

NORTON'S BULLETIN

Artistic Wall Papers

DECORATIVE NOVELTIES, WALL MOULDINGS, WINDOW SHADES, CURTAIN POLES AND FIXTURES, BLANK ACCOUNT BOOKS, STATIONERY for business and pleasure. Large variety, popular prices. We invite inspection of stock. This month is a good one for Decorating and fixing your rooms. We can furnish good decorators on short notice and reasonable rates; CHILDREN'S CARRIAGES; and we have a few left which will sell at deep cut prices to clear them out. Boys' express wagons and velocipedes. Large toys in wood and iron.

M. NORTON, 422 Lackawanna Ave., Scranton, 31 South Main St., Wilkes-Barre.

We Are Making An Exhibition...

OF HIGH-CLASS PLATINO-TYPES THIS WEEK, YOU WILL CERTAINLY FIND WHAT YOU ARE LOOKING FOR IN THIS LINE.

THE GRIFFIN ART CO.

King Miller Tailor, London and New York, Fine Merchant and Ladies' Tailoring, 435 SPRUCE STREET, PHONE 3774.

Lace Curtains Cleaned, Entirely by Hand, Return of Same, 100% Satisfaction Guaranteed.

LACKAWANNA, THE LAUNDRY, 125 Penn Avenue, A. B. WARMAN.

PERSONAL

John Courier Morris left for Pittsburg Saturday. John A. Meares is in New York and Boston on a business trip. F. Carroll Finley Ross is in Wayne county on a hunting trip. Mr. S. L. Poulke arrived in town from Scranton Sunday and will remain here for a week or more. Mrs. W. T. Hockett and Miss Magor, who have been the guests of Mrs. S. J. Williams, have returned home. Attorney M. J. Walsh leaves for Altoona, Pa., today, where he will remain at least several months, and which he may make his future home. Laurie Elms of Scranton, formerly Yale's great football player, was official timekeeper at the University of Pennsylvania-University of Michigan game Saturday. All members of Company F are asked to attend in full uniform William Harris' funeral this afternoon. The funeral services will take place at 2:30 o'clock at his home on South Sumner Avenue. Willis A. Kemmerer has returned home after a trip including New York, Bridgeport, New Haven and Waterbury, Conn., at which places he has been purchasing material for the 1800 Excursion bicycle. T. V. Grambs, the popular soliciting clerk for the Lackawanna store, and his wife, have returned from their wedding and have commenced housekeeping at their newly furnished home, 49 North Irving avenue. Mr. and Mrs. E. H. Lynde, of Gibson street, gave a palmistry party on Friday evening which was enjoyable and fair. Professor Martin, the well known palmist, was present and spoke in an interesting manner upon the science. J. W. Bellows, manager of Hal Reid's "A Night Before Christmas," which opens for a three nights' engagement at the Academy this evening, called at the Tribune office last evening. His claims for his play are well calculated to excite curiosity.

JURORS COULD NOT AGREE.

Coroner Roberts Had to Discharge the Men Sworn in Zelinski Case.

After being out all night, the jury sworn by Coroner J. J. Roberts to inquire into the cause of the death of Joseph Zelinski was unable to agree and the jurors were discharged by the coroner Saturday morning. He has not decided whether or not he will empanel a new jury. It makes no particular difference, since Thomas Foley, the man who is charged with being the cause of Zelinski's death, has been arrested and is now under bail to appear before the next grand jury. The jury was composed of Dr. Kennedy, John Hall, George Ely, John Barron, Reese Davis and Charles Snyder. Three were in favor of a verdict to the effect that death was caused by a kick by M. S. Foley, while the other three opposed such a decision. Beecham's Pills—no equal for constipation. Smoke the "Hotel Jermy" cigar, 10c.

Galvanized Steel Bushel Baskets

Convenient for many uses.

They will be found invaluable for holding and carrying ashes, garbage, etc., and they fill a long-felt want. For sale in two styles at reasonable prices.

Lackawanna Hardware Co., 621 Lackawanna Avenue.

DREAMS INSPIRED BY THE NEW ROAD

SOME OF THEM POSSIBLE; OTHERS VERY PIPEY.

Great Dream Book of Metropolis D. closes a Hair-Raising Plan to Connect New York by Way of Scranton, Erie and the Great Lakes with Great Northwest—Before Allowing Readers to Revel in These Flights of Fancy, Some Facts Are Respectfully Presented for Their Delectation.

