

ARE AFTER THE FEE THIEVES

COUNTY COMMISSIONERS TO PROSECUTE ALDERMEN.

For Some Time Past, Detective T. E. Reynolds Has Been Quietly Hunting Information on Which to Base Indictments for Illegal Collection of Fees, and Now, It is Claimed, He Has Sufficient to Secure the Conviction of Four Aldermen and Three Justices of the Peace. Other Court Matters.

The county commissioners are taking a turn as crusaders against official unrighteousness. The justices of the peace, aldermen and constables are the objects of their activities. They propose to break up the practice of multiplying transcripts and manufaturing cases, and as a means to that end they will present a number of alleged offenders to the grand jury.

One of the biggest drains the county treasury is subjected to is the fee bills of magistrates and constables. Thousands upon thousands of dollars are each year paid out for the services, or alleged services, of these millions of the law.

If they would be content with what they are justly entitled to, no objection could be raised, even though their bills would seem unwarranted, for it is only natural to suppose that a human being is going to take all that is coming to him.

But these officials, or some of them at least, so it is alleged, are not content with what they are legally entitled to. Where they could include several defendants in one case, as is right and proper under the law, they make out of the transaction as many cases as there are defendants and thereby multiply their fees by the number of times they multiply the cases.

WAY IT IS DONE.

Then again they take an ordinary assault and battery case and with the aid of a little outside work by the constable they succeed in inducing the defendant to bring a counter-charge against the prosecutor, and also, all parties to bring against all the other parties all kinds of trivial charges, such as false pretenses, making threats, slander and so on, the limit being marked only by the magistrate's judgment of just how much the county will stand. These cases go before the grand jury, are ignored, as a rule, and the magistrate collects his costs from the county.

Most reprehensible of all their practices, however, is that of sending in fictitious cases to the grand jury or sending bills for discharged fictitious cases to the county commissioners. In the first instance the scheme is to have a confederate, generally a knowing sort of a foreigner, pose as a defendant to any old kind of a charge that the magistrate and his constable wants fictitious Stringo Bologni to charge him with. The case goes before the grand jury, Stringo fails to materialize and the magistrate is ignored.

In the second instance, a whole thing is worked in the magistrate's office. To encourage magistrates to settle trivial cases, the law directs that they shall be allowed fees for every discharged case, just the same as if the defendant were held to bail and a case sent before the grand jury. During dull times the magistrates, so it is alleged, have been known to employ themselves industriously in manufacturing these discharged cases.

GOING ON UNCHECKED.

For years this sort of thing has been permitted to go on without check. The present county commissioners, however, made it one of their first duties to remedy the evil and as a first step in that direction refused to allow fees in any case where the occupation and street and number address of the parties and witnesses was not set forth in the return. This, it seems, did not check the evil to any appreciable extent. The only noticeable result was that the magistrates were put to the extra task of writing down street and number addresses which, by careful investigation, they learned, did not exist. Questioned about it, all they would be called upon to say is that "that's the address they gave me."

All this means falling, the commissioners resolved to put a detective at work to gather information upon which the looting magistrates could be brought to justice. Ex-County Detective T. E. Reynolds was selected to do the work and as a result of two months' labor he has, so he claims, sufficient evidence to secure the conviction of four aldermen and three justices of the peace.

Whether or not the information will be laid before the present grand jury has not yet been definitely decided. One of the commissioners is dissatisfied to the point of disgust at the results of the detective's work and he will not only not favor, but vigorously oppose proceeding against these offenders unless all or a goodly portion of the known erring ones are included among the defendants.

In the Register's Office.

The will of John Koch, late of Scranton, was yesterday admitted to probate. In the estate of Merritt Scott, late of Spring Brook, letters of administration were granted to Sarah Ring. In the estate of John Hoban, late of Moosic, letters of administration were granted to Bridget Hoban.

In the estate of John J. Nallin, late of Moosic, letters of administration were granted to Margaret Nallin. In the case of Louisa Lyman against Lewis Smith and others, court yesterday dismissed the exceptions to the referee's findings of fact and law, and also the bill of the plaintiff, without costs.

