

ARE APPLYING FOR ANOTHER ROCKY GLEN PEOPLE AGAIN SEEK INJUNCTION.

Want to Restrain the Scranton and Northeastern Railroad Company from Alleged Encroachments on Their Land—Judge Carpenter Refuses to Grant the Non-Suit Asked for in the Case of Gallagher Against the Borough of Jermyon. Two New Divorce Applications.

Application for another injunction against the Scranton and Northeastern Railroad Company was made yesterday by the Rocky Glen Water Company, represented by Willard Warren & Knapp, and Hon. E. C. Newcomb, Judge Kelly, to whom the application was made, took the papers. The water company is now complaining that the railroad company is shifting the course of Spring Brook so that it will run on its lands, and further that it is changing the track of the old Spring Brook railroad, to make way for its own, and that in making the change it is encroaching on the land owned by the plaintiff, besides doing something it is not authorized to do under its charter.

The water company is owned principally by Arthur Frothingham and Annette Reynolds. They bought several tracts of wild land down near Moose in the territory to be traversed by the new railroad. A cemetery was protected, but after it was laid out on a portion of the land, the plan was abandoned. Then they formed the water company and dedicated the land to reservoir purposes. Two of the few institutions that can not be seized upon by a railroad under its rights of eminent domain are a cemetery and a tract dedicated to reservoir purposes by a public service company. A church is another such institution. The Rocky Glen people have neither projected nor built a church across the new railroad's route.

Injunction proceedings were instituted by the water company from entering upon the reservoir tract. The railroad company showed that it had surveyed and adopted a route through the tract in question some months before the Rocky Glen people organized their company and dedicated the reservoir. The railroad company's engineers thought to change the route slightly after the date of the dedication of the reservoir and made a new route through the tract. Judge Kelly decided this new route could not be followed, but that the railroad company might proceed to enter upon the route originally surveyed and adopted. The railroad company next sought to have court approve the bond offered by the Rocky Glen people to indemnify them for the land to be seized. The Rocky Glen people objected to the sufficiency of the bond and allowed among other things, that it was made out to cover the proposed new route and not the original one which court said it might take. This is pending, but will likely be disposed of Saturday.

Before it is gotten out of the way, however, the Rocky Glen people are on deck with another application for an injunction. Mr. Frothingham says he is doing it simply to protect himself and that the action is practically unavailing one, but the railroad company being at present engaged in negotiations to give the railroad the right to do the things the water company is seeking to enjoin them from doing.

Common Pleas Court. When the case of Fannie Gallagher against the borough of Jermyon was resumed yesterday morning, Judge Carpenter refused the non-suit moved for by the defendant at the close of the plaintiff's testimony the day before. The defense asked for a non-suit on the ground that Mrs. Gallagher was guilty of contributory negligence in attempting to proceed by way of the defective sidewalk, when the defect was known to her, and when she could have taken a safe route by simply crossing to the other side of the street. The plaintiff maintained that, under the law, when a person meets an obstruction in the road, he or she may proceed, if he or she can reasonably expect to get by safely with the exercise of care. Judge Carpenter based his decision on the finding of Judge Savane in the case of Stokes against Lehigh township, in which the judge held, and the Supreme court affirmed, that one is not bound to go the other way unless the route is so manifestly dangerous that a person of ordinary prudence would not attempt to proceed by it. The plaintiff in the case at bar was injured while returning from mass along a sidewalk that almost the whole congregation of Sacred Heart church was using.

The case went to the jury at 1:30 o'clock. James H. Torrey closed for the defendant and I. H. Burns for the plaintiff. At 4:30 p. m., the jury agreed on a verdict, but court had adjourned. It will be reported to court this morning.

Mrs. Gallagher, the plaintiff, can not speak English and had to give her testimony in her native tongue, Irish. Attorney John J. Murphy acted as interpreter.

In the case of R. E. Fitzgerald against Collins & Brennan, the jury found for the plaintiff in the sum of \$21.28, the full amount of the claim. It was for a bill of slate delivered to the defendants in 1898. No defense was offered. Robert Peck appeared for the plaintiff.

The ejectment case of C. H. Williams against M. H. Carpenter was continued at the request of the plaintiff's attorneys, John P. Scraggs, C. E. Woodruff and Mr. Rosenberger, of Philadelphia. The case was vigorously defended by Hon. E. C. Newcomb, attorney for the defense. Court was disposed to refuse the motion for continuance, but finally was left with no alternative, as it developed that the case was pending.

CAUSE OF DEAFNESS. The Most Common Cause Only Recently Discovered.

It has been stated on good medical authority that nine-tenths of cases of deafness are caused from catarrh of the throat. The little tube which leads to the ear from the throat is lined with a sort of velvet structure called mucous membrane. This membrane is simply a continuation of the mucous membrane lining the throat. When disease of any sort attacks the mucous membrane of the throat it is very liable to extend into the Eustachian tube and up into the ear.

