

SCHOOL

Books and Stationery,
Used in Select Schools,
Academies and Colleges,
Also, the Public Schools,
In Large Variety,
At **NORTON'S**,
322 Lackawanna Ave.

Have a Cigar?
Thanks—Don't care if
I do. Ah, this is a
Popular Punch
I'm in luck. It's my
favorite.



Garney, Brown & Co.

Norman & Moore
FIRE INSURANCE,
120 Wyoming Ave.

The Best We Give Our Patrons.
Why Not Have It?
Lackawanna
LAUNDRY.
208 Penn Avenue. A. B. WARMAN.

DR. W. B. HENWOOD
DENTIST
316 LACKAWANNA AVE.

CHAS. McMULLEN & CO.
Have opened a General Insurance Office in
The Traders' National Bank Bldg.
Best Stock Companies represented. Large
sums especially solicited. Telephone 1305.

UNION LABEL

BEFORE BREAKFAST.
Did you ever notice that most women
go up stairs on all fours? Well, not
quite, perhaps, but entirely too much
in that fashion.

It is fashionable just now in this
town to have hay fever. If you sneeze
twice in one day, you have it.

Miss Buckbee, who was one of the
most capable instructors at the institu-
tion, believes that the Pollard system
of phonics, so much in vogue, does not
combine all the advantages to be de-
sired in this study.

A small boy, not many miles from
Scranton, was saying his prayers the
other night. He was a very little chap,
indeed, only four years old, and after
he had concluded his petition, he in-
quired: "Mamma, why do I have to
say 'a-men'? Why isn't it 'a-woman'?"
I do get awful tired of calling it 'a-
men' all the time. These can't you
doubt in the world that this child is
destined to be an Aristotle of advance
beyond even Mary Elizabeth Lease.

A subscriber writes as follows: "I
am one of your new citizens and, of
course, became one of your subscribers
after comparing the various news-
papers published here. I would like to
ask the intelligent citizens through-
out why that little obelisk was usually
placed on the southern corner of Spruce
street and Wyoming avenue, and why
it is allowed to remain there. It is too
small and unsightly to be a wonder or
an ornament, and it seems to be in-
tended only for a guard. But there is
nothing there to be guarded, because
the Dime Savings bank is not within
its radius of protection. No hub of any
wagon is long enough to reach from
the curb to the tower of this bank
building. I am fully aware that simi-
lar monuments used to be placed on
street corners during the middle ages
to protect the corners of buildings, as
is so beautifully illustrated in our
house, but in those times there were
no sidewalks and such corners did there-
fore actually protect the corners of
buildings from being damaged by col-
lisions with the hubs of wagon wheels,
the same as the side posts of gates or
carriage entrances are now usually
protected by such guards. A while ago
I yielded to the temptation of buying
a wheel and since then I don't walk
any more than others who have a
wheel, so I often have occasion to turn
this corner above mentioned. It has
added much to my skill in steering and
balancing to avoid colliding with the
little ugly obelisk and at the same
time, and getting caught in the same
dangerous car tracks which are close
to it. (By the way, is there no officer
in this city whose duty it is to remove

It is to Laugh,
Such Value for a Half
Our
New
Line of
Neckwear.
Watson, 205 Lacka. Av.

such mantraps as these tracks are from
a public street? Notwithstanding the
one benefit just mentioned of that ston-
e monument of idiocy, I ask of those who
have authority to do so to remove that
unsightly obstruction and make the
corner round the same as the new
curbs now being put in on Mulberry
street."

Robert Fitzsimmons, the champion
of champion pugilists, is a Welshman.
It has been long claimed by Welshmen
hereabouts that the Australian Kan-
garoo sprang from the Land of Song,
but there was something always lack-
ing. Fitzsimmons had never been
known to say so. It was very proper,
indeed, that he should wait till he got
to Scranton before he did it and then
tell it to a Welshman as he did.
When the famous fighter was in the
city, Thursday, Aug. 26, he dined, after
the ball game, with a number of per-
sons, two of whom are Welshmen. Dur-
ing the conversation Fitzsimmons was
asked:
"Is it true that you are a Welsh-
man?"
"Yes, I was born in Wales," he re-
plied. "My mother's name was Jones.
When I was eight years of age we left
Wye, in Wales, and went to Australia.
My mother in the meanwhile having mar-
ried a Mr. Simmonds."
"When I came to America the Pac-
ific coast people tacked a Fitz to my
name and otherwise changed it. I never
ever that may be, I was born in Wye
and am certainly a Welshman."
"Wye is named after the famed river
of the same name, which is known as
the 'Rhine of Wales.'"