Testimony in the divorce case of Emma Seeland against Karl Seeland will be heard before Judge Archbald in chambers, Saturday next at 10 o'clock a. m.

Yesterday's Marriage Licenses.

George W. Roberts, Jr. 518 Gibson st. Julia M. Kirwan 231 Elm st. John Kago 214 1/2 Centre St. Throp Anna Wargo 1022 Jackson St. John T. Austin 1022 Jackson St. Catherine A. Owens 1022 Jackson St. George Umahl 1022 Jackson St. Caroline Becker 1022 Jackson St. John L. Reed 1022 Jackson St. Julia A. Coughlin 1022 Jackson St. Alex. Loomish 1022 Jackson St. Annie Hulse 1022 Jackson St. William Wedeman 1022 Jackson St. William Davis 1022 Jackson St.

NEWS OF THE LABOR WORLD

GROUND BROKEN FOR THE NEW SPIKE MILL.

It Is to Be Erected in the Keyser Valley Section of the City—Gigantic Freight Pool That Is Said to Have Been Projected by J. J. Hill, of Great Northern Railroad—British Iron Trade Is Said to Be in a State of Collapse—Other Items of General Interest.

The work of excavating for the foundations of the big spike mill, which is to be located in the Keyser Valley, is now being done by H. Dale & Co., who secured the contract. H. F. Hecht, junior partner of the firm of Timmes & Hecht, who will construct and operate the mill, is establishing permanently in this city and is directing the work.

The contract for the foundation of the big rolling mill, which is to be the largest building, has been awarded to Patrick Muldoon, who will commence operations as soon as the excavating is finished. The plans and specifications for the buildings themselves are expected to be ready today and bids will be asked for at once.

Unless real cold weather sets in work will go right along and Mr. Hecht is hopeful of having everything ready for active operations by May 1.

Board for Today. Today's D. L. & W. Board is as follows: WILD CATS, EAST.

6 p. m.—J. J. Duffy. 10 p. m.—W. Lalarr. 11 p. m.—J. Berrie.

WEDNESDAY, JAN. 9. WILD CATS, EAST.

12.50 a. m.—A. B. Stasles, with Dondican's men. 1.15 a. m.—L. E. Carriage.

2 a. m.—J. Berkhart. 4 a. m.—D. Handolph. 5 a. m.—J. Van N. Croener. 6 a. m.—J. Costello. 7 a. m.—G. Burt. 8 a. m.—J. Nauman. 9 a. m.—F. J. Thompson. 10 a. m.—W. Harz, with McDonnell's men. 11.30 a. m.—H. Hamilton. 12.30 p. m.—G. Kingsley. 1 p. m.—H. Blasing. 2 p. m.—A. F. Mullen. 3.45 p. m.—L. Hallett, with J. Swift's men. 4.45 p. m.—A. H. Rowe, with J. Galagan's men. 6 p. m.—J. H. McMan.

SUMMITTS, ETC. 6 a. m., west—G. Fronteller. 9 a. m., west—W. H. Nichols. 12 o'clock noon, west—J. Carriage. 1 p. m., east—E. McDieter. 6 p. m., east—H. Gilligan. 7 p. m., west from Covington—Gibley. 7 p. m., west from Covington—McLane. 7 p. m., east from Noy Aug—E. K. Dally.

PULLER. 10 a. m.—F. E. Secor.

PUSHERS. 8 a. m.—Houser. 11.30 a. m.—Mowan. 7 p. m.—F. Mills. 9 p. m.—J. Murray.

PASSENGER ENGINES. 7 a. m.—Gibbey. 2 a. m.—Singer. 6.30 p. m.—Manion. 7 p. m.—McGovern.

WILD CATS, WEST. 4 a. m.—J. O'Hara. 5 a. m.—J. E. Masters. 6 a. m.—J. Retchem. 6 a. m.—Kirtley, with Hammett's men. 11 a. m.—C. Bartholomew. 1.30 o'clock noon—H. Smith. 1 p. m.—G. Smith. 2 p. m.—J. Baxter, with Baber's men. 3 p. m.—J. Fitzpatrick. 4 p. m.—Hagerty.

