

BURGESS REESE WILL NOT SIGN

FIGHT OVER TEN-YEAR CONTRACT FOR LIGHTING.

District Attorney John R. Jones Called Upon to Institute Mandamus Proceedings to Compel the Chief Executive of Old Forge Borough to Sign the Contract—Second Week of Common Pleas Court at an End. Wife Attends Divorce Hearing in Her Wedding Dress.

Mandamus proceedings have been instituted by Borough Solicitor John H. Bonner, of Old Forge, to compel Burgess R. Willis Reese to sign the contract for electric lighting, recently drawn in conformity with an ordinance accepting the proposal of the Avoca Electric Light company to light the borough for a period of ten years.

The papers were yesterday placed in the hands of District Attorney John R. Jones and will likely be presented by him to court today. The contract was to have gone into effect September 9, last. It was signed by the president and secretary of the borough council and then presented to the burgess. The latter refused to sign it and as yet has not assigned reasons for his refusal. It is understood, however, that he considers the price too high and is not a believer in either the legality or wisdom of a ten-year lighting contract.

The contract price is \$72.50 a year for each arc light, and \$22.50 for each incandescent light. At the outset it is proposed to erect thirty arc and thirty incandescent lights.

Second Week of Common Pleas. The end of the second week's list of the November term of common pleas was reached at 3 o'clock yesterday afternoon, when a verdict for the plaintiff in the sum of \$292.50 was directed by Judge Kelly in the case of G. T. Barber against J. Beckwith and others. There was no appearance for the defendant. Mr. Serag represented the plaintiff.

Because of the non-appearance of the plaintiff a non-suit was granted by Judge Kelly in the case of Wallace Barber against the Scranton Traction company. The defense was represented by Major Everett Warren.

By agreement, in Judge Archibald's court, a verdict for the plaintiff in the sum of \$100 was entered in the case of E. G. Worden against Charles Kaestner. John F. Serag represented the plaintiff, and R. A. Zimmerman the defendant.

Juries were out at noon in the cases of the Excelsior Machine company against the Pine Hill Coal company, and A. Bocianky against the Scranton Railway company. No verdict had been returned in either case up to adjourning time.

A rule for a new trial was granted in the case of the Electric City Land Improvement company against the West Ridge Coal company. Twenty-three of the thirty-five cases on the list were disposed of this week, which breaks all previous records. Ten were tried; six settled; two nonsuited; four referred; and one marked off the list. The other twelve were continued. Considering the fact that it was the first time for Judge Kelly to direct affairs in civil court, the record is no small compliment to his executive ability.

Told of Boland's Brutality. Attired in the carefully preserved gray silk dress in which she went to hymen's altar twelve years ago, Mrs. John P. Boland yesterday afternoon appeared before Judge John P. Kelly, with a number of witnesses, to tell of the brutal treatment which now forbids her to ask the law to free her from the ties which bind her to the man who promised to love, cherish and protect her, on that happy day when she first wore the tenderly-treasured dress.

Her story is truly a pitiful one. Only a few years of married life had passed when her husband began to drink, and in a short time he was so besotted he would not work, and what little money his wife earned as a washerwoman, he seized and spent for drink. The poor board and board of associated charities contributed to the support of the family, and two years ago the latter organization caused the four children to be taken away from their home and placed in the care of charitable institutions. Mrs. Dugan, agent of the associated charities, and Alderman John T. Howe testified to Mrs. Boland having come to them on several occasions with bruised and battered face, to complain of her husband's treatment. She, herself, told that as a result of one beating he gave her, in 1898, she was ill for fourteen weeks, and whilst being cared for at the poor farm was delivered of a still-born child.

She is a woman of 35, and bears traces of having been treated and retained influence. Her face still bears scars of wounds which she claims were inflicted by her husband. Testimony was also taken in the case of Jones against Jones, in which the husband alleged that the wife deserted him. The wife is a sister of



When in Doubt play trumps, as the saying is. If in doubt where to get the right kind of underwear, try our new silk flannel garment. Our leader for this week is a SILK FLEECE GARMENT, at 70c, worth \$1.25. We can give 50 numbers to choose from, ranging in price from 45 cents to \$5 per garment.

Louise Isaacs 412 Spruce Street. Try our 10c collar; none better made.

Mrs. May Williams, the divorced wife of City Assessor Philip Rinsland.

Marriage Licenses. Edward Lewis.....1201 Hampton street Miriam H. Davis.....1223 Eynon street Ignatz Kollonowsky.....Victoria Wilenski street James Casey.....436 Mary street Mary Nease.....Wales street

COURT HOUSE NEWS NOTES.

