GENERAL NEWS

If John Wanamaker can be induced to become a candidate for the presidency of the Reading Railroad company there will probably be three tickets in the field at the annual meet ing in January. President Harris will, of course, be a candidate for re-election and Isaac L. Rice has announced that he will head a ticket of his own making. Already there is a demand for proxies on the part of friends of the various candidates, and quite a little sensation was created in financial circles Saturday when it was learned that the Olcott-Earle reorganization committee will be glad to receive proxiss in blank to be voted as the committee directs. Who the committee favors is not known, but it is supposed to be Mr. Mr. Rice polled last January about 150,000 shares, but it is probable that the vote for him at the coming election will fall considerably below this figure, as some of his former friends are now in the Earle-Olcott underwriting syndicates.

Waring Brothers & company have filed statements in suits against the Pennsylvania Railroad company to recover \$2 300,000. The suits were originally brought in 1877 and 1880, but were not pressed until now. The plain-tiffs were in the oil business, and between Nov. 30, 1873, and March 1, 1875, shipped from Oil City and other points over the Pennsylvania railroad to Phila-deiphia, 477,774 barrels of oil, on which is claimed the defendants overcharged \$679,299 and which the letter promised to repay. The second suit is for \$1,500,000 damages. The plaintiff states that they invested \$1,200,000 in their plant, that the Alleguenv Rail-road company, the Standard Oil com-pany, the Atlantic Storage company, Warden, Frew & company and Lock-bard & Frew, conspired to prevent the plaintiffs from shipping their petroleum over the railroads at an equitable rate, charging them four times as much as other shippers paid and out of the overcharge paying large sums to the plaintiffs competitors. Warden, Frew & company, Costwick & company, J. D. Arcabald, Charles Pratt & company, the Standard Oll company, Lockhard & Frew and others. As a result, it is alleged, the plaintiffs were forced to abandon their business. This suit reminds one of the coke suit against the Lehigh Valley. Talking with a Dispatch reporter the

other day, a gentleman prominently interested in new railroad enterprises said: "Pittsburg will have a direct connection with Buffalo and New York in less than a year. Within two years new trunk lines will center here, extending to Boston on the east and Chicago on the west. This is not speculation. It is a positive fact. A bid had just been received and opened for the construction of that portion of the line from a point on the Beech Creek road known as Catfish to Pittsburg. Within fifteen or twenty days the contract will be let. It will stipulate that work shall begin immediately on the north ern end of the line, so that by early spring the road will be ready to operate to Butler. A traffic agreement will have been effected by that time besween the Pittsburg and Western railroad similar to that now ex isting between the Pittsburg and Western and the Shenango lines, by which the Beech Creek years will be required to build the line from Butler to Pittsburg. There will be at least one long tunnel to build and two bridges, one of which will be very large, and more than a year will be required for its construction. The contracts for the Philadelphia and Pittsburg branch route have already been awarded, and the work is now going on. The Philadelphia and Pittsburg branch line is to be 112 miles long, connecting with the Beech Creek road at Mehaffey, which is only a few miles from Catfish, and passing through Indiana county to the Loyalhanna creek valley will follow it to Latrobe and thence on to a point on Youghiogheny river, where it will connect with the Pittsburg, McKeesport & Youg-

The anthracite coal statement for the week ended Sept 29 shows shipments aggregating 972 977 tons, a decrease over the corresponding week last year of only 21,393 tons, all which decreas. and more, came from the Wyoming re-gion, as the Lehigh and Schuyikill re-gions both show increases, the former 25,318 tons and the latter 33,950 tons. The latter regions, therefore, either exceeded their allotment, or were behind their percentages in the preceding weeks of the month. The full statement is appended:

Regions. Sept. 29, '94, Sept. 29, '93 Dif. Wyoming: Tons 462,527 542,188 Dec. 80,66 Lehigh .. Tons 182,190 156,872 Inc. 25,31 Schuylkill .. Tons 322,250 291,310 Inc. 35,05 Total......972,977 994,370 Dec. 21,393 Total y'r to date.29,563,046 31,221,931 Dec 1,658,922

The revival of coal and coke business in the Connellsville region has been unexpectedly heavy of late and the railroads are unable to supply enough cars to accommodate the increasing traffic. I was said Saturday at the Baltimore and Ohio railway offices that the company would be able to utilize 2,000 additional cars in the next six weeks on the Pittsburg division alone. At the same time the other divisons, while not so much in need, are too much pushed to be able to help out on the Pittsburg divison. The coal and coke is being hauled principally to the west, and some of it can be sidetracked for a while. The officials think they can eatch up with the demand without ordering new cars unless it keeps up longer than is now anticipated.