Some of the dreams inspired by Saturday's announcement of the organization of the Delaware Valley and Kingston Railroad company are enough to make Scranton hair stand on end. One of them, taken from below, makes Scranton the principal city on an air line starting at New York and ending somewhere up in the great Northwest. The dreamer evidently woke up before he could definitely locate the other terminal. It is a good story even though it is frayed slightly at the end. Locally there has also been some dreaming and while it is not of the soaring, pipey kind that the great metropolitan dream book furnishes it is nevertheless quite reasonable, and though only a dream, must be pleasant to Scrantonians to contemplate.

IS NOT IMPOSSIBLE. The local dream is not altogether impossible of realization. In fact it is not at all difficult to give it a strong coloring of probability. Its main feature is the ultimate banishment of soft coal from the east. This is to be the result of lower rates on anthracite, consequent upon the competition that will ensue when the new railroad is a reality.

At present, soft coal is carried, so it is alleged, at one-sixth the tariff imposed on hard coal. The new road can build its line at a remarkably low cost, because of the cheap right of way and there being practically no grading to do, and its cost of operation will be correspondingly small by reason of the fact that the road is extremely level. The cost of construction per mile, according to George G. Williams, president of the Chemical National bank, and a director of the new road, will be \$35,000 per mile, as against five times that much, the cost of some of the coal carrying roads. As to operation, it is figured that it will be possible to haul 3,000 tons with one engine, from Wimmer's Summit to tide water.

Saturday last, S. D. Coykendall, whose foresight contributed the canal bed to the new enterprise, secured possession of all the Delaware and Hudson Company's real estate on both sides of Roundout Creek, between Kingston and Eldryville, including the big old pockets at the terminus of the old canal. The consideration was \$150,000. It is possible that the company will lighter its coal from Kingston to New York. It was at first understood the new line would reach New York from Kingston over the West Shore.

WILL START AT HAWLEY.

As stated in The Tribune the new line will be built from Hawley. The charter calls for a road from Lackawanna to Kingston, but actually it will be from Hawley. The link between Hawley and Lackawanna will be built as an extension of the Erie and Wyoming.

The latter road was originally built to Lackawanna but the section between Hawley and Lackawanna was leased to the Erie and that lease is still in force and will continue in force for a number of years. The new company cannot wait for the expiration of the lease and not being willing to have itself tied up with the Erie even for so short a distance, decided to build another line between Hawley and Lackawanna and have a through independent route from end to end.

The organization of the new company of course means the death or at least indefinite shelving of the New York and Wyoming, the much talked-of independent operators' road.

The operators' association will meet, at noon today in special session to receive a report of the committee appointed to find an independent outlet to New York. E. L. Fuller was the committee. E. L. Fuller devised and carried out the organization of the Delaware Valley and Kingston road. E. L. Fuller will report to the association today that he has found the relief looked for. The ratification of his report will be a matter of form.

THE JOURNAL'S DREAM.

Appended is the beautiful dream that appears in yesterday's Journal accompanied by charts, diagrams and portraits.

The wonderful industrial activity of the country and the unprecedented need of coal in consequence of it, together with the demand for raw materials of all kinds, are making great changes in the railroad map of the East and Canada.

The most important addition to be made in this region will be the building of a rival line of the Erie railroad to Erie, Pa., brought about by the action of the Pennsylvania Coal company and the Delaware Valley and Kingston line from tide water to the coal fields of Eastern Pennsylvania. The eastern terminus will be at Kingston, N. Y.

The building of its outlet to tide water, the Pennsylvania company has practically been at the mercy of Mr. Morgan's vast interests, which include not only a network of railroads, but a large number of coal mines. His officers have long been looking for some independent outlet, and at last they have found it.

THE NEW LINE.

The new line will extend from Kingston, on the Hudson, along the course of the old Delaware and Hudson canal, to Lackawanna, on the state line between New York and Pennsylvania. From Hawley, Pa., twelve miles southwest of Lackawanna, the company owns the Erie and Wyoming Valley

railroad, which runs from Hawley to the Scranton coal fields. A railroad will be built between Hawley and Lackawanna, which will complete the Delaware Valley and Kingston railroad system. The Pennsylvania Coal company, therefore, will be able to put its coal aboard its own cars and bring it direct to Kingston, where extensive terminal facilities will be arranged.

Among the directors of the new road is Mr. Samuel D. Coykendall, who is at the head of a steamboat and barge company operating a line on the Hudson between New York and Kingston. Additional barges and boats will be put in use, so that coal can be delivered in New York city, or taken across the river and hauled to Boston, Bridgeport, New Haven, Springfield and other eastern points.