NOTICE. Brakeman W. J. Payne will go out on his own run with W. B. Ward next trip. Brakeman Walter Brown will go out on his own run with E. M. Hallett next trip. Conductor J. Moser and crew will leave Scranton 4.30 a. m., the 5th, with a 300-class engine to go to Tolyhanna to pull ice.

Mr. Harvey, Route 1, leaves with a 200-class engine to leave Scranton 4.30 a. m., the 5th, to go to Tolyhanna to pull ice.

Gigantic Freight Pool.

Consolidation of all freight interests of all the railroads in the country—in short, the formation of a gigantic pool—is said to be the latest production of the brain of J. J. Hill, president of the Great Northern road. The scheme is one that is so large in its proportions and so far-reaching in its effect that railroad officials in Chicago discuss it only in whispers.

President Hill's plan comprehends a division of all the freight business of the country. In carrying out the necessity of the fast freight line, which are now adjuncts of nearly every great railway system, would be removed, as there would be no incentive to extraordinary expeditions for the handling of freight. For the same reason the freight agents and freight solicitors, who form a considerable portion of the army which draws pay from the railroads, would become useless appendages. At large distributing centers the freight would be handled by a joint bureau, and in smaller places each road would be represented by the same agent. The plan would cut off thousands of men and save millions in salaries alone, to say nothing of the millions now lost in rate-cutting.

Competition would be a thing of the past, and under this plan, ideal from a railroad standpoint, there would be absolute stability of freight rates.

In a State of Collapse.

The British iron trade seems just at present to be in a state of collapse. Scotch pig iron warrants, which were selling on December 1st at \$16.48, had fallen on December 15th to \$14.46, and the cable this week reports a further fall, warrants selling down to about \$13. A similar fall is reported in Cleveland iron, which some time ago sold about Scotch pig, but has now resumed its usual place and is selling at from 50 cents to \$1 below Scotch iron. The furnace-owners in Scotland claimed that, owing to the present high prices of coal, they had been losing money at the higher prices, and a number of them have already put their furnaces out of blast, preferring to remain idle than run at the loss which \$15 or \$13 pig iron would entail upon them.

Of course a great deal is said about American competition; but a falling off in orders and a general contraction in business are really responsible. It is quite probable, however, that a reaction will follow. The boom in the iron trade is over for the time, but the actual volume of business is still very large, and we do not doubt that the ironmakers will find work enough to do, though not at boom prices; while the coal prices will gradually be adjusted to changed conditions.

This and That.

The newest thing around Superintendent Loomis' office in the Delaware, Lackawanna and Western coal department is a file case, which has been placed in a conspicuous place for the accommodation of Chief Clerk Tobey and his assistants.

W. J. McLean, traveling passenger agent of the Illinois Central railroad, called on the Lackawanna railroad officials in this city yesterday. United States Vice Consul General Hansauer, of Frankfort, writes November 2d that on October 30th, representatives of the largest iron works in France and Belgium visited the Hoerde Mining and Rolling Mills association, at Hoerde, near Dortmund, Prussia, to inspect the electrical central station for utilizing the gas coming from the blast furnaces. The plant when fully completed will have a force of 6,400 horse power. At present three twin motors of the Oechlhauser system are run by this furnace gas to produce electricity for supplying power and light for the Herman rolling mills. A fourth motor of 600 horse power and four others of 1,000 horse power each are now in process of construction to serve like purposes.

Julius Hopewell, colored, held on Charge of Felonious Assault. Julius Hopewell, colored, employed at the Lackawanna hospital, was committed to the county jail Sunday by Alderman Millar on the charge of felonious assault, preferred by William McDonnell, also colored. Hopewell and McDonnell engaged in a dispute in Center street, New Year's night, which culminated, so the prosecutor alleges, in Hopewell picking up a stone cuspidor and hitting McDonnell upon the head. McDonnell was rendered unconscious from the blow, and it was found necessary, at the Lackawanna hospital, to take seven stitches to close up the wound in the side of the head.

NEWS OF THE LABOR WORLD

GROUND BROKEN FOR THE NEW SPIKE MILL.

