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POWELL & SNIDER N. B. We have just placed a large discount on Clothing and many other items. ONE PRICE SYSTEM.

H. REDWOOD & CO. Clothing, Dry Goods, Fancy Goods, Hats, Shoes, Carpets, Etc. 7 & 9 PATTON AVENUE.

THE SHOE STORE, WEAVER & MYERS, 39 Patton Avenue, Asheville, N. C.

RAILWAY TRACK TORN UP THE AUTHORITIES OF THE CITY TAKE A HAND. Man of the Street Car Hushed on Patton Avenue, and the Paving Solid From Curb to Curb—How It All Occurred. A municipal cyclone struck Patton avenue about half past 12 o'clock this morning. The hurricane found its storm center thirty days ago, from August 9, and grew and grew, increasing in volume every day, until yesterday afternoon, when the joint board of aldermen and advisors caught the cyclone en route, gave it a twist, and sent it on its way. The board went into executive session on the Asheville street railway matter. The following preamble and resolutions will fully explain what was done. The resolutions were adopted unanimously by both boards, every member being present, except Advisors Hunt and Scott.

A History of the Case. Whereas at a regular meeting of the mayor and board of aldermen and advisory committee of the city of Asheville in session assembled at their hall on the 8th day of July, 1892, all of the said board of aldermen being present, with the mayor, and advisory committee, Cummings, Hunt, Williams and Green, the following resolution and order was duly passed, to-wit: "Be it resolved by the mayor and board of aldermen and the advisory committee in joint session assembled of the city of the city of Asheville in session assembled: That H. M. Lee, city engineer, notify the Asheville street railway company as follows: "1st, That the city of Asheville is paving and will pave North Main and South Main streets, Depot street and Patton avenue in said city with brick of certain character, placed upon a foundation of certain character, according to the specifications thereof to be furnished by the city engineer hereafter. "2nd, That the city of Asheville is ready, able and willing to furnish to the said Asheville street railway company the same kind and character of material as used by the said city for said paving purposes at cost, and will promptly do so when the said Asheville street railway company demands the same. "3rd, That in case the said Asheville street railway company shall fail to pave between the rails of its railway track on said streets within thirty days from the date of the service of this notice, and that portion of said streets not so paved, in addition thereto to pave each and every portion of each of said streets between the said rails of its said track within thirty days after each and every portion of each of said streets has been paved on each side of said track, and as it is paved with the same material and according to the specifications served with this notice, then the said city of Asheville will declare the charter of the said Asheville street railway company forfeited by virtue of the provisions of its charter and the charter of said city and the ordinance thereof granting to said company the privilege to erect and operate said railway, and will take such other rights and privileges as said city may be entitled to under the law in the premises; provided, however, that the said Asheville street railway company may within said time pave between the said rails of its said railway tracks on the streets aforesaid with Belgian blocks according to its contract and agreement with said city, and according to the specifications thereof to be furnished by the city engineer hereafter; and which shall be in accordance with the specifications for the paving on Depot street in said city, as per the contract and agreement aforesaid. In obedience to the above resolution, I, H. M. Lee, city engineer of the city of Asheville, on this 9th day of July, 1892, do hereby notify the Asheville street railway company, of, and that they must comply with, the requirements of the above resolution, a copy of which I this day delivered to J. G. Martin, the president and general manager of said Asheville street railway company, together with copies of the specifications of the paving required to be placed upon the aforesaid streets by the said Asheville street railway company. B. M. Lee, City Engineer.

And whereas on the 9th day of July, 1892, a copy of said resolution and order above recited, was duly served by the city engineer on James G. Martin, the president and general manager of the Asheville street railway company, the same being the corporation referred to in said resolution, by delivering to said Martin a copy thereof; and whereas subsequently the city of Asheville, through its officers delivered the material necessary for the purpose of constructing the street pavement between the lines of said railway track on Patton avenue in said city along the line of said railway upon said street, and tendered the same to the said Asheville street railway company at the cost price thereof to be by said railway company used in the construction of the pavement of said street between the rails of said railway company; and whereas the said Asheville street railway company have wilfully and persistently failed and refused and neglected to accept said material so tendered, or to pay for the same, or to pave or to attempt to pave between the rails of its said track on said Patton avenue, and thereby rendered the same not only inconvenient to the travelling public, but dangerous, in consequence of the depression in the street between the rails of said track and other causes, the street from the curb stone to rail of said track on each side, before the said resolution and order and notice and tender of material above referred to were given, having been paved from Court Square, at its intersection with Patton avenue, to the latter's intersection with Haywood street; and whereas the track and line of said railway is not laid in conformity with the requirements of the city engineer nor in such manner, and so carelessly and negligently, as not only to interfere seriously and materially with the paving on each side of the rails thereof, but also to be and is dangerous to the citizens of said city and others who pass over said street, because said portion of said Patton avenue lies in the heart of said city, and is the principal business street of said city being more travelled than any other street in said city, the post office being situated at the intersection of Haywood streets with Patton avenue, and because further said street between the