The work of the new high pressure or reinfereing brake of the Westing-house company, which was given a test with one of the Pennsylvania railroad's standard passenger trains on the main line between Downington and Ship Road station, on Tuesday, was entirely satisfactory, and the railroad company has decided to equip all of its high speed passenger trains with the new brake. The test between it and the emergency brake now in general use illustrated the ability of the new brake to bring to a standstill a train running at the rate of sixty miles an hour within a distance of 1,300 feet, as compared with 1,700 feet with the present brake. The new brake differs only at present in the addition of an extra or reinforcing valve, which can be attached to all the present brakes, thus obviating the construction of entirely

MINOR INDUSTRIAL NOTES: The Phoenix Iron works is said to be busier and to be employing more men at present than for two years past. Second Vice-President King, of the Bal-timore and Ohio, is in Europe, and, in con-versation with parties interested in Amer-

ican railways, said American railways are again showing better results from operating them. He thought no more parallel roads would be built in the United States. The freight movement over the Allegheny Valley continues very heavy; every car is in use, and it is believed business will hold up nutil lake navigation.

The Chicago Tribune says never before in the history of American railways has the freight rate situation been so bad as at present—not only western, but eastern as well.

A gentleman in a position to know says that Mr. Wanamaker's friends are quietly making an active canvass for the Reading presidency in his behalf, and have been large buyers of the stock.

John B. Mitchell who, for fifteen years was bridge superintendent on the Wabash system, but who has been with the Big Four three years, has been appointed pur-chaser of ties for the entire Big Four sys-tem, quite an important position. William F. Shunk, chief engineer of the

proposed intercontinental railway from he Isthmus of Tehauntepee to South Peru, has completed his report. He estimates the cost of the road, complete and equip-ped ready for service, at \$45,000 a mile. The general merchandise of the railroads hereabouts is showing considerable improvement; the freight departments of the various lines in the city are busier than they have been for sometime. All classes of freight are offered, and officials think that business will greatly improve.

The National Boring and drilling company, of Scranton, who have the contract for sinking the new artesian well of the Diamond Water company, at Hazleton, are constructing a team road from the present dams of the Diamond water company to the proposed location of the new well

The Baltimore and Ohio is now expend-ing more money on roadbed improve-ments than either of the trunk lines. This fall it is laying a large mileage of new steel rail, weighing seventy-five pounds to the yard, and rebuilding a large number of bridges, some of them a width of four tracks.

The Evans Coal company, of Beaver Meadow, who have been prospecting with a diamond drill have cut the Buck Mountain vein about 100 feet below the present bottom of the vein. The thickness of the vein is six feet, the best they have ever had. A four foot vein was the thickness barrenty. thickest heretofore.

The Iron Trade Reviewsays: "The most mportant development of the week iron and steel is the announcement of the transplanting to the United States of the Otto Hoffman system of coke making with by-product recovery, and the decision to erect the first plant at Johnstown, Pa. This step is significant of the determina-tion of the steel masters of this country to be armed with every economy against all competitions that new conditions may bring from without."

SIFTING WHEAT FROM CHAFF.

Phi adelphia Record. In the inevitable discussion which must arise in regard to the A. P. A., or American Protective association, it is necessary to carefully distinguish it from the American Protestant association. The latter is a highly respectable and worthy organization, having nothing in common with the former. There is nothing partisan in the American Protestant association, its aim being wholly benevolent and charitable. It is secturian only in the sense that it excludes Catholics from membership, just as there are Catholic benevolent associations that do not admit Protestants to membership.
With this explanation in mind the public will not confound a truly meritorious or-ganization with a secret partisan cabal whose aims are not compatible with good citizenship or good government.