The history of nearly all cases of deafness is like this: a cold is contracted and neglected, other colds are taken, the throat becomes sore and inflamed, which is aggravated by particles of dirt and germs from the air. This condition causes the disease to spread into the tube that leads to the ear.

It seems a little far fetched to say that most cases of deafness are caused from catarrh, but it is certainly true, and anyone who has had a severe catarrh cold must have noticed how the hearing was affected while the cold lasted.

With catarrh sufferers this impairment of hearing becomes chronic and grows worse the longer the catarrh is neglected. You can cure catarrh and deafness by the regular use of an excellent new preparation called Stuart's Catarrh Tablets, composed of antiseptic remedies which act both on the mucous membranes but principally and most effectively on the blood, eliminating the catarrhal poison from the system.

People whose hearing is defective may think it a little remarkable that a simple and harmless tablet would every often remove all traces of deafness, but when it is remembered that catarrh causes the deafness and that the catarrh is easily cured by the regular use of Stuart's Catarrh Tablets there is no mystery about it.

It is well known that nasal catarrh or catarrh of throat, bronchial tubes or catarrh of stomach and liver, the safest and most effective treatment is the new catarrh specific, Stuart's Catarrh Tablets, sold by all druggists at 50 cts. for full sized package.

Marriage Licenses. George George and Elizabeth Pittman were married at the residence of the bride's parents, 240 North 10th street, on Wednesday, November 14, 1901, by Rev. J. J. McKeown, pastor of the Methodist church, 240 North 10th street.

COURT HOUSE NEWS NOTES. In the case of George S. Hahn against M. H. Carpenter yesterday morning, Judge Kelly refused to grant a non-suit moved for by the defendant at the close of the plaintiff's testimony the day before.

Before it is gotten out of the way, however, the Rocky Glen people are on deck with another application for an injunction. Mr. Frothingham says he is doing it simply to protect himself and that the action is practically unavailing one, but the railroad company being at present engaged in negotiations to give the railroad the right to do the things the water company is seeking to enjoin them from doing.

INDUSTRIAL JOTTINGS. The Buck Mountain Vein Has Been Uncovered at Yorktown. Near Hazleton—Board for Today.

THEATRICAL. ATTRACTIONS TODAY.

"The Widow Jones." The size of the audience that greeted Mrs. Jones at the Lyceum last night, to say nothing of the applause that greeted her, is a fair indication of the popularity of the play. The widow Jones is a very old and very rich woman who has a very young and very handsome son-in-law. She is very fond of her son-in-law and she is very fond of her money. She is very fond of her son-in-law and she is very fond of her money.

"Superba." One of the scenes in Handel's "Superba," which he wrote in a grand new production for the Lyceum, is a scene in which the heroine is surrounded by a host of admirers. The scene is a very beautiful one and it is a very interesting one.

"Victoria Burlesquers." The Victoria Burlesquers are a very popular troupe of comedians. They are very funny and they are very popular. They are very funny and they are very popular.

"Hadden and Tigue Next." Hadden and Tigue are a very popular troupe of comedians. They are very funny and they are very popular. They are very funny and they are very popular.

"The Two Clever Light-Weights May Meet in the Ring." It is not unlikely now that the "sports" heretofore will have the opportunity of witnessing a fight in the near future between George Hadden, of Bethlehem, and Jack Tigue, of Scranton.

D. L. & W. Board for Today. The following is the make-up of the D. L. & W. board for today: D. L. & W. Board for Today.

Work Being Pushed Rapidly. Work on the new trolley line between Hazleton and Wilkes-Barre is rapidly progressing and many men are employed. There are gangs of thirty and forty men working on the line.

Common Pleas Court. When the case of Fannie Gallagher against the borough of Jermyon was resumed yesterday morning, Judge Carpenter refused the non-suit moved for by the defendant at the close of the plaintiff's testimony the day before.

Before it is gotten out of the way, however, the Rocky Glen people are on deck with another application for an injunction. Mr. Frothingham says he is doing it simply to protect himself and that the action is practically unavailing one, but the railroad company being at present engaged in negotiations to give the railroad the right to do the things the water company is seeking to enjoin them from doing.

INDUSTRIAL JOTTINGS. The Buck Mountain Vein Has Been Uncovered at Yorktown. Near Hazleton—Board for Today.

NORTH SCRANTON OPENING OF ROOMS OF THE RE-PUBLICAN CLUB.

Smoker Was Given and Addresses Were Delivered by a Number of Well-Known Citizens—North End Stars Defeated by the Crescent Boat Club, of Philadelphia—Surprise Party for Miss Lena Driscoll. Fire in a House on Deacon Street Owned by Attorney H. M. Hannah.

The North Scranton Republican club rooms were formally opened last night, when a smoker was given to the members. The club has prospects of being one of the strongest political organizations in this valley and has already a membership of forty.