It Is to Be Erected in the Keyser Valley Section of the City—Gigantic Freight Pool That Is Said to Have Been Projected by J. J. Hill, of Great Northern Railroad—British Iron Trade Is Said to Be in a State of Collapse—Other Items of General Interest.

The work of excavating for the foundations of the big spike mill, which is to be located in the Keyser Valley, is now being done by H. Dale & Co., who secured the contract. H. F. Hecht, junior partner of the firm of Timmes & Hecht, who will construct and operate the mill, is establishing permanently in this city and is directing the work.

The contract for the foundation of the big rolling mill, which is to be the largest building, has been awarded to Patrick Muldoon, who will commence operations as soon as the excavating is finished. The plans and specifications for the buildings themselves are expected to be ready today and bids will be asked for at once.

Unless real cold weather sets in work will go right along and Mr. Hecht is hopeful of having everything ready for active operations by May 1.

Board for Today. Today's D. L. & W. Board is as follows: WILD CATS, EAST.

6 p. m.—J. J. Duffy. 10 p. m.—W. Lalarr. 11 p. m.—J. Berrie.

WEDNESDAY, JAN. 9. WILD CATS, EAST.

12.50 a. m.—A. B. Stasles, with Dondican's men. 1.15 a. m.—L. E. Carriage.

2 a. m.—J. Berkhart. 4 a. m.—D. Handolph. 5 a. m.—J. Van N. Croener. 6 a. m.—J. Costello. 7 a. m.—G. Burt. 8 a. m.—J. Nauman. 9 a. m.—F. J. Thompson. 10 a. m.—W. Harz, with McDonnell's men. 11.30 a. m.—H. Hamilton. 12.30 p. m.—G. Kingsley. 1 p. m.—H. Blasing. 2 p. m.—A. F. Mullen. 3.45 p. m.—L. Hallett, with J. Swift's men. 4.45 p. m.—A. H. Rowe, with J. Galagan's men. 6 p. m.—J. H. McMan.

SUMMITTS, ETC. 6 a. m., west—G. Fronteller. 9 a. m., west—W. H. Nichols. 12 o'clock noon, west—J. Carriage. 1 p. m., east—E. McDieter. 6 p. m., east—H. Gilligan. 7 p. m., west from Covington—Gibley. 7 p. m., west from Covington—McLane. 7 p. m., east from Noy Aug—E. K. Dally.

PULLER. 10 a. m.—F. E. Secor.

PUSHERS. 8 a. m.—Houser. 11.30 a. m.—Mowan. 7 p. m.—F. Mills. 9 p. m.—J. Murray.

PASSENGER ENGINES. 7 a. m.—Gibbey. 2 a. m.—Singer. 6.30 p. m.—Manion. 7 p. m.—McGovern.

WILD CATS, WEST. 4 a. m.—J. O'Hara. 5 a. m.—J. E. Masters. 6 a. m.—J. Retchem. 6 a. m.—Kirtley, with Hammett's men. 11 a. m.—C. Bartholomew. 1.30 o'clock noon—H. Smith. 1 p. m.—G. Smith. 2 p. m.—J. Baxter, with Baber's men. 3 p. m.—J. Fitzpatrick. 4 p. m.—Hagerty.

NOTICE. Brakeman W. J. Payne will go out on his own run with W. B. Ward next trip. Brakeman Walter Brown will go out on his own run with E. M. Hallett next trip. Conductor J. Moser and crew will leave Scranton 4.30 a. m., the 5th, with a 300-class engine to go to Tolyhanna to pull ice.

Mr. Harvey, Route 1, leaves with a 200-class engine to leave Scranton 4.30 a. m., the 5th, to go to Tolyhanna to pull ice.

Gigantic Freight Pool.

Consolidation of all freight interests of all the railroads in the country—in short, the formation of a gigantic pool—is said to be the latest production of the brain of J. J. Hill, president of the Great Northern road. The scheme is one that is so large in its proportions and so far-reaching in its effect that railroad officials in Chicago discuss it only in whispers.