Court Square and Haywood is a narrow one, and it is very difficult to manage that vehicles can pass and repose other vehicles between the curbing and the rail of said track, causing additional danger to that already caused by the defective construction of an electric railroad operated with overhead trolley wire, which said wire has not been renewed for several years, and which has been for some time past breaking, dropping to the ground, charged with electricity, and thereby greatly endangering the life and lives of men and beasts who are required to, and have the right to the use of said street. And therefore be it resolved, ordered and ordained by the mayor and board of aldermen and advisory committee, for the reasons aforesaid and other causes that the line of the Asheville street railway company from court square extending down Patton avenue to its junction with Haywood street be, and the same is hereby declared and adjudged to be, dangerous to the citizens of said city, and others, the traveling public, and therefore a public nuisance; and be it further resolved, ordered and ordained that the said Asheville street railway company has, and does do hereby, by its wilful and persistent refusal and neglect to pave between the rails of its said track as required by law and its charter, and to keep the same in proper condition and repair, and the causes enumerated herein before and other causes forfeited all of its rights to, and over, that portion of said streets aforesaid cease and be stopped, and that the railroad track over said street between said points be removed, and that all other appurtenances, including the trolley wire and supports on said streets, between said points, be removed, and that the said streets between said points shall be at once paved as it is now paved on each side of said track under the proper authorities of this city, and in the same manner and with the same material as that portion thereof on each side of the railroad track.

Another Resolution. At a meeting of the joint board of aldermen and advisors of the city of Asheville, N. C., held in the council chamber on Tuesday the 2nd day of August, 1892, the following resolution was adopted: "That the city engineer request Messrs. Webb, Oates, Eskridge & Co. to place immediately upon Patton avenue sufficient crushed stone and sand, together with brick and pitch, to pave between the rails of the said Asheville street railway company's track; and that he then procure a bill of the same, with the amount due therefor, at cost, and present the same to the Asheville Street railway company, and demand payment therefor and upon said demand notify said Asheville street railway company that the matter of paving said street between the rails of said street railway track from court square to Haywood street is upon the street subject to its use for paving purposes, upon payment for the same. A true copy. W. R. Young, "City Clerk." In obedience to the above resolution J. H. M. Lee, city engineer of the city of Asheville, N. C., on this 5th day of August, 1892, have delivered to the treasurer of the Asheville street railway company a copy of the above resolution and bill of material. City Engineer.

The Track Taken Up. In pursuance of the resolutions of the boards, Alderman Starnes was appointed to look after the tearing up of the track, while Alderman Cummings and Alderman McDowell were instructed to contract with Webb, Oates, Eskridge & Co. for the paving. Word was passed to Dan Henderson, street superintendent, who at once set out to secure hands for the work. The paving men were also notified. No intimation of the board's work was given any one, but at 12:30 this morning Henderson's force of twenty men suddenly appeared on Patton avenue, and building fires to enable them to see how to work, began tearing up the rails at the crossing between the National bank and Powell Street's. The work moved merrily on, and within less than an hour the rails had been removed between the square and Haywood street. The trolley wire between these points next came down, and the wreck was complete. The pavers went to work at once and prosecuted the work rapidly, completing the afternoon. The workers attracted large crowds of people and the action of the board has been the universal topic of conversation today. Just what steps the street railway company will take cannot be learned. President Martin is expected to arrive from Wrightville this afternoon.

INDIAN BALL GAME. Two Thousand People go Out to See It. Two thousand people went out yesterday to see real live Indians play ball, but their fun was spoiled because the grounds were not polished. The spot selected for the game was off Cumberland avenue on a splendid piece of level running ground, the turf short and clean. The crowd was too big for Governor Powell and his volunteer aids to handle, however, and despite their best efforts the throng broke, ran or surged all over the grounds, so that none but those in the immediate vicinity of the play at the moment could get the most interesting features of the game. The Indians, old and young, entered into the sport with great ardor, and chased, caught, wrestled with and threw each other in a way to threaten broken necks or limbs, very suggestive of an Asheville-Bingham foot ball struggle, and some of the old fellows did the most spiteful work. The game lasted only a short time because the stakes could not be kept free and was won by Yellow Hill.

