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SCHOOL STATIONERY**
All Sorts,
For All the Select
Schools and Academies
In Scranton and Vicinity,
At Wholesale Prices,
AT NORTON'S,
322 Lackawanna Ave.

HARD TO GET
Good Oats on this crop.
We have as good as any-body.
BUT
We still have
OLD CLEAN OATS
Higher in price but
really cheaper.

THE WESTON MILL CO.,
SCRANTON, OLYPHANT, CARBONDALE.

BEWARE OF COUNTERFEITS.
**THE GENUINE
POPULAR PUNCH CIGARS**
Have the initials G. B. & CO. imprinted
in each cigar.

GARNEY, BROWN & CO.,
MANUFACTURERS, COURT HOUSE SQ.

DR. C. D. SHUMWAY.
Diseases of the Lower Bowel a
Specialty. 308 Washington Ave.
Opp. Tribune Building.
OFFICE HOURS—9 TO 2, 2 TO 5.

A PROFITABLE ROAD.
**Financial Condition of the Scranton
and Pittston Traction Company.**
The Philadelphia Stockholder
contains the following: "We are indebted
to Messrs. A. N. Chandler & Co., Investment
Brokers, The Bours, for a
statement of the operations of the
Scranton & Pittston Traction Company
for the first two months of the current
fiscal year, to wit:
Items July August
Gross earnings \$6,730.10 \$6,564.70
Operating expenses 3,432.32 3,256.18
Net earnings \$3,297.78 \$3,308.52
Interest on first mtg. 98 1,482.00 1,482.00
Surplus earnings \$1,815.78 \$1,826.52
It will be noted that the ratio of
operating cost to gross earnings is less
than 51 per cent.—very low. This,
aside from good management, is owing
to the territory traversed as well as to
the substantial condition of the property
from a physical standpoint. There are
now about 12 miles of track; gauge,
4 ft. 8 1/2 in. T. rail, with equipment
of the best."
"The funded debt is as follows: First
mortgage 8 per cent. bonds (authorized)
\$25,000; dated October 1, 1893, due 1923;
Interest payable (free of tax) April and
October; of these bonds \$225,000 are
guaranteed, principal and interest, by
the Scranton Traction company, which
operates the Scranton and Pittston
under contract. The unfunded treasury
bonds may be issued for extensions at
a rate not exceeding \$25,000 per mile,
the mortgage deed also providing for
a sinking fund to which \$5,000 per annum
shall be passed after October 1, 1896."

School of the Lackawanna.
Books and supplies. Wholesale and
introductory prices. Bellman, the
bookman, 437 Spruce street.

**SCHANK'S
SHAPELY
SHOES**
\$3.00
THE PAIR.
In all the best styles for
fall wear.
SCHANK & SPENCER,
410 Spruce St.

**QUICK WORK OF THE
TRACTION COMPANY**

Engaged in Laying a Single Track on
Washington Avenue.
AN INJUNCTION IS ASKED FOR
**C. D. Jones the Petitioner—He is the
Owner of Property in Front of
Which the Track is Being Laid.
Court Will Hear Argument on the
Subject Monday Morning—Argu-
ment Before Judge Archbald.**

The Traction company yesterday
seized upon Washington avenue and
began the laying of a single track in
the center of the roadway, to extend
from Spruce to Gibson street.
No previous announcement had been
made of the company's intention and
when the business men and residents
of the block bounding the west side of
the court house found a gang of fifty
men cutting up the asphalt as the sun
was rising, there was great surprise
and no little indignation. This latter
emotion resulted later in the day in a
petition for an injunctive writ.
Thursday afternoon P. W. Gallagher,
special agent of the company, applied
at the street commissioner's office for
a number of permits, the one for the lay-
ing of a track on Washington avenue
between Spruce and Gibson streets be-
ing among them. Street Commissioner
Kinsey being out of town on a two
weeks' vacation which ends today, his
clerk, H. C. Hutton, hesitated about
exercising his chief's authority in such
an important matter, preferring that
the requests should be delayed until
Mr. Kinsey's return. But undaunted by
this Mr. Gallagher went to Mayor
Bailey and made an appeal for the per-
mits. The mayor submitted the matter
to City Solicitor Torrey and upon the
latter's statement that as far as he
knew the Traction company held the
right of way on the streets in question,
the mayor advised Clerk Hutton to
make out the permits. The mayor af-
terwards approved of them.
At the first break of day a gang of
fifty men were at work on the court
house block. They started in at Linden
street and worked towards Spruce. Be-
fore 6 o'clock in the evening when work
for the day was knocked off rails had
been laid on half the block and the ex-
cavation for them was completed al-
most the whole distance.