WARNER AGAIN INSANE.
Taken to the Hillside Home Along with
an Italian Boy, Who Was Also
Adjudged Insane.

"Billy" Warner, who not many years
ago was one of the best engineers of the
Delaware, Lackawanna and Western com-
pany had, was taken to the Hill-
side Home yesterday for the second
time as an insane patient. On the
evening of last week, Clark's Summit, and
handed to Warner was a 12-year-old
Italian boy, Joseph Triko, of Dunmore,
also insane.

Warner's derangement is said to date
from 1889 when he was injured in a
fall from the Delaware, Lackawanna
and Western railroad on the bridge
over South Adams avenue. The engine
Warner was driving was badly smash-
ed and he was hurled from the bridge
to the road. His leg was badly
smashed. The wound healed but Warner
has been lame since and his leg
shows the effects of the injury.
He was confined to the home once
before but recovered and was discharg-
ed.

Wednesday night Warner began his
insane antics in the North End. He
was arrested and afterward released.
Yesterday he was again arrested by
Patrolmen Hart and Peuster and in the
afternoon Drs. Gunster and Bernstein
for the Poor district, examined him and
declared him insane.

Two watches found in his clothing
were sent to his wife at her home on
President avenue. In the cell at the
police station yesterday Warner tore
his clothing off.

Triko, the young Italian, was hand-
ed over for examination to poor board
physicians by his father. He was ad-
judged insane. He got into a buggy
on Lackawanna avenue Wednesday
night and drove to the South Side
where he was captured. Thursday
right he persisted in stealing the dan-
gerous lantern on Mulberry street. His
home is in Dunmore.

HE FLIES A BIG KITE.
It Carries a String Almost as Heavy
as an Ordinary Clothes Line.

James Leitch, the well-known colored
waiter at Hanley's dining room, has
constructed an immense kite after the
pattern of the Blue Hill kite and is
flying it on breezy days from the hill
back of No. 35 school.

The kite is twelve feet long, eight
feet wide, and four feet deep, and
carries a string nearly as heavy as ordi-
nary clothes line. Hundreds of people
are attracted to the hill every day that
the kite is up.

The kite is the same as used by the
government at experiment stations. It
consists of a light and slender frame
work of the dimensions mentioned, with
a two-foot band of cloth at the top and
bottom. The air passing through the
openings in the box keep it aloft.
When there is a strong wind it is nec-
essary to snub the string to a post or
tree to keep it from getting away.

CONNECTING ROAD ABOUT COMPLETED

Grading Is Done and Rails Laid on Main
Line and Spurs.

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Material for These Did Not Arrive in
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Near Moosic That Is Fourteen Hun-
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Probability That the Road Will
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main line of the Wilkes-Barre and
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ter.

NEW HIGH SCHOOL FORMALLY OPENED

Handsome and Commodious Edifice at
Old Forge Dedicated Yesterday.

INTERESTING EXERCISES WERE HELD
Addresses Delivered by Deputy State
Superintendent Stewart, County
Superintendent Taylor, Principal
Coyne and Others—Large Assem-
blage Witnesses the Ceremonies.
Description of the New Structure
and Outline of Its Scope.

Lackawanna township's handsome
new high school at Old Forge was
formally opened yesterday afternoon.
The attendant exercises were both
highly appropriate and interesting.
Nearly all the directors and teachers
of the district and big representation
of the tax payers were present, and
the occasion was signally honored by
the presence of Dr. Stewart, deputy
state superintendent of public instruc-
tion.

The programme opened with a vocal
selection by the J. E. Watkins quartet,
of the Old Forge Methodist Epis-
copal church, offering prayer. The car-
emony of formally delivering and ac-
cepting the keys was assigned to P.
Rudrauff, one of the architects, and
Samuel Baker, president of the school
board, the inability of either to be pre-
sent caused the omission of this num-
ber.

The supervising principal of the dis-
trict and principal of the high school,
Hon. Frank R. Coyne, gave, as the
address he was assigned to make, a
very interesting sketch of the history
of the school district from its incep-
tion to the present time, and also a
brief resume of the history of the high
school.

OTHER ADDRESSES.
There were addresses also by Dr.
Stewart, county superintendent, J. C.
Taylor, Rev. W. G. Frink, Rev. T. M.
Furey and William Repp, president of
the County Directors' association, and
ex-president of the local board.

Among the other numbers were se-
lections by an instrumental quartette,
consisting of John, May and Margaret
Cosgrove and May Fletcher; recitations
by Misses May Broadhead and Ger-
trude Simmons and a vocal solo by
George Powell, his wife accompanying
on the piano.