FULL TICKET. The Buncombe Prohibitionists Nominate One Today. W. H. Malone presided over the Buncombe county prohibition convention here today. The following ticket was nominated: For the legislature, Dr. J. A. Reagan and Rev. Albert E. Brown; sheriff, R. H. Weaver; register of deeds, A. H. Starnes; treasurer, W. E. Logan; coroner, W. C. Stradley; surveyor, Edward Candler. Resolutions were adopted declaring that the Buncombe Reformer is not the organ of the prohibition party in Buncombe, and criticizing editorials of that paper.

THE LIGHTING OF THE CITY TRANSFERRED TO THE WEST ASHEVILLE COMPANY. The New Company Intend To Utilize a Big Water Power Out On the Hominy and Promise to Give Plenty of Light.

A deal in electric light affairs has been consummated whereby the city's lighting contract goes into new hands. A lot of money will be spent by the new contractors to make the thing a success. The deal is between the People's Light, Heat and power company and the West Asheville Improvement company, and the city government is an acquiescent third party. At yesterday's meeting of the board of aldermen the People's company was given a two years' extension, till 1897, of its present contract. By the agreement between the two companies the contract is transferred from the People's Light, Heat and power company to the West Asheville Improvement company. The water power of Hominy creek will be developed on a large scale. A stone dam 30 feet high and 250 long will be built on the Stevens site, five miles from Asheville and two miles southeast of Sulphur Springs. This site was purchased by E. G. Carrier last spring. The plant will be located here and machinery enough will be put in to run 150 arc lights, and 4000 incandescents and to supply 300 horse power for motor purposes. The cost of this, it is stated, will approximate \$200,000. Work will begin next week. It will require some time to complete the new plant and Mr. Carrier says that for the present the city lights will be furnished from the plant of the People's company. A fifty light machine will be put in at the power house of the West Asheville and Sulphur Springs railroad in a few days and this will contribute to the lighting of the city until January 1, when the new plant will be ready. The Thompson-Houston system is to be used when the plant is finished.

THE BAL POUDRE. A Brilliant and Successful Affair at the Battery Park. The bal poudre given at the Battery Park hotel last night by the lady managers of North Carolina's interests in the World's Columbian exposition was a grand success. The ladies' toilets were elegant and the poudre effect upon the gentlemen made them cavaliers. The ball room was almost filled with the Battery Park contingent and the attendance from the other hotels and from among the society people of the city swelled the throng to a multitude. The financial assistance gained was considerable. The Battery Park orchestra, led by Prof. Pearson, furnished the music. Among those present were: Mr. and Mrs. McNamara, Mr. and Mrs. W. T. Pennington, Mrs. Dr. S. W. Battle, Mr. and Mrs. Chas. Price, Mr. and Mrs. R. M. Butler, Mrs. Knowles, Maj. R. S. and Mrs. Tucker, Mrs. Wm. Mahone and daughter, Mr. and Mrs. A. J. Lyman, Mr. and Mrs. Carrere, Mr. and Mrs. Hazard, Mrs. Spofford, Hon. and Mrs. Richmond Pearson, Mrs. Collier, Mr. and Mrs. B. M. Wilson, Mrs. Alexander, Mr. and Mrs. Calderon Carlisle, Mrs. Verdery, Mrs. John Winder, Mrs. Boylan, Mrs. Pace, Mr. and Mrs. Sam Langdon, Mr. and Mrs. Gable, Misses Lillian Hancock, Lena Hancock, Beaker Springs, Misses Tucker, Belle Bond, Blanche Williamson, Ever Lawson, the Misses Miller, Miss Houghteling, Miss Spofford, Miss Brodie, Miss Emily Hazard, Miss Burton, Miss Schoolfield, Miss Lily Moorehead, Miss Gray, Miss Trenholm, Miss Carrie Reynolds, Miss Verdery, Miss Pack, Miss Farnam, Messrs. D. C. Waddell, Jr., J. G. Merrimon, C. F. Pennington, at Branch, W. D. Williams, R. P. Foster, Robert Butler, H. D. Child, Col. Frank Coxe, Frank Huger, Dr. W. C. Browning, Asa Loomis, Clarence Sawyer, James Sawyer, John Child, T. S. McHee, Clarence Murphy, Capt. V. E. Melroe, J. G. Mackenzie, Thad Thrash, Mr. Stenhouse, Elmer Becker, J. S. Churchill, George Harrington, Thos. Spofford, C. F. Ray, Major Mallory, Dr. C. J. Oliveros, Wright Steadman, Frank Darby, W. S. Hastie, Mr. Phipps, J. Mott Morehead, Geo. C. Heck, K. W. Gamble, John M. Morehead, S. J. Langdon, John B. Kenney, Richard Taylor, Jr., B. J. Saunders, E. P. McKissick.