WHAT SILLIMAN SAYS.
General Manager Frank Silliman
says that the track will be laid
all the way to Gibson street
without any cessation and that the road
will be operated as soon as the work is
completed. The fear of the Citizen's
company securing the right of way, he
contends, has nothing to do with the
present operations. The service on the
Suburban lines to the Duquesne and Great
Lanes is not satisfactory, because of
the delays at the turnouts on Adams
avenue. When the line is completed
and the Suburban cars are proposed
to run all the Suburban cars will also
reach Spruce street by way of Wash-
ington avenue, which will be tapped at
Linden street.
Mr. Silliman said he knew there was
objection to having Washington avenue
occupied by street cars, but since the
business character of the street is
brought forth whenever it was a residence
street, do not hold good. The court
house, government building and post
office, the newspaper offices, the board
of trade building, the city hall, library,
high school, Erie and Wyoming Valley
depot and the numerous business
places in the neighborhood, which now
the avenue make a car service on that
thoroughfare a public necessity. Mr.
Silliman further added that the road
would be completed with all possible
haste and that only a short stretch of
roadway would be disturbed at a time.

THE RIGHT OF WAY.
The Traction company's occupation
of Washington avenue is by virtue of
the Valley Passengers Railway com-
pany's franchise, which they now
possess. The Citizens Railway com-
pany was granted charter rights for
Washington avenue and is now seek-
ing to secure a franchise for the same,
claiming that the Valley Passengers
franchise expired January 16, 1895, be-
cause the city council had never
taken advantage of within the two
years prescribed. The Traction people
say the Valley franchise was revived
by a supplementary ordinance ap-
proved on the day they would have
expired. This question is now under
consideration of the executive depart-
ment in Harrisburg, a quo warranto
having recently been granted upon
petition of the People's Street Railway
company to compel the Citizens com-
pany to show cause why their charter
rights should not be revoked, the
contention of the People's company
being that the Citizens' company has
secured charter rights for streets now
controlled by the People's company.
The famed Valley Passengers railway
ordinance was sprung upon councils in
the fall of 1895 by a company composed
of W. F. Hallsted, Martin Maloney,
August Robinson, John J. Fabyer, Joseph
O'Brien and a few others. It occasioned
a big fight and aroused no small
amount of public discussion. The
citizens protested in communications to
the papers and in personal interviews
with the council against the granting
of the sweeping rights asked for,
unless the city should receive something
in return. A party of capitalists headed
by John W. Aitken, of Carbonate,
which party, later developments led
many to believe was the People's Street
Railway company in disguise, offered
\$100,000 for the franchises which the Val-
ley people were about to get for nothing,
councils about this time having
given unmistakable evidence of its in-
tention to pass the ordinance.

WAS GREAT OPPOSITION.
At first there was a great deal of
opposition in councils to the passage of
the ordinance, but this opposition rap-
idly melted away and on the 24 of Jan-
uary, 1895, the ordinance duly con-
firmed by both branches of councils
went before Mayor John H. Fellows for
his approval. Mayor Fellows was not dis-
posed to give such valuable rights for
nothing, he said, and allowed the Ait-
ken people until 1 o'clock p. m. Jan-
uary 16, to give a bond that they meant
what they said when they offered \$100,000
for the franchise. The mayor waited
until that hour and as the good-faith
bond of the Aitken people was not forth-
coming he signed the ordinance. In at-
taching his signature, Mayor Fellows
made the following memorandum:
Now, 1 o'clock, January 16th, 1895, John
W. Aitken, et al., failing to give bonds to
maintain their offer good, and on advice of my
private counsel, I approve of the above
ordinance, so that it may not become a law
by default.