President Hill's plan comprehends a division of all the freight business of the country. In carrying out the necessity of the fast freight line, which are now adjuncts of nearly every great railway system, would be removed, as there would be no incentive to extraordinary expeditions for the handling of freight. For the same reason the freight agents and freight solicitors, who form a considerable portion of the army which draws pay from the railroads, would become useless appendages. At large distributing centers the freight would be handled by a joint bureau, and in smaller places each road would be represented by the same agent. The plan would cut off thousands of men and save millions in salaries alone, to say nothing of the millions now lost in rate-cutting.

Competition would be a thing of the past, and under this plan, ideal from a railroad standpoint, there would be absolute stability of freight rates.

In a State of Collapse.

The British iron trade seems just at present to be in a state of collapse. Scotch pig iron warrants, which were selling on December 1st at \$16.48, had fallen on December 15th to \$14.46, and the cable this week reports a further fall, warrants selling down to about \$13. A similar fall is reported in Cleveland iron, which some time ago sold about Scotch pig, but has now resumed its usual place and is selling at from 50 cents to \$1 below Scotch iron. The furnace-owners in Scotland claimed that, owing to the present high prices of coal, they had been losing money at the higher prices, and a number of them have already put their furnaces out of blast, preferring to remain idle than run at the loss which \$15 or \$13 pig iron would entail upon them.

Of course a great deal is said about American competition; but a falling off in orders and a general contraction in business are really responsible. It is quite probable, however, that a reaction will follow. The boom in the iron trade is over for the time, but the actual volume of business is still very large, and we do not doubt that the ironmakers will find work enough to do, though not at boom prices; while the coal prices will gradually be adjusted to changed conditions.

This and That.

The newest thing around Superintendent Loomis' office in the Delaware, Lackawanna and Western coal department is a file case, which has been placed in a conspicuous place for the accommodation of Chief Clerk Tobey and his assistants.

W. J. McLean, traveling passenger agent of the Illinois Central railroad, called on the Lackawanna railroad officials in this city yesterday. United States Vice Consul General Hansauer, of Frankfort, writes November 2d that on October 30th, representatives of the largest iron works in France and Belgium visited the Hoerde Mining and Rolling Mills association, at Hoerde, near Dortmund, Prussia, to inspect the electrical central station for utilizing the gas coming from the blast furnaces. The plant when fully completed will have a force of 6,400 horse power. At present three twin motors of the Oechlhauser system are run by this furnace gas to produce electricity for supplying power and light for the Herman rolling mills. A fourth motor of 600 horse power and four others of 1,000 horse power each are now in process of construction to serve like purposes.

Julius Hopewell, colored, held on Charge of Felonious Assault. Julius Hopewell, colored, employed at the Lackawanna hospital, was committed to the county jail Sunday by Alderman Millar on the charge of felonious assault, preferred by William McDonnell, also colored. Hopewell and McDonnell engaged in a dispute in Center street, New Year's night, which culminated, so the prosecutor alleges, in Hopewell picking up a stone cuspidor and hitting McDonnell upon the head. McDonnell was rendered unconscious from the blow, and it was found necessary, at the Lackawanna hospital, to take seven stitches to close up the wound in the side of the head.

NEWS OF THE LABOR WORLD

GROUND BROKEN FOR THE NEW SPIKE MILL.

It Is to Be Erected in the Keyser Valley Section of the City—Gigantic Freight Pool That Is Said to Have Been Projected by J. J. Hill, of Great Northern Railroad—British Iron Trade Is Said to Be in a State of Collapse—Other Items of General Interest.

The work of excavating for the foundations of the big spike mill, which is to be located in the Keyser Valley, is now being done by H. Dale & Co., who secured the contract. H. F. Hecht, junior partner of the firm of Timmes & Hecht, who will construct and operate the mill, is establishing permanently in this city and is directing the work.

The contract for the foundation of the big rolling mill, which is to be the largest building, has been awarded to Patrick Muldoon, who will commence operations as soon as the excavating is finished. The plans and specifications for the buildings themselves are expected to be ready today and bids will be asked for at once.

Unless real cold weather sets in work will go right along and Mr. Hecht is hopeful of having everything ready for active operations by May 1.