Judge Kelly yesterday appointed Thomas P. Hoban auditor to distribute the funds remaining in the hands of John P. O'Malley, administrator of the estate of John Lally, late of Taylor.

District Attorney John R. Jones was at work yesterday on the trial list for the next term of criminal court, the last before he retires from office. It will be published in the Tribune Monday morning. There are nearly four hundred cases on the list.

David N. Lewis was yesterday granted a license for the remainder of the year for the hotel property he runs in the Second ward of Taylor. Williams Jenkins was granted a license for the place, but failed to take it out. James E. Watkins represented the petitioners.

INDUSTRIAL.

We Are Making Headway. The editor of the British and South African Export Gazette has been stirring up the British and South African public on the fact that American manufacturers are making rapid headway in the markets of Africa. In a letter to the leading publication in London and re-published in the British and South African Export Gazette of November, 1900, just received by the treasury bureau of statistics, he says:

For the information of your readers, I append herewith a list of some orders lately executed, or now being executed in America for Cape Colony. In December, 1897, American makers had in hand orders for 69 saloon carriages of the equipment of the eastern section of the Cape government railway, and in that month six locomotives were delivered at the Cape government works from the Baldwin works of Philadelphia. In March, 1898, six improved Pullman cars were landed at Cape Town for the Cape government railway. In July, 1899, several Baldwin locomotives were delivered at Cape Town in part completion of Cape government contracts. In that month, according to the general manager of the Cape government railways, there were still thirty-nine engines and about 2000 worth of trucks and other rolling stock on order in England and America. Four engines built by Messrs. Dickson & Co., Philadelphia, for the Sclati railway, have been ordered by the Cape government, and are now running on the Wynberg branch. In September, 1900, the Union Switch and Signal company, of Pittsburgh, had in hand a large order for special trucks and switches for the Cape government railways, and several side tank engines from the Baldwin works were daily expected to be delivered at Cape Town for the railways. In September, 1900, the Pressed Steel Car company of Pittsburgh, U. S. A., had in hand an order for the Cape government railways for several steel platform cars of forty tons capacity.

Apert from these items it is significant that for the year ending June 30, 1899, the United States of America shipped 46,692 tons of steel rails to South Africa (value 160,000 pounds sterling), as against 3,105 tons (value 13,111 pounds sterling) in the previous year. In the estimates of the Cape government for the current year the sum of 645,502 pounds sterling is put down for rolling stock, locomotives, etc., but nothing is, of course, said as to where these large orders will be placed.

I do not altogether blame the Cape Colony for thus diverting a large share of its orders to other countries. It is notorious, as Sir Walter Pease has remarked, that, as time is now the essence of the contract, British engineering firms have been and are unable to accept them, the work only in hand being more than they can undertake. Price, too, is an important factor, and especially in this case with railway material, locomotives and trucks, which cost considerably less in the United States than in the United Kingdom. It is, however, impossible to overlook the fact that many important orders have gone to America from the Cape that could have been placed in this country had efforts been made to this end, and rights of priority, respectively exist in the minds of manufacturers that is entirely due to the anti-British tendencies of some of the Cape's officials. Whatever the reason, one at large will agree that it is disconcerting that other countries should reap the advantage of the unparalleled sacrifices we have made in the war, and while admitting that government and individuals must be guided by business prudence, it will certainly be lamentable if every effort be not strained to check the tendency to favor the foreign manufacturer at the expense of his British competitors.

There is one way whereby the tender system leads to the diversion of orders to America, even despite the good intentions of the Colonial governments. This is in the case where no stipulations are inserted in the contracts that the material employed shall be ordered of British manufacturers. Quite recently an order for rails for a Natal municipality found its way to the Locomotive company, Johnstown, Pa., in this way—wholly, it is permissible to believe, against the intentions of the municipal authorities, and possibly against the intentions of the contractor, who had probably based his estimate on the lower American cost.

Work Resumed at Oxford. Work was resumed at the Oxford colliery yesterday, after an idleness caused by a misunderstanding among the former employees. At present only 2000 men are at work, the operators desiring to fill the chutes with coal for the local trade before loading cars for shipment.

When coal is mined for the market a large force of men will be engaged, and cars will be furnished by the Delaware, Lackawanna and Western company, over whose road all shipments will be made. Some of the best veins in the anthracite region are located in the Oxford, and the coal has a ready market as soon as prepared.

