin is that of the Sterling Silk company at Sixth and West Elm streets, which will cover a surface of 40 by 140 feet. It will be of slow-burning construction and built of brick with a separate boiler and engine house. The total cost will be $15,000. The contract provides that the structure be completed by Oct. 1.

SCHULTZ COURT SEWER DAMAGED.

Pipes Dropped Into a Mine Opening. May Cost Several Thousand Dollars to Repair It.

A considerable portion of the Schultz court sewer, of the Tenth district system, lying between Mulberry street and the Delaware, Lackawanna and Western tracks on the hill has been damaged to such an extent by a settling of the ground into the old mine workings of the Lackawanna Iron and Coal company that it will have to be rebuilt. The cave-in was discovered Wednesday afternoon by a corps from the city engineer's department, City Engineer Phillips later went into the mine and found it foul and reeking with escaped sewage.

The Schultz court sewer affected by the fall of earth was built but a year ago and is intended to receive ten times its present volume of refuse by the completion of extensive sewer operations now under way on the hill. For this reason the damage which may incur an expense of several thousand dollars will have to be repaired in time to receive the current from the sewers now being built.

The city engineer's investigation shows that the man hole at Linden street is damaged so badly that a new one will have to be constructed and that for a distance of several rods north of the manhole the sewer has dropped completely out of sight, the pipes lying in the mine beneath. South of Linden street also a portion of the sewer has fallen with the earth. For a considerable distance the mine workings are but fifteen feet below the sewer line.

The city engineer's theory is that the rock and earth were loosened by the blasting when the sewer was built, and the constant crumbling resulted in a final and general cave-in.

At last night's meeting of select council a communication was received from Mr. Phillips, substantially in accordance with the above facts and urging immediate action providing for the repairing of the sewer. A resolution was passed directing the street commissioner, in conjunction with the city engineer, to rebuild the sewer and charge the expense to the incidental and judgment fund.

The Delaware and Hudson Canal company's new passenger station at Scranton will be opened for business on Monday, July 30. All trains will arrive at and depart from that station on and after the above date, and the passenger stations at Bridge street and Vine street will be closed.

Trains will leave Scranton station for Carbondale and intermediate points at 2.20, 5.45, 7.00, 8.25 and 10.10 a. m., 12.00, 2.20, 3.55, 5.15, 6.15, 7.25, 9.10 and 11.20 p. m.

For Farview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a. m., 12.00, 2.20 and 5.15 p. m.

For Albany, Saratoga, the Adirondacks and Montreal at 5.45 a. m. and 2.20 p. m.

For Wilkes-Barre and intermediate points at 7.45, 8.45, 9.38 and 10.45 a. m., 12.05, 1.20, 2.38, 4.00, 5.10, 6.05, 9.15 and 11.38 p. m.

Trains will arrive at Scranton station from Carbondale and intermediate points at 7.40, 8.40, 9.34 and 10.40 a. m., 12.00, 1.17, 2.34, 3.40, 4.54, 5.55, 7.45, 9.11 and 11.33 p. m.

From Honesdale, Waymart and Farview at 9.34 a. m., 12.00 m., 1.17, 3.40, 5.55 and 7.45 p. m.

From Montreal, Saratoga, Albany, etc., at 4.54 and 11.33 p. m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.55 a. m., 1.16, 2.14, 3.39, 5.10, 6.08, 7.20, 9.03 and 11.16 p. m.

CHINESE AS WARRIORS

Soo Hoo Doo Gives a Description of the Army of the Celestial Empire.

SOLDIERS' METHOD OF FIGHTING

Services in the Army Is Not Compulsory, but on Account of the Large Population No Difficulty Is Found in Securing Recruits—Candidates Must Pass an Examination Before They Can Be Admitted to Army.

Now that the entire country is breathlessly listening for the rumblings of war from the Celestial empire and awaiting with dreadful forebodings the signal for a conflict which, on account of the great population of that country, will necessarily entail a stupendous sacrifice of human life, an idea of their military operations furnished by one of our own residents will undoubtedly be of interest.

Believing this, a TRIBUNE reporter yesterday visited Soo Hoo Doo, the Washington avenue merchant, who is one of the most intelligent Chinamen in this section, and gleaned some very interesting information concerning the army of China and their method of fighting, subjects upon which very little, if anything, has been written in this country.

Mr. Doo, although possessing a very decided pigeon inflection to his English, has quite an extensive vocabulary and makes himself easily understood. He reads English well and keeps abreast of the times in all affairs relating to Chinamen and is looked upon as a leader among his countrymen. He is a Christian and has been instrumental in turning many of his countrymen from the Confucian doctrine. That he is also prominent in Chinese affairs is evidenced by the fact that through information gained from him the writer was enabled to give out the first information concerning the fight which the Six Companies made against the Geary law.

SERVICE NOT COMPULSORY.

Mr. Doo in answer to the reporter's questions stated that in China, unlike the great European countries, service in the army is not compulsory, but as it has a population of 600,000,000 it experiences no difficulty in securing material for its large standing army. Only the very best men of the nation are allowed to enter. Caste is not considered, but each candidate must pass examination as to general intelligence, and undergo a test of strength, and also skill in handling arms. This test is conducted by officers trained in schools corresponding to our West Point, and is made in public. The candidate is also required to answer questions as regards the science of war, such as the attack, defense and erection of fortifications, the movement and sustenance of armies in different kinds of countries, etc.

He must show a skill bordering on perfection in the handling of a rifle, bamboo bow, sword and another instrument, which from a drawing made by Mr. Doo, might be termed in English, a battle-axe. His strength is tested by the lifting of weights and his endurance is shown by running. The soldiers, he says, are paid good wages, in Mexican coin, are under pay the year around and are pensioned after disability. In battle they are fearless and anxious for glorious achievements. The greater part of the army is infantry which are quartered in the barracks in the larger cities. The control of the army is, of course, vested in the emperor, and the governor of each province is the commander of the soldiers in his district. The discipline is very strict and the punishment for infraction of rules severe.

CONDITIONS TO ENTER THE NAVY.

Of the navy the Doo had but little knowledge. The requirements for admission to this arm of the service are as exacting if not more so than in the army. It is comparatively small, but it is excellent as regards the fitness of the men. Mr. Doo told of an exhibition given by the force of one of the naval vessels which he witnessed when a boy. Among other interesting features of the drill he related one which is certainly novel, so much so that it almost passes belief. At a signal, says Mr. Doo, the entire force of the ship leaped into the water, each man bearing a large bamboo shield on his arm. They strung themselves along in the water between the ship and the shore and while supporting themselves on top of the water held their shields in such a position as to form a compact and safe bridge over which many people passed.

Mr. Doo says that should China and Japan engage in a long war the loss of life would be terrible, as both countries would throw their entire forces into action.