The day on which Mayor Fellows
signed it was the last one of the fifteen
allowed him to approve or veto a meas-
ure. The Aitken people not having
shown the required evidence of good
faith, there was no call for his vetoing
the ordinance. Had no sooner become
operative than the franchise it contain-
ed was in the hands of the People's
Street Railway company.
The two years' time granted the com-
pany to take advantage of the privi-
leges of the franchise was drawing
to an end and no move had been made
to lay any tracks. Some thought that
the company would let the franchise go
by default, having killed off the opposi-
tion by buying up their rights. But this
conjecture was anything but a close
one. On January 16, 1895, the franchise
would become null and void for the
reason noted above. On December 10,
1894, an ordinance was introduced ask-
ing for a few additional streets and con-
taining a clause of which the following
is a copy:

Section 6. Whenever said Valley Pass-
enger Railway company shall not have com-
pleted the construction of the lines men-
tioned above, or the lines mentioned in
the ordinance, approved the 16th of Jan-
uary, 1895, to which this is a supplement,
within two years from the approval of this
ordinance, the franchises granted on the
portions of any streets, where such tracks
have not been completed, shall be for-
feited to the city.

SOME QUICK WORK.
As an evidence of the importance
of the Traction company attached to the
supplementary ordinance and as an
indication of the exceptional ability of
its lobbyists it might be noticed that
the revising ordinance was introduced
in council on December 12, 1894,
passed first and second readings Jan-
uary 2, 1895; passed third reading Jan-
uary 3; went over to select council on
the same night and was referred to com-
mittee; passed first and second readings
in select council, January 8, passed
third reading in select council January
15 and on the 16th of January, 1895,
passed first and second readings in the
city council, the next day, January 16, 1895,
just two years to the date from the time
when the franchise commenced to run.
Another day's delay and they would
have been null and void.

In this revised ordinance, the life
of which depends on the debatable clause,
has been continued to the first of
Washington avenue. "Thence on Ash
street to Washington avenue, thence
on Washington avenue to Cherry
street" is the way the line reads. There
was a hot fight at the time against in-
cluding Washington avenue in the
grant, but the same day it was approved,
it was duly overcome. The in-
junctive proceedings were brought by
C. D. Jones.

ACQUIRED NO RIGHT.
That the Valley Passengers Railway
company by its articles of incorpora-
tion and charter acquired no right to
build or operate a street railway on
Washington avenue between Spruce
street and Linden. That by ordinance
passed by the city of Scranton on Jan-
uary 16, 1895, the Valley Passengers
company was authorized to build a
street railway over certain
streets, which included Washington
avenue from Ash street to Cherry
street, and includes the block between
Spruce and Linden, but that said per-
mission was invalid in that at the time
of passing said ordinance the Valley
Passengers company had not franchise
to build or construct the same if such
was given by the ordinance without the
franchise, has been wholly lost by rea-
son of the nonbuilding of the same
within two years of the date of the
passage of said ordinance. The time
for building the said street railway on
said street, has never been extended
by the city.