Carpenters are now engaged in erecting a new weighing office on the premises, and additional improvements are to be made before the plant is fully equipped. When the colliery is in full operation, the People's Coal company, who were yesterday posted for one employ upwards of 400 men and boys in preparing their output for market. Stove Makers Complain. At a meeting of the Stove Manufacturers' association, held in Chicago, Oct. 9, 1900, unanimous spirit of indignation seemed to prevail at the careless handling of stoves and their other wares by the railroads in charge of their transition, and numerous opinions were freely expressed that every year the damage is becoming greater and the wholesale wreckage is becoming enormous. As a partial attempt at remedying the trouble resolutions were adopted and forwarded to the various railroad companies, setting forth the manufacturers' grievances. A copy of the resolutions was yesterday posted for employees of the Central Railroad of New Jersey, and accompanying it was a bulletin order from Superintendent W. W. Wentz, Jr., which read as follows: "To train and enginemen: Your attention is invited to the attached copy of resolutions adopted by the Stove Manufacturers, Oct. 9, 1900. Particular attention is called to the causes leading to damage of such merchandise, especially as to the lack of care in making the couplings, use of air, and in falling to particularly protect cars from damage in making flying switches. You are enjoined to use great care in the performance of your work, and

thus overcome cause for complaint on the part of our patrons." The resolutions lengthily state that during the past several years the breakage of stoves has steadily increased, and the greater part of carloads at a time have reached their destination broken. In small shipments of from ten to fifty stoves it has been a frequent occurrence for half the cargo to be very badly damaged. An investigation made into the causes of this condition of affairs showed that automatic couplers were in a way responsible, as they tended to increase carelessness among the railroads, and if the first contact of the cars did not couple them, the engines jammed them together with a force that caused a terrific shaking up among the contents. Air brakes suddenly applied to a car going at high speed, also were considered the causes of much damage, and flying switches, made carelessly, were held to be responsible for a general shattering of the wares. Transfer stations not possessed of the proper facilities for baggage handling are deemed another cause of complaint by the manufacturers.

D. L. & W. Board for Today. The make-up of the D. L. and W. board is as follows: Friday, Nov. 23.

WILD CATS EAST. 7:50 p. m.—M. J. Hennigan. 8:30 p. m.—A. J. McDonnell. 11 p. m.—J. J. Duffy. Saturday, Nov. 24. WILD CATS EAST. 12:30 a. m.—H. Doherty. 2 a. m.—C. Kingsley. 4 a. m.—P. Cavanaugh, with J. Hennigan's men. 5 a. m.—B. Bennett. 6 a. m.—E. T. Fellows. 8 a. m.—C. Bartholomew. 9 a. m.—H. Gilligan. 10:30 a. m.—T. Staples. 11:30 a. m.—J. A. Bush. 1 p. m.—M. Carmody. 2 p. m.—E. L. Rogers. 3:45 p. m.—P. Wall. 4:40 p. m.—W. La Barr.

PULLERS. 6 a. m. west—G. Fronfelker. 6 a. m. west—W. H. Nichols. 11 a. m. west—J. Carrick. 2 p. m. west from Cayuga—W. R. McLane. 2 p. m. east—J. J. Thomas. 7 p. m. east from Cayuga—E. L. Duffy. 8 a. m. east—L. McAllister. 9 a. m. east—J. Slonier. PASSENGER ENGINES. 7 a. m.—Gardner. 8:30 p. m.—Stanford. 7 p. m.—Magovora.

WILD CATS WEST. 4:30 a. m.—O. Randolph. 5 a. m.—J. Burkhart. 7 a. m.—A. J. Mullen. 9 a. m.—H. McCann. 10 a. m.—J. O'Hara. 11 a. m.—J. Galagan. 12:30 p. m.—G. Bart. 2 p. m.—F. L. Van Wormer. 3:30 p. m.—S. Carmody. 4 p. m.—A. G. Hammit. 5 p. m.—A. Ketchum. 6:30 p. m.—W. Bartholomew. 6:30 p. m.—A. Gerrity. 9 p. m.—S. Casner. 8 p. m.—S. Finerty.

NOTICE. Conductor F. L. Van Wormer and crew will run No. 1, Wild Cat West, Friday, Nov. 23, in place of F. Wall and crew.

This and That. Henry Allen, of Cleveland, O., traveling freight agent for the New York Central and Erie Railroad, was in the city yesterday and visited Superintendent of Transportation J. M. Daly, of the Lackawanna at the latter's office. The two are old friends and co-workers. The board of directors of the Merchants' and Mechanics' bank are now considering five lots, which are desirable as sites for the new bank building which is to take the place of the old one destroyed last August in the explosion. Within a few days one of these is to be selected and purchased and plans for the new structure will then be drawn up and submitted to the board.