The Stars Defeated. The lovers of basket ball in this section were given a rare treat Tuesday evening, when the Stars, of this section, met their first defeat of the season at the hands of the Crescent boat club, of Philadelphia.

Surprise Party. Miss Lena Driscoll, of Diamond avenue, was pleasantly surprised at her home Friday evening, by a few of her many friends. Games, dancing and other party amusements were indulged in to a seasonable hour.

A Still Alarm. A still alarm of fire was sent in to the company No. 1 and Engine company No. 3 yesterday afternoon about 2:30 and was due to a fire in a house on Deacon street, owned by Attorney H. M. Hannah and occupied by a Polish family. The fire originated in the kitchen and was caused by a lot of kerosene lamps.

Wants Information. Mr. Davis, postmaster at sub-station No. 2, received the following communication a few days ago: "Dear Sir: I desire to find some trace of the descendants of Amer. Norton, who lived in Scranton, Pa., in 1820. Kindly give me the address of the person who has the address of the older members of the family. And greatly obliged, Yours truly, W. W. Coe."

TOLD IN A FEW LINES. Robert Richardson, of Alton, Ill., is here to attend the funeral of his father, John Richardson, of Von Storch avenue, which takes place this afternoon.

Delaware, Lackawanna and Western. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

Lehigh Valley Railroad. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

New Jersey Central. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

SYRUP OF FIGS NEVER IMITATED IN QUALITY.

An Excellent Combination. The pleasant method and beneficial effects of the well known remedy, SYRUP OF FIGS, manufactured by the CALIFORNIA FIG SYRUP CO., illustrate the value of obtaining the liquid laxative principles of plants known to be medicinal, laxative and presenting them in the form most refreshing to the taste and acceptable to the system.

In the process of manufacturing figs are used, as they are pleasant to the taste, but the medicinal qualities of the remedy are obtained from senna and other aromatic plants, by a method known to the CALIFORNIA FIG SYRUP CO. This process makes the medicine effective and to avoid imitations, please remember the full name of the Company printed on the front of every package.

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N. Y. For sale by all Druggists—Price 50c per bottle.

None Such Mince Meat. Home-made mince meat at its best was never more juicy, fruity, wholesome and digestible than "None Such." 10 cent package makes 2 large pies.

RAILROAD TIME TABLES. PENNSYLVANIA RAILROAD. Schedule in Effect June 2, 1901. Trains leave Scranton: 6:45 a. m., week days, through vestibule train from Wilkes-Barre.

RAILROAD TIME TABLES. Lehigh Valley Railroad. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Delaware, Lackawanna and Western. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. New Jersey Central. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Erie Railroad, Wyoming Division. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

Meldrum, Scott & Co. 126 Wyoming Ave.

Imported Hosiery. Unless signs fall this is to be one of the best and best hosiery seasons ever known. The standard of work is so high, the designs so new and original, and the temptation to buy so inducing that many who are not satisfied with the quality of the hosiery they are wearing, will buy some more.

FALL UNDERWEAR. Stock is exceptionally good quality for the price. Small sizes tall and have much strength amongst our reasonable offerings.

None Such Mince Meat. Home-made mince meat at its best was never more juicy, fruity, wholesome and digestible than "None Such." 10 cent package makes 2 large pies.

RAILROAD TIME TABLES. PENNSYLVANIA RAILROAD. Schedule in Effect June 2, 1901. Trains leave Scranton: 6:45 a. m., week days, through vestibule train from Wilkes-Barre.

RAILROAD TIME TABLES. Lehigh Valley Railroad. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Delaware, Lackawanna and Western. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. New Jersey Central. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Erie Railroad, Wyoming Division. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Erie Railroad, Wyoming Division. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

EDUCATIONAL. Free Tuition.

By a recent act of the legislature, free tuition is now granted at the Literary Institute and State Normal School, Bloomsburg, Pa.

FALL UNDERWEAR. Stock is exceptionally good quality for the price. Small sizes tall and have much strength amongst our reasonable offerings.

None Such Mince Meat. Home-made mince meat at its best was never more juicy, fruity, wholesome and digestible than "None Such." 10 cent package makes 2 large pies.

RAILROAD TIME TABLES. PENNSYLVANIA RAILROAD. Schedule in Effect June 2, 1901. Trains leave Scranton: 6:45 a. m., week days, through vestibule train from Wilkes-Barre.

RAILROAD TIME TABLES. Lehigh Valley Railroad. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Delaware, Lackawanna and Western. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. New Jersey Central. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Erie Railroad, Wyoming Division. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Erie Railroad, Wyoming Division. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.

RAILROAD TIME TABLES. Erie Railroad, Wyoming Division. In Effect June 2, 1901. For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:30 a. m., and 2:45, 4:27, 6:00, 7:45, 9:30, 11:15, 1:00, 2:45, 4:30, 6:15, 8:00, 9:45, 11:30 p. m.