Mr. Jones avers further that the Val-
ley Passengers company never obtained
consent to build the line of railway in
their articles of association and have
never built a continuous line of rail-
way, but have by various means and
disconnected parts thereof, impossible
to be operated under their charters.
That the Scranton Traction company,
the other defendant, is a corporation
incorporated on October 29, 1892, for
the purpose of the construction and oper-
ation of motors and cables and other
machinery for supplying motive power
for passenger railways and the neces-
sary apparatus for supplying the same;
and that on May 4, 1895, the Valley
Passengers company leased all its rail-
ways to the Scranton Traction com-
pany for the term and period of 99
years; the said lessee agreeing with
the lessor to construct, within one
and one-half miles of its railway at once,
and a remaining portion when the les-
see should request, the thirteen and
one-half miles of railway to be immedi-
ately constructed including that por-
tion on Washington avenue from Lack-
awanna avenue to Ash street, in-
cluding the block on Washington avenue
between Spruce and Linden.
That the defendants are now engaged

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THE CLASSICAL SCHOOL affords a full
classical course for pupils desiring for
the professions, including Latin, Greek,
English, Mathematics, Sciences, Mental
Philosophy and Ethics.
THE COMMERCIAL SCHOOL affords a full
business course for boys preparing for
commercial life. This branch includes
Latin, English, Modern Languages, Arith-
metical, Bookkeeping, Shorthand, Typo-
writing, Drawing, Science, &c.
For Particulars Apply to
REV. D. J. MacGOLDRICK, Pres.
Brother Angus's, Director of Studies.

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SCRANTON, PA.**
Opens its 23d year, September 14th, under
eight experienced teachers. Fits for any
College or Technical School. English, Busi-
ness and Classical Departments. Send for
Catalogue to
REV. THOS. M. CANN, LL. D.,
Or WALTER H. BUELL, A. M.

In constructing and laying down a
street railway on Washington avenue
and in front of the plaintiff's property,
and have dug up and removed the pave-
ment and foundation thereunder and
are about to lay down rails, ties and
other obstructions to traffic, and in the
opinion of the plaintiff, and he is ad-
vised as a matter of law, the defend-
ants are doing the work without any
authority, and that the construction of
the said street railway will be an ob-
struction to the means of access to the
property of the plaintiff.
Mr. Jones says also in his affidavit
and bill that he believes the defend-
ants have no intention of building any
other road on Washington avenue, ex-
cept between Linden and Spruce street,
and that it cannot be operated or used
in connection with any other part of
the line of the Valley Passengers com-
pany, and therefore prays the court for
an injunction.

The argument for an injunction was
made before Judge Archbald in cham-
bers at 3:30 p. m. Hon. John P. Kelley and
J. Alton Davis, esq., represented the
plaintiff, and for the defendant ap-
peared Major Ernest Warren, ex-Judge
W. H. Jessup, Horace E. Hand, esq.,
and I. H. Burns, General Manager
Frank Silliman, Jr., of the Traction
company, was present also.
After Judge Archbald examined the
papers, Mr. Kelley presented the plain-
tiff's case, reviewing briefly the allega-
tions contained in the bill, and then he
moved for a preliminary injunction. He
was followed by Judge Jessup, who said
that the charter of the defendants au-
thorizes the tracks to be laid, a city
ordinance also authorizes the work to
be done, and a permit has been obtain-
ed from the municipal authorities. He
said, therefore, according to the law
and the ordinance the plaintiff has no
standing. A private citizen, he said,
has no reason to complain of a public
nuisance, if the building of the street
railway is such, unless he can show
special damages.

COPY OF THE CHARTER.
Judge Archbald said it was not a
question of public nuisance, and did
not care to hear argument on that
point. The plaintiff alleged in his bill
of complaint that the defendants had
no right to occupy the street in ques-
tion, and that the same had now been
occupied. Mr. Kelley went down
stairs to the recorder of deeds' office
and brought up the docket in which was
entered the articles of association and
the charter of the Valley Passengers
company.
The docket showed that the Valley
Passengers company by its charter has
the right to occupy Washington avenue
between Olive street and First street,
That disposed of one branch of the
plaintiff's case, and then the defend-
ants' right to lay the tracks was at-
tacked on the ground that the ordi-
nance granting the franchise has ex-
pired. In answer to that, Major War-
ren produced a permit signed by the
street commissioner giving the com-
pany leave to tear up the street and lay
the tracks.
Major Warren, Mr. Hand, and Mr.
Burns argued to the court that the per-
mit was sufficient to show that the
municipal authorities, or rather the city
of Scranton, sanctioned the work, which
would not be the case if the ordinance
had expired. Mr. Hand explained that
the ordinance granting the franchise to
the Valley Passengers company passed
council and was approved by the mayor
on Jan. 16, 1895. The company was
chartered on Oct. 29, 1892. The com-
pany was bound to lay its tracks with-
in two years, but on Jan. 16, 1895, council
passed another ordinance which was
signed by Hon. W. L. Connell, then
mayor, extending the time two years,
which gives the defendants until Jan.
16, 1897, to lay their tracks.