Speaking of this new project, George G. Williams, of the Chemical National bank, of this city, director of the new road and also of the Pennsylvania Coal company, said yesterday: "The Pennsylvania Coal company has plenty of money and it objects in building this new line is to have an independent outlet to tide water for its coal output to the Scranton and Kingston district. It simply means that we are to be independent of the Erie railroad."

Asked if the building of the Delaware Valley and Kingston railroad had anything to do with the new railroad project from Erie to Scranton, Mr. Williams said he knew nothing of the latter scheme. He was only interested in the Pennsylvania Coal company.

It is said, however, on good authority, that the Delaware Valley and Kingston railroad to Scranton and the projected Erie Eastern railroad, recently organized to lay tracks between Erie and the West Shore, will form part of a new system which will be a powerful competitor of the Erie railroad.

TERMINAL FRANCHISE.

Less than a week ago this last named company applied to the select council of the city of Erie for terminal franchises, which would give it certain streets on the water front for tracks and piers.

Mr. Michael Liebel, one of the incorporators of the Erie Eastern, speaking before the council, said: "We are here in good faith. We want the franchise and we will build the railroad."

He spoke of the strides made by Buffalo and Cleveland, which had left Erie behind, notwithstanding Erie had tremendous advantages. The council took a most favorable view of the petition, and there is a likelihood that the franchise will be granted to the Erie Eastern.

The Erie railroad is not remaining inactive in the presence of these movements, which will certainly have a serious effect upon its revenue. It has a survey made across Wayne county, Pa., connecting with its Jefferson branch at Bradford, and another connecting with the Erie and Buffalo. It will put Honesdale, the county seat of the county, on the main line of the Erie.

With new traffic connections with tide water in the essential metropolitan district of the northwestern county, and events are taking place on the lakes which make the present development look like the beginning of a new era.

In connection with the building of the Erie Eastern will be the establishment of the new Erie and Wyoming Valley to Sault Ste. Marie, through the canals of which a greater traffic passes than through the St. Lawrence canal. The town Roundout, between the American and Canadian shores, and is destined to be one of the most important distributing centers for the lumber and mineral products of the northwestern counties.

To the north of Sault Ste. Marie is a vast region, rich in timber forests, coal, copper and iron. The Erie Eastern remains untouched for the want of adequate transport facilities.

It is notable that just at the time when the new Erie and Wyoming Valley railroad is being planned from Sault Ste. Marie to the southern shores of St. James bay, in the Hudson bay.

RATE TO THE NORTHWEST.

Not only is the new road to connect the Great Lakes at the "Sea" with the Hudson bay, but it will intersect the Canadian Pacific railway, at a point where ready access will be had to the great mineral and agricultural regions of British Columbia.

Starting from Sault Ste. Marie, the line will extend a little west of north to Michipicoten, on the northern shore of Lake Superior.

From that point it will take its course in a northerly direction, intersecting the Canadian Pacific railroad at Gravel, hence northward to the valley of the Moose river, and thence to the St. James bay region. It is probable that the terminus of the road at the north will be on the waters of the bay, if not actually at port or harbor on the bay itself. The road has already been completed practically between Sault Ste. Marie and Michipicoten, Ont. Construction trains are now running over a part of this route.

The importance of touching at Michipicoten lies in the fact that iron mines are situated in that locality and some gold mines are situated there. The ore can be brought to the great power plant at the "Sea."

The connection of this Western project with the eastern schemes, already outlined, is made plain when it is told that Pennsylvania capitalists are also back of the Canadian railroad to St. James bay.

Another industrial value of the Hudson bay railroad, as it will be called, will be the development of the wood pulp forests, whose treatment is proposed to make Sault Ste. Marie the greatest wood pulp manufacturing centre in America.

The Hudson bay railroad will practically be a transcontinental line with its eastern connections.

The building of the Pennsylvania Coal company road will go far to obviate coal famine, such as now threatens. The present scarcity of coal is due almost solely to the fact that the traffic facilities are inadequate.

There is particularly just now in the metropolitan region a shortage of soft coal. Those who control the output of bituminous coal are in a position to ask about what they please for it, and the price has gone up within the last few months from \$2.25 a ton. This applies to coal at the piers ready for unloading. A prominent coal dealer said yesterday that if the big roads had

MENTION OF SOME MEN OF THE HOUR

E. L. FULLER IS A DIRECTOR OF THE PROPOSED ROAD.

He Is One of the City's Most Progressive and Energetic Business Men—Election Officers of County Now Do Their Work Much Better Than They Did a Few Years Ago. George A. Cullen has Been Appointed General Western Passenger Agent of Lackawanna Road.