For a Cold in the Head. Laxative Bromo-Quinine Tablets.

LEGAL. THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE SCRANTON PACKING COMPANY will be held at the office of the company on Tuesday, December 11, 1900, at 1 p. m., for the election of directors for the ensuing year. JAMES L. CONNELL, Secretary.

OFFICE OF THE SCRANTON BOLT AND NUT CO. Scranton, Pa., Nov. 20th, 1900. A meeting of the stockholders of this company, will be held at its general office, on the twenty-fourth day of January, A. D. 1901, to the effect of a proposed increase of the capital stock of the company from \$150,000 to \$250,000. L. M. HORTON, Secretary.

ESTATE OF SILAS FLOWER, LATE OF THE Township of Lehigh, County of Lackawanna and State of Pennsylvania, deceased. Letters of administration upon the above-named estate having been granted to the undersigned, all persons having claims or demands against said estate will please make immediate payment to THOS. F. WELLS, Esq., Guilford, Pa., Attorney for Estate.

ESTATE OF ROBERT C. LEE, LATE OF THE Borough of Dunmore, County of Lackawanna and State of Pennsylvania, deceased. Letters of administration upon the above-named estate having been granted to the undersigned, all persons having claims or demands against said estate will please make immediate payment to CHARLOTTE LEE, Administratrix, Dunmore, Pa.; WILLIAM S. SIMPSON, Administratrix, Pifton, Pa.; THOS. F. WELLS, Esq., Guilford, Pa., Attorney for Estate.

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It is impossible to get more for your money than we give you. Others may offer lower prices but they give you much inferior work. Some give good work, but exorbitant prices, Our facilities are the best, our work the best and our prices the lowest.

W. J. DAVIS, 213 Wyoming Ave.

Heating Stoves, Ranges, Furnaces, Oil Stoves, Gas Stoves, Steam and Hot Water Heaters.

GUNSTER & FORSYTH, 232-27 PENN AVENUE. The Dickson Manufacturing Co. Scranton and Wilkes-Barre, Pa. MANUFACTURERS OF LOCOMOTIVES, STATIONARY ENGINES. Boilers, Hoisting and Pumping Machinery. General Office, Scranton, Pa.

Men's Shoes

At \$2, \$3, \$3.50 \$4. and \$5. Made by the best of makers of shoes, in Box Calf, Patent Calf, Weluar Calf, Vici Kid and Enamel. All styles, all sizes and all widths.

Ladies' Shoes. Made by the best of makers of shoes, in Box Calf, Patent Calf, Weluar Calf, Vici Kid and Enamel. All styles, all sizes and all widths.

Myer Davidow 307 Lackawanna Ave.

Connolly and Wallace SCRANTON'S SHOPPING CENTER.

Extraordinary Sale Of Ladies' Kid Gloves

\$1.00 Per Pair--1,000 pairs Ladies' Fine Street Gloves, pique sewn, in a quality universally sold at a dollar-fifty a pair. These colors--Black, Pearl, Browns, Tans, Greys, Modes, Red, Gold Brown. See window.

An Advance Sale Of Holiday Umbrellas

At \$4.00 Each--At \$5.00 Each--Two Assortments. 200 all told. Made especially to our order, of the finest silk taffeta, warranted to give satisfaction in wear. The handles are all of fine pearl and ivory with heavy sterling silver mounting. In our regular stock these goods have always brought from \$6.00 to \$7.50 each. A rare chance to buy your Christmas Umbrellas at a great saving. See Window.

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MOOSIC POWDER CO. Rooms 1 and 2, Corn'lth B'l'd'g. SCRANTON, PA. Mining and Blasting POWDER. Made at Moosic and Hazleton Works. LAFIN & RAND POWDER CO.'S ORANGE GUN POWDER. Made at Hazleton, Erie and Luzerne Counties, Pa. Explosive. Safety Fuse as per Requa Chemical Co.'s EXPLOSIVES.

WILLIAMS & McANULTY, 129 Wyoming Avenue. RUGS CARPETS RUGS. We want you to see the new arrivals in our Carpet Department. We believe we have the most complete stock in Northeastern Pennsylvania, and know that, quality considered, we can give you value and a selection not to be had this side of New York. A superb line of WALL PAPER DRAPERIES BRASS AND METALLIC BEDS.

Florey & Brooks, 211 Washington Avenue. ARCHARENA COMBINATION GAME BOARD. 50 GAMES. WE ARE HEADQUARTERS FOR ARCHARENA BOARD AND HOLIDAY GOODS. These Game Boards have Rules for 50 Games including CROKING, CARROM GAMES.

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