THE OTHER PERMITS.
The other permits secured by the
Traction company Thursday are as
follows: Under the People's Street
railway franchise they propose to occu-
py a portion of Wyoming avenue be-
tween Linden and Mulberry streets
with a single track, or in other words
remove the double tracks and lay a
single track in the center of the street.
By virtue of the Suburban Street rail-
way franchise they intend to relay the
track between Jefferson and Prescott
avenues on Mulberry street, and to
place turnouts between Jefferson and
Madison, Clay and Webster, and Irving
and Prescott.
And with the Valley franchise they
propose to lay a single track on Hen-
lock street from Prospect avenue con-
necting with Pittston avenue and then
along Pittston avenue from Henlock
street to Front street and then on Front
street to the track on Hoar Brook
bridge, with a turnout between Hen-
lock and Front streets.

A HANDSOME SOUVENIR.
Will Be Issued by Press Committee
of C. E. State Convention.
The press committee of the Chris-
tian Endeavor State convention to be
held in this city October 6, 7 and 8, are
arranging a handsome souvenir pro-
gramme for that occasion. It will con-
tain a history of the city with a de-
scription of its industries, etc., cuts of
the various and prominent men. It
will also contain the complete pro-
gramme of the convention. It is to be
printed on heavy plate paper and
decorated with a handsome embossed
cover.
A limited amount of space will be
devoted to the announcements of busi-
ness and professional men.

Make the Most of Yourself.
It is the duty of every man to make
the most of himself. Whatever his capaci-
ties may be, he is sure to find some place
where he can be useful to himself and to
others. But he cannot reach his highest
usefulness without good health and he
cannot have good health without pure
blood. The blood circulates to every organ
and tissue and when it is pure, rich and
healthy it carries health to the entire sys-
tem, but if it is impure it carries disease
wherever it flows. Hood's Sarsaparilla
is the one true blood purifier, dyspepsia
and rheumatism because these diseases
have their origin in the blood.

To Cure a Cold in One Day.
Take laxative Iromo Quinine Tablets.
All druggists refund the money if it
fails to cure. 25 cents.
Rexford's.
Alarm Clocks
The Ansonia alarm is as good as the
best. A sure waker. We've much to
answer for in profit spoiling alarm
clocks. Here's one of the days when
profit is out of the question. We've
just opened a hundred new alarm
clocks and to start them going lively
we will sell them for two days only for
50c, fully warranted.

Work Baskets
A limited lot of Japanese work bas-
kets that are yours for from 50c. to 75c.
each. None worth less than a quarter.

Jardiniere
Every jardiniere in the store at cost
to close out. We've no room for them
so we're going to stop handling them.

Umbrellas
A lot of fine umbrellas that repre-
sent all that's left of our once fine line
of these desirable goods. We've decid-
ed to sell every one on hand before re-
plenishing the stock if we ever put in
another lot, which is doubtful.

So today we're going to try to sell
every one of them, there's not many
and they may not last all day. There's
no low priced umbrellas in the lot,
only the ones, all the cheap ones closed
out long ago. Here's the inducement
for today:
A steel rod umbrella, light roller,
natural wood handles, decorated with
sterling silver, they sell for \$2.75, but
today shall you get them sold at \$1.99. Your
choice for \$1.99.