Board for Today. Today's D. L. & W. Board is as follows: WILD CATS, EAST.

6 p. m.—J. J. Duffy. 10 p. m.—W. Lalarr. 11 p. m.—J. Berrie.

WEDNESDAY, JAN. 9. WILD CATS, EAST.

12.50 a. m.—A. B. Stasles, with Dondican's men. 1.15 a. m.—L. E. Carriage.

2 a. m.—J. Berkhart. 4 a. m.—D. Handolph. 5 a. m.—J. Van N. Croener. 6 a. m.—J. Costello. 7 a. m.—G. Burt. 8 a. m.—J. Nauman. 9 a. m.—F. J. Thompson. 10 a. m.—W. Harz, with McDonnell's men. 11.30 a. m.—H. Hamilton. 12.30 p. m.—G. Kingsley. 1 p. m.—H. Blasing. 2 p. m.—A. F. Mullen. 3.45 p. m.—L. Hallett, with J. Swift's men. 4.45 p. m.—A. H. Rowe, with J. Galagan's men. 6 p. m.—J. H. McMan.

SUMMITTS, ETC. 6 a. m., west—G. Fronteller. 9 a. m., west—W. H. Nichols. 12 o'clock noon, west—J. Carriage. 1 p. m., east—E. McDieter. 6 p. m., east—H. Gilligan. 7 p. m., west from Covington—Gibley. 7 p. m., west from Covington—McLane. 7 p. m., east from Noy Aug—E. K. Dally.

PULLER. 10 a. m.—F. E. Secor.

PUSHERS. 8 a. m.—Houser. 11.30 a. m.—Mowan. 7 p. m.—F. Mills. 9 p. m.—J. Murray.

PASSENGER ENGINES. 7 a. m.—Gibbey. 2 a. m.—Singer. 6.30 p. m.—Manion. 7 p. m.—McGovern.

WILD CATS, WEST. 4 a. m.—J. O'Hara. 5 a. m.—J. E. Masters. 6 a. m.—J. Retchem. 6 a. m.—Kirtley, with Hammett's men. 11 a. m.—C. Bartholomew. 1.30 o'clock noon—H. Smith. 1 p. m.—G. Smith. 2 p. m.—J. Baxter, with Baber's men. 3 p. m.—J. Fitzpatrick. 4 p. m.—Hagerty.

NOTICE. Brakeman W. J. Payne will go out on his own run with W. B. Ward next trip. Brakeman Walter Brown will go out on his own run with E. M. Hallett next trip. Conductor J. Moser and crew will leave Scranton 4.30 a. m., the 5th, with a 300-class engine to go to Tolyhanna to pull ice.

Mr. Harvey, Route 1, leaves with a 200-class engine to leave Scranton 4.30 a. m., the 5th, to go to Tolyhanna to pull ice.

Gigantic Freight Pool.

Consolidation of all freight interests of all the railroads in the country—in short, the formation of a gigantic pool—is said to be the latest production of the brain of J. J. Hill, president of the Great Northern road. The scheme is one that is so large in its proportions and so far-reaching in its effect that railroad officials in Chicago discuss it only in whispers.

President Hill's plan comprehends a division of all the freight business of the country. In carrying out the necessity of the fast freight line, which are now adjuncts of nearly every great railway system, would be removed, as there would be no incentive to extraordinary expeditions for the handling of freight. For the same reason the freight agents and freight solicitors, who form a considerable portion of the army which draws pay from the railroads, would become useless appendages. At large distributing centers the freight would be handled by a joint bureau, and in smaller places each road would be represented by the same agent. The plan would cut off thousands of men and save millions in salaries alone, to say nothing of the millions now lost in rate-cutting.

Competition would be a thing of the past, and under this plan, ideal from a railroad standpoint, there would be absolute stability of freight rates.

In a State of Collapse.