IN CAMP. The Veterans Appear to be Enjoying Themselves Here. Camp life began in dead earnest with the confederate veterans when Col. Lawrence M. Allen, as officer of the day, declared a guard of sixteen men at 3 o'clock yesterday afternoon and placed the little village of white tents under military law. Capt. G. M. Williams, Capt. B. J. Alexander and Lieut. Josiah Jones assigned the men to their quarters and managed to get as many of one regiment into a tent as possible. A practice drill took place at 6:30, followed by a dress parade. At first it was interesting to see how much confusion 300 old soldiers who had forgotten all the military doings they ever knew could get out of such simple orders as "right dress" and "about face," but they soon learned better under Capt. B. F. Patton's tutoring. The program arranged for today and tomorrow is as follows: Today—6 a. m., reveille; 8 a. m., practice drill; 10:30 a. m., speaking by prominent men; 1 p. m., dinner; 6 p. m., practice drill; 7 p. m., dress parade; 10 p. m., taps. Tomorrow—6 a. m., reveille; 11 a. m., sermon by Rev. J. K. Connolly; 1 p. m., dinner; 5 p. m., sermon by Rev. James Morrison. The veterans listened to several addresses today. Col. J. M. Ray called attention to the lack of interest shown by public men and business men in the reunion. Hon. James H. Merrimon spoke admirably for half an hour in justification of the south's part in the civil war and appealed to the old soldiers to down the force bill by their votes. W. W. Stringfield, J. M. Gudger, R. B. Vance, Hon. Theodore F. Davidson and Nat Atkinson also spoke. General Davidson wore a long grey coat that belonged to his Confederate uniform.

At Grace Chapel. Bishop Lyman will preach tomorrow morning in Grace chapel on the Beavertown road, two miles and a half north of court square. There will be a special offering on this occasion which is to be used towards paying the debt on the new parsonage now occupied by the Rev. Wm. F. Rice.

Antimigraine THE NEVER FAILING CURE FOR HEADACHE Absolutely Safe, Perfectly Sure, and Always Speedy. Cures Every Variety of Headache AND NOTHING ELSE. ANTIMIGRAINE Has earned for itself the enviable reputation of being the finest, most effective and reliable article in the market for the speedy relief and cure of every variety of that common trouble, headache. The immense favor which has greeted it from all quarters proves its true merits and acceptability to the public. It is something which almost everyone needs, and those who have once tried it will never be without. For its curative powers it does not depend upon the subtle influences of such poisonous drugs as Antipyrine, Morphine, Chloral and Cocaine, since it does not contain an atom of either of these. It is absolutely free from injurious chemicals, and can be taken by young and old without fear of serious results. It is not a Cathartic, does not disarrange the stomach, and contains no noxious or sickening ingredients. The peculiar advantages of Antimigraine consist in its being thoroughly reliable as a cure for any kind of headache—without respect to cause—leaving no unpleasant or annoying after effects, as in the case of other so-called "harmless" remedies. These qualities make it the most popular and saleable article in the market, wherever known. FOR SALE AT GRANT'S PHARMACY.



A BIG REDUCTION. In order to close I will sell my entire line of Puff Bosom Shirts At a reduction of 33 1-3 PER CENT. These are fresh, stylish goods and right in season. All summer goods at a reduction. F. E. MITCHELL, MEN'S OUTFITTER, 28 PATTON AVE. GENUINE AUSTRALIAN LENSES. I am devoting all of my time to study of the eyes and to the peculiar formation of the lenses. I warrant all spectacles I furnish give entire satisfaction in all cases, and can suit any one on first examination of eyes. E. WEXLER, NO. 17 NORTH MAIN ST., ASHEVILLE, N. C. BLACKNER'S COPY HOLDER and WRITING TABLET COMBINED. Call and see it or send for circular. Price \$1. W. D. GASH & CO., Telephone 162. 16 Court Place. RAY'S Reliable reduced railroad rates. Bought and Sold. C. F. RAY, 28 S. Main Street. Member American Ticket Brokers' Ass'n. TRY THE MOLE STEAM LAUNDRY THE VERY BEST WORK. R. B. WILLIS, MANAGER. CHURCH STREET, TELEPHONE 70.