The new school building is located
on Main street, in Old Forge, and is
a very pretentious frame structure.
It contains ten school rooms and an
auditorium, is built after an extreme-
ly active design, and is fitted with
all modern improvements, including
the Smead-Willis system of heating and
ventilating. It has been in course of
construction for just a year, and as it
stands represents a cost of \$20,000.
Rudrauff and Davey were the architects
and Ziba Van Leorn the builder.

As yet there is but little demand for
a high school grade, but it is expected
that in time the faculty of the school
will be called upon to devote much of
its attention to the higher studies.
Those of the pupils who are fitted to
take up such studies, however, are
provided for even now and in fact
have been for several years past.

FACILITIES TO BE INCREASED.
The facilities, however, will be in-
creased and after Monday next, when
the school term begins, a pupil need
not go outside of the district to se-
cure the training preliminary to a col-
lege course.

STABBED A NEWSBOY.

Julius Cohen Arrested for a Grave
Offense.

Julius Cohen, aged 17 years, is under
\$500 bail to appear at court on a seri-
ous charge. Willie Morton, aged 12
years, son of Mr. and Mrs. John E.
Morton, of 530 Oakford court, avers
that when he entered Senker & O'Mal-
ley's livery stable to sell papers Thurs-
day evening, Cohen, without provoca-
tion, stabbed him in the leg with a
dagger.

The wound was a half-inch deep and
the same in width. The boy went to
the office of Dr. Burnett, where the
wound was dressed.

ANOTHER TICKET NAMED.
Prohibitionists of the County Name a
Full Ticket—Resolutions Adopted
Were Full of Ginger.

At a convention of the Prohibitionists
of Lackawanna county, held in court
room No. 2 yesterday afternoon, the
following ticket was nominated: Sheriff,
Freeman Leach; south Abington; dis-
trict attorney, C. S. Woodruff; Scranton;
treasurer, A. B. Clay, Elmhurst;
prothonotary, C. D. Winters, Jermyn;
clerk of the courts, John F. Lacey,
Scranton; recorder of deeds, Frederick
D. Frank, Carbondale; register of wills,
W. J. Emery, Jefferson township; jury
commissioner, J. D. Nauman.

The convention was called to order at
2 p. m. by J. J. Parsons, the county
chairman, and Rev. L. O. Weist, of
Winters, offered prayer. Dr. J. C.
Bateson was chosen permanent chair-
man of the convention and in accept-
ing the duties of the position thanked
the delegates for the resolutions which
should govern the deliberations
of the convention. Rev. James Field-
ing was re-elected secretary and the
chairman then appointed the following
committees:

**Resolutions—W. W. Lathrop, C. L.
Haley and A. G. Thomson.**
To appoint county committee—Le Roy
Wheeler, A. B. Clay, Edwin S. Williams.

While the committees were prepar-
ing their reports J. M. Howell told
of the progress of the work of organizing
leagues throughout the county. The
report of the resolution committee
was presented by W. W. Lathrop. The
resolutions denounced the liquor traf-
fic in no uncertain terms; arraigned
the present state administration for
extravagance; called the last legisla-
ture "the most corrupt of all the cor-
rupt legislatures which have disgraced
the annals of this boss-ridden common-
wealth;" spoke of our own county as
"rotten with boodle politics;" referred
to Dr. Elias C. Swallow as the "brav-
est man in all Pennsylvania" and lastly
urged all lovers of pure politics to
vote the Prohibition ticket. The res-
olutions were adopted.

The committee on nominations for
county committee reported the follow-
ing: P. H. Briggs, Pierce Butler, Car-
bondale; Ira Davis, Ransom; C. C.
White, Peckville; J. Easterline, Dun-
more; W. W. Lathrop, A. G. Thom-
son, James F. Judge, J. C. Bateson,
Giles L. Clark, Charles L. Hawley, F.
M. Koster, Scranton; James Field-
ing, La Plume. This report was also
approved.

After the regular business of the
convention was disposed of short ad-
dresses were delivered by Attorney W.
W. Lathrop, Le Roy Wheeler, Car-
bondale; Edwin S. Williams, and Attorney
C. L. Hawley. Mr. Lathrop spoke of the
necessity of raising a campaign fund
of \$300 and subscribed \$30 toward such
a fund.

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ter.