THAT TIRED FEELING which is so common and so overpowering is entirely driven off by Hood's Sarsaparila, the best blood purifier. Hood's Sarsaparilla overcomes

Hoon's Pills are the best after-dinner pills, assist digestion, cure beadache. 25c.

and the Buffalo, Rochester and Pitts-burg roads will run cars directly into Pittsburg. It is estimated that two of far more importance. Dr. Wood's Norway Pine Syrup is guaranteed to cure coughs and colds. Sold by all dealers on a guarantee of satisfaction.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds. New York, Oct. 6.—Speculation at the Stock exchange was quiet today, but the understone of the market was decidedly strong. There was a material gain in prices, the improvement having ranged from % to 1% per cent. Today Chicago Gas rose 1% to 75% and there were rumors that the bears were endeavoring to make a private settlement. In the Grangers, St. Paul rose to 62%, Burlington and Quincy to 73% and Northwest to 103%, Western Haton, Reseling and Northwest co. Union, Reading and Northern preferred, were all strong and in demand. Sugar was firmer, advancing to 80%. The market closed strong at or near the best figures of the day. Total sales were 65,273 shares. The range of Saturday's prices for the are tive stocks of the New York stock market ac given below. The quotations are furnished The Tribuse by G. du B. Dimmick, manager of William Line. Allen & Co., stock brokers, 412 Spruce street, Scranton:

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2	Manhattan	4.78	2077	0.178
-	Mich. Cent		****	****
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a Cough with a Weak System, Consumption with Weak Lungs, or Disease with Loss

Scott's Emulsion

the Cream of Cod-liver Oil. for any ailment resulting from poor nourishment. Physicians, the world over, endorse it.

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Coal of the best quality for domestic use, and of all sizes, delivered in any part of the city orders left at my office.

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Epecial contracts will be made for the sale and delivery of Buckwhent Coal.

WM. T. SMITH.

Mo. Pac	28%	2884	281
Nat. Cordage 1234 Nat. Lead 39	1334	39	122
New Jersoy Cent	****	****	***
N. Y. Central	****	****	***
N. Y. & N. E	****	****	***
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Wabash pr. Western Union 88%	9854	8334	885
New York Produ	ce Me	ricat	

NEW YORK, Oct. 6.-FLOUR-Dull and

NEW YORK, Oct. 6.—FLOUR—Dull and weak; light jobbing demand.
WHEAT—Dull; Mc. higher: No. 2 red. store and elevator, 55%c; affoat, 56c; f. o. b. 56%s57c; ungraded red. 50s.56c; No. 1 nor hwestern, 65c; options—October, 55%c; November, 56%c; December, 57%c; May 62%c.
CORN—Dull, firm, and unchanged; No. 2, 56%c; elevator, 56%c, affoat; options closed steady; October, 56%c; November, 56%c; December, 54%; March, 54%c; May, 54%c

closed steady: October. 56%c.: November, 56%c.: December, 54%: March. 54%c.: May, 54%c.

Oxrs—Fairly active, white firmer; options dull. %a%. lower, easier; October, 32%c.: November, 33%c.: December, 34%c.; November, 33%c.: No. 2 white, November, 37c.: Spot prices—No. 2, 31%a32c.; No. 2 white, 36%a36%c.; No. 2 Chicago, 38%a36%; No. 3, 34%c.; No. 3 white, 35%a55%c.; mixed western, 83%a34%c.; white do, and white state, 35%a59..

Ber-Dull; tierced beef dull, cut meats quiet, unchanged.

BEST — Dull; tierced beef dull, cut meats quiet, unchanged.

LARD — Dull, steady, western steam, \$8; city, 73cc.: October, \$8.00; January, \$7.85; refined, dull, continent, \$8.40; South America \$9.00; compound, 6a03cc.

BUTTER—Steady, quiet, easy; state dairy, 14a233cc; do. creamery, 13a253cc; Pennsylvania do., 18a253cc; western dairy, 13a17c; do. creamery, 15a26c; do. factory, 12a153cc; elgins, 253ca26c; imitation creamery, 14a19c.

Chesse—Opiet and firm.

CHESSE—Quiet and firm.

EGGS—Quiet, easy; state and Pennsylvania, 19a20c.; ice house, 15a16\(\frac{1}{2}\)c.; western fresh, 17a19c.; do per case \$2.25a

425. limet 1812c. 4.25; limed, 161/4c.

Philadelphia Tallow Market. Philadelphia Tallow market.

Philadelphia, Oct. 6.—Tallow is dull and weak. We quote: city, prime, in hogsheads, 4%c.; country, prime, in barrels, 4%c.; country dark, in barrels, 4%c.; cakes, 5c.; grease, 4c.



For nearly fifty years this wonderful rem-dy has proved itself the best, quickest, saf-est and surest antidote for pain in he world. THE TRUE RELIEF.

THE TRUE RELIEF.

RADWAY'S READY RELIEF is safe, reliable and effectual because of the stimulating action of the body, adding the to the one and inciting to renewed and increased vizor the slumbering vitality of the physical structure, and through this nealthful stimulation and increased action the cause of the PAIN is driven away and a natural condition restored. It is thus that the READY RELIEF is so admirably adapted for the CURE OF PAIN and without the risk of injury which is sure to result from the use of many of the so-called pain remedies of the day.