E. L. Fuller, who is one of the directors of the Delaware Valley and Kingston Railroad company, which proposes to furnish another outlet to tide water for the products of this valley is one of this city's most remarkable men. He has pushed an energy enough for a half dozen men and that none of them would be wasted in a business in a half a dozen different lines each of which would suffice to keep an ordinary man very busy.

He devotes his time principally to the coal and salt business and both of these staple articles are rolling up south very rapidly for him. His coal mines are located in this valley, one of them being the Mt. Pleasant, of West Scranton, and the salt mines are in the northern part of New York state. If all of the directors of the new railroad company possess any thing like the energy and determination and energy of Mr. Fuller it is safe to predict that the new road will be pushed through in a hurry.

"These election returns are the best I ever handled," said Attorney John M. Harris Friday as he scanned over the return sheet which had been handed to him by one of the file clerks. Mr. Harris was supervising the count of the vote cast in this county Tuesday in place of one of the judges and a return sheet from every district in the county came under his eye for scrutiny.

"There has been a steady and very perceptible improvement in the manner in which election boards during recent years have prepared their returns," continued Mr. Harris, "and now there is no very great cause for complaint on the part of those who have charge of the compiling and computation of the vote."

"I don't know of any special reason why election returns should come to the court in better shape than they did five or ten years ago. It is probably an indication that the voters of the county have been educated to the necessity of selecting better men for the positions of judge and inspector of election. Let us hope that is the case. It's an evidence of progress."

George A. Cullen has received the appointment of general western passenger agent of the Lackawanna railroad and will enter upon his new duties on December 1, with headquarters at 228 Madison building, Chicago.

Mr. Cullen has been for the past few years the chairman of the Western Immigrant Clearing House association, an organization composed of the leading passenger men of the great railroads and trans-Atlantic steamship lines. He has a wide and extensive acquaintance among railroad men and is generally recognized as being thoroughly equipped for his new position.

This step on the part of the Lackawanna company proves that it is entering into a new era of western business and is in line with the progressive policy of the company in all directions. The Lackawanna is rapidly gathering into its fold some of the most prominent railroad men of the country.

MISSIONARY MEETING.

Program of the Women's Home Missionary Society of the Wyoming Conference at Binghamton.

The annual meeting of the Women's Home Missionary society, of the Wyoming conference, will be held this year at Binghamton, N. Y., at the church at Binghamton, N. Y., on Wednesday and Thursday, November 15 and 16. The following is the programme:

WEDNESDAY, 2 P. M. Devotional exercises. Words of Greeting—Dr. Henry Tuckley and Mrs. J. P. Place. Reception—Mrs. T. Dale. Minutes of meeting held at Elm Park, Scranton—Mrs. C. E. Mogg. Appointment of committees. Resolutions—Mrs. M. E. church at Binghamton, N. Y., on Wednesday and Thursday, November 15 and 16. The following is the programme:

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Godowsky and Gamble. Two concerts at the St. Luke's parish house, Nov. 23 and Dec. 5. Tickets, \$1.50 to the public; \$1 to students, at all music stores. Finest wines and cigars at Lane's, 320 Spruce street. Smoke the Pacocho de cigar.

There's No Coffee Just Like Our Mocha and Java Blend. It is the STANDARD and the GROUND itself, when he offers you something just as good. IT'S UNMATCHABLE. When you buy our Mocha and Java you get the best—2 lbs. for \$1.

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Uncle Sam needs the Phillips' as stinging stones in the feet. You will find the little 5c boxes on each purchase box will to the stepping stones, come in handy at the end of a year. Try one on your feet this week. Our assortment is the best in the city and our prices can't be beat.

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ONE PARLOR OUTFIT—Including every article needed in a parlor, also carpets and curtains—\$50

ONE DINING ROOM OUTFIT—Including every article needed in a dining room, also carpets and curtains—\$30

ONE BEDROOM OUTFIT—Each piece made of oak and including every article needed in a bedroom, also carpets and curtains—\$38

ONE BEDROOM OUTFIT—Bedroom furniture, including every article needed in a bedroom, also carpets and curtains—\$30

ONE KITCHEN OUTFIT—Including everything needed in a kitchen, as well as stove and sink—\$25

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