**Spectacles
And Eye Glasses**
Perhaps you didn't know we had a
first-class optician. We have and we
are fitting glasses at prices that don't
make you feel that all opticians are
robbers. Our prices are about one-
third of what the oculists charge you
and for the examination we make no
charge at all. Every pair guaranteed
to fit or money refunded. This is an
offer that is made by no other optician
house in the city. And it means just
what it says. You run no risk in let-
ting us try to fit you. Come here first
and if we don't succeed we give you
your money back and you can go to
an oculist if you think you'll get a bet-
ter fit.

**Welsbach
LIGHT**
THE IMPROVED
Welsbach
LIGHT
makes an incandescent electric
light cast a shadow. Will really
give more light than three or
four of them together, and do it with
half the gas you now consume.
THE GAS APPLIANCE CO.,
120 N. Washington Ave.

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The Finest in the City.
The latest improved furnish-
ings and apparatus for keeping
meat, butter and eggs.
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THE KEELEY CURE
Why let your home and business be destr-
oyed through strong drink or morphine when
you can be cured in four weeks at the Keeley
Institute, 728 Madison Avenue, Scranton, Pa.
The Cure Will Bear Witness.

WEDDING GIFTS
SCHOOL SUITS
FOR BOYS.
All Sizes,
All Styles,
All Prices.
Bring us your boy and let
us fit him out in one of our
nice, strong, durable and
stylish suits.

Never before were you able
to buy such dainty gifts for
so little money. Our store is
teeming with new goods of
our own importation.
Flower Vases, Jarlinieres
Umbrella Stands, Lamps,
What Beautiful Effects You
Can Get in Lamps.
Oval Top Tables,
Silverware, Cut Glass.
We are agents for LIBBEY'S,
which speaks volumes, ROCK-
WOOD and other Famous Goods.
Don't lose sight of our open stock
DINNER PATTERNS. We got
two new ones in last week.

**CHINA HALL,
MILLAR & PECK,
134 Wyoming Ave.**
"Walk in and look around."

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On Hand**
**THE BEST STOCK
IN THE CITY . .**
Also the Newest,
Also the Cheapest,
Also the Largest.
CLOCKS IN ALL FASHIONABLE STYLES
Porcelain, Onyx, Etc.
Silver Novelties in Infinite Variety.
Latest Importations.
Jewelry, Watches, Diamonds.

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The Cure Will Bear Witness.

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LACKAWANNA
Clothiers, Hatters & Furnishers

Look Them Over.

However, critically. Try them on,
whatever your size or shape. Put
them to any test, however exacting,
and you will conclude, as hundreds of
others have, that we handle the popu-
lar clothing of the city—and every-
body buys at the same price.

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416 LACKAWANNA AVENUE.
**MIDSUMMER
CLOSING SALE**
Sterling Silver Shirt
Waists, worth 65c to \$1; choice
for 50c. Worth \$1.25 to \$1.75;
choice for \$1.00.
Sterling Silver Belt Buckles,
worth 3.50, at \$2.50. Worth
\$2.50, at \$1.75.
Closing Out all our Fine
China at about Half Price.
Genuine Rogers' Triple
Plate Spoons, Forks
and Knives at reduced prices. En-
graved free.
Tea Sets, Ice Pitchers, Cake
Baskets, etc., finest plate, new
styles, very low prices. At
our New Store,
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We have a store full of New Clean Goods and offer them at such remarkably low
prices that it does not pay you to buy damaged goods. If you visit our stores for
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You will not be disappointed in the quality or price.
Muslin, Table Linen, Hosiery, Ribbons, Silks,
Sheetings, Napkins, Underwear, Stamped Linens, Dress Goods,
Ginghams, Towels, Corsets, Neckwear, Linings and
Prints, Crash, Gloves, Notions, That Give Pleasure to the Buyer. Trimmings,
In Perfect Condition. Perfectly Stylish.
COME AND SEE.
MEARS & HAGEN,
415 and 417
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