The British iron trade seems just at present to be in a state of collapse. Scotch pig iron warrants, which were selling on December 1st at \$16.48, had fallen on December 15th to \$14.46, and the cable this week reports a further fall, warrants selling down to about \$13. A similar fall is reported in Cleveland iron, which some time ago sold about Scotch pig, but has now resumed its usual place and is selling at from 50 cents to \$1 below Scotch iron. The furnace-owners in Scotland claimed that, owing to the present high prices of coal, they had been losing money at the higher prices, and a number of them have already put their furnaces out of blast, preferring to remain idle than run at the loss which \$15 or \$13 pig iron would entail upon them.

Of course a great deal is said about American competition; but a falling off in orders and a general contraction in business are really responsible. It is quite probable, however, that a reaction will follow. The boom in the iron trade is over for the time, but the actual volume of business is still very large, and we do not doubt that the ironmakers will find work enough to do, though not at boom prices; while the coal prices will gradually be adjusted to changed conditions.

This and That.

The newest thing around Superintendent Loomis' office in the Delaware, Lackawanna and Western coal department is a file case, which has been placed in a conspicuous place for the accommodation of Chief Clerk Tobey and his assistants.

W. J. McLean, traveling passenger agent of the Illinois Central railroad, called on the Lackawanna railroad officials in this city yesterday. United States Vice Consul General Hansauer, of Frankfort, writes November 2d that on October 30th, representatives of the largest iron works in France and Belgium visited the Hoerde Mining and Rolling Mills association, at Hoerde, near Dortmund, Prussia, to inspect the electrical central station for utilizing the gas coming from the blast furnaces. The plant when fully completed will have a force of 6,400 horse power. At present three twin motors of the Oechlhauser system are run by this furnace gas to produce electricity for supplying power and light for the Herman rolling mills. A fourth motor of 600 horse power and four others of 1,000 horse power each are now in process of construction to serve like purposes.

Julius Hopewell, colored, held on Charge of Felonious Assault. Julius Hopewell, colored, employed at the Lackawanna hospital, was committed to the county jail Sunday by Alderman Millar on the charge of felonious assault, preferred by William McDonnell, also colored. Hopewell and McDonnell engaged in a dispute in Center street, New Year's night, which culminated, so the prosecutor alleges, in Hopewell picking up a stone cuspidor and hitting McDonnell upon the head. McDonnell was rendered unconscious from the blow, and it was found necessary, at the Lackawanna hospital, to take seven stitches to close up the wound in the side of the head.

Connolly and Wallace

SCRANTON'S SHOPPING CENTER.

The January White Sale

Will Begin Tomorrow, Thursday Morning

We promise that it will be the greatest event of its kind Scranton has yet seen. Watch for the particulars in Thursday's daily papers.

Connolly & Wallace

127 and 129 Washington Ave. STATEMENT OF THE THIRD NATIONAL BANK OF SCRANTON. United States Depository. At the close of business Dec. 13, 1900.

Table with columns: RESOURCES, LIABILITIES, and various financial figures.

E. Robinson's Sons Lager Beer Brewery. Manufacturers of OLD STOCK PILSNER. 455 to 455 N. Ninth Street, SCRANTON, PA. Telephone Call, 2383.

Heating Stoves, Ranges, Furnaces, Oil Stoves, Gas Stoves, Steam and Hot Water Heaters. GUNSTER & FORSYTH, 68-67 PENN AVENUE.

MOOSIC POWDER CO. Rooms 1 and 2, Com'ith B'ld'g. SCRANTON, PA. Mining and Blasting POWDER. Made at Moosic and Rush Lais Works. LAFAN & RAND POWDER CO.'S ORANGE GUN POWDER. Electric Battalion, Electric Explorers, exploding blasts, Safety Fuse and Repauno Chemical Co.'s EXPLOSIVES.

Florey & Brooks. ALL SEASONS' SPORTS. SKATES SHARPENED 211 Washington Avenue. HENRY BELIN, JR., General Agent for the Wyoming District for DUPONT'S POWDER. Mining, Blasting, Sporting, Smokeless and the Repauno Chemical Company's High Explosives. Safety Fuse, Caps and Exploders. Room 601 Conell Building, Scranton. AGENCIES: THOR, FORD, COLEMAN, & CO., Pittston. JOHN B. SMITH & SON, Plymouth. W. E. MULLIGAN, Wilkes-Barre.