The New York, Susquehanna and
Western takes the coal from several
collieries in the vicinity of Winton and
it is only reasonable to suppose that
when the construction of the connect-
ing road was decided upon it was the
intention to reach the collieries.
Whether the road will pass through
Scranton and make a bid for passen-
ger traffic, or swing around it on the
east or west mountain and be used only
for carrying coal, remains to be seen.
Captain John Shields, president of
the company that is constructing the
road, is well-known in this city.
His home is at Flemington, N. J., and
he has been engaged in railroad con-
struction work for years. In the early
days of the war he raised a company
of soldiers in Carbon county and went
to the front as its captain. He was
shot through the leg, near the thigh,
early in the war and in the battle of
Gettysburg had his windpipe punctured
by a ball which it was supposed had
ended his career. Such was not the
case, however. An operation was per-
formed upon him and he recovered. He
still carries the ball about in his body
as a souvenir of the battle. It is lo-
cated somewhere in the region of the
shoulders. The medical records of the
war do not show another case where
a man wounded as Captain Shields was
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river. This viaduct spans the
tracks of the Delaware and Hudson
and Bloomsburg railroads. No work
has been done on it yet. Otherwise the
spur is completed.

At the junction of this road with the
main line, about half a mile from
Moosic, is the stone round-house for
the road, which is capable of housing
eight engines. Alongside of it are the
coal pockets and water tank for sup-
plying the engines. The road, which
will cost about \$500,000 and will be
completed by the end of the year, will
carry coal from several collieries at
Greenwood, the present terminus of
the road, and the product of the two
Jermyn collieries at Old Forge. It is
not improbable that the road will be
extended to Winton, which is the ter-
minus mentioned in the company's char-
ter.

The New York, Susquehanna and
Western takes the coal from several
collieries in the vicinity of Winton and
it is only reasonable to suppose that
when the construction of the connect-
ing road was decided upon it was the
intention to reach the collieries.
Whether the road will pass through
Scranton and make a bid for passen-
ger traffic, or swing around it on the
east or west mountain and be used only
for carrying coal, remains to be seen.
Captain John Shields, president of
the company that is constructing the
road, is well-known in this city.
His home is at Flemington, N. J., and
he has been engaged in railroad con-
struction work for years. In the early
days of the war he raised a company
of soldiers in Carbon county and went
to the front as its captain. He was
shot through the leg, near the thigh,
early in the war and in the battle of
Gettysburg had his windpipe punctured
by a ball which it was supposed had
ended his career. Such was not the
case, however. An operation was per-
formed upon him and he recovered. He
still carries the ball about in his body
as a souvenir of the battle. It is lo-
cated somewhere in the region of the
shoulders. The medical records of the
war do not show another case where
a man wounded as Captain Shields was
recovered.

CONNECTING ROAD ABOUT COMPLETED

VIADUCTS CAUSED SOME DELAY
Material for These Did Not Arrive in
Time—One over the Spring Brook
Near Moosic That Is Fourteen Hun-
dred Feet in Length Is Being Erected—
Probability That the Road Will
Be Extended to Winton Some Time
in the Near Future.

All the grading along the line of the
Susquehanna Connecting Railroad is
done, the ties and rails are laid and
about Oct. 1 it is expected that en-
gines and cars will be passing over
the new road feeding freight to the
main line of the Wilkes-Barre and
Eastern, which is the coal field branch
of the New York, Susquehanna and
Western railroad. When the latter road
was first built it was projected from
New York to the heart of the anthracite
coal field, but was not constructed
further than Stroudsburg, for an ar-
rangement was perfected with the De-
laware, Lackawanna and Western Rail-
road company by which that company
was to carry coal for the New York,
Susquehanna and Spragueville, a few
miles from Stroudsburg, which was
the real terminus of the road.

Several years ago the Susquehanna
people decided to have their own road
to the coal fields, and the Wilkes-
Barre and Eastern railroad, which runs
from Stroudsburg to Wilkes-Barre,
was the result. It is used exclusively
for freight and coal, making no bid
whatever for passenger traffic, after
the Wilkes-Barre and Eastern was
completed the coal from the various
collieries hereabouts, which sell their
product to the New York, Susquehanna
and Western, was carried over the
Delaware and Hudson railroad to a
point near Mill Creek, where a spur
connects the Delaware and Hudson
and Wilkes-Barre and Eastern. For carry-
ing coal from various points along the
valley to this junction the Delaware
and Hudson was paid at \$200,000
per year. To save this freight item it
was decided to build a road that would
reach these collieries and early last
spring the Susquehanna Connecting
road was organized for the purpose
of building a road from Paddy's land
on the Wilkes-Barre and Eastern to Wye

CONTRACT FOR CONSTRUCTION.
The contract for constructing the
main line of the railroad from Paddy's
land to Greenwood, a distance of eight
miles, together with a spur one mile
long from Moosic to the two Jermyn
collieries at Old Forge was awarded
to the John Shields company, extensive
railroad contractors and work was
commenced