In using medicines to stop pain we should avoid such as inflict injury on the system. Opium, Morphine, Ether Cocaine and Chiorai stop pain by destroying he sense of perception, when the patient loses the power of feeling. This is the most destructive practice; it masks the symptoms, shuts up, and, instead of removing trouble, breaks down the set much liver and bowels, and, if continued for a length of time, kills the nerves and produces lecal or general paralysis.

There is no necessity for using these uncertain agents, when a positive remody like RADWAY'S RELADY RELIEF will stop the most execuciating pain q, loker, without entaining the least difficulty in eit er infant or adult.

A CURE FOR ALL

A CURE FOR ALL

Dysentery, Diarrhea,

Cholera Morbus. A half to a teaspoonful of Ready Relief in a half tumbler of water, repeated as often as the discharges continue, and a flannel saturated with Ready Relief placed over the stomach and bowels, will afford immediate relief and som effect a cure.

A half to a teaspoonful in half a tumbler of water will in a tew minutes cure Cramps, Spasme, Sour Stomach, Heartburn, Nervousness, Sleeplessness, Bick Readacho, Diarrhea, Dysentery, Colic, Flatulency and all internal pains.

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RADWAY'S READY RELIEF Not only cures the patient seized with this terrible for to settlers in newly-settled districts, where the Malaria or Ague exists, but if people exposed to it will every morning, on getting out of bed, take twenty or thirty drops of the Ready Relief in water, and eat, say, a cracker, they will essape attacks. This must be done before going out.

There is not a remedial agent in the world that will cure Fever and gue and all other Malarious. Bit our aided by RADW YS PLLS, so quick as RADWAY'S READY RELIEF.

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DY SPEPSIA

Dr. Radway's Pills are a cure for this complaint. They restore strength to the stomach and enable it to perform its functions. The symptoms of Dyspensia disappear, and with them the liability of the system to contract diseases. Take the medicine according to directions, and observe what we say of "False and True," respecting diet.

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MHLTON W. LOWRY, Att'ys, 227 Washing C. H. VON STORCH, ton av., C. H. square JAMES W. OAKFORD, Attorney at Law. rooms 63, 64 and 65, Commonwealth bTg. SAMUEL W. EDGAR, Attorney at Law Office, 317 Sprucest., Scranton, Pa. L. A. WATRES, Attorney at Law, 423 P. P. SMITH, Counsellor at Law, Office, rooms 54, 55, 56 Commonwealth building C. R. FITCHER, Attorney at Law, Com monwealth building, Scranton, Pa.

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HENDRICK HUDSON Under the management of Mrs. Jennie Kimball.

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NEW SCENERY AND EFFECTS,
GORGEOUS COSTUMES. Sale of seats opens Friday at the box office

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In Mark Twain's Great Comedy Presented by a Strong Cast.

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The Great I aughling Succe-s, the Bright and Breezy Comedy. Charley's Aunt

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N WYORK 350 NIGHTS BOST N 203 CHICAGO 100

Presented here with an exceptionally strong cast. Sale of Seats opens Tuesday, Oct. 9.

CENTRAL RAILROAD OF N. J.

LEHIGH AND SUSQUEHANNA DIVISION Authracite coal used exclusively, insuring cleanliness and comfort. TIME TABLE IN EFFECT MAY 20, 1894.

Time Table in Effect May 2), 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a.m., 12.50, 2.03, 3.30, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a.m., 100, 2.15, 7.10 p. m.

For A lantic City, 8.20 a.m.

For New York, Newark and Elizabeth, 8.30 (express) a.m., 12.50 (express) with Buffet parlor car), 8.30 (express) p. m. Sunday, 2.15 p. m. p. m.
FOR MAUCH CHUNK, ALLENTOWN, BETFILE,
FEM, EASTON and PHILADELPHIA, 8.39 a.m.,
12.50, 3.30, 5.00 (except Philadelphia) p. m.
Sunday, 2.15 p. m.
For Long Branch, Ocean Grove, etc., at
8:0 a.m., 12.50 p. m.
For Reading, Lebanon and Harrisburg, via
Allentown, 8:20 a. m., 12.50, 5.00, p.m. Sunday,
2.15 p. m.

Allentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday, 215 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

Returning, leave New York, foot of Liberty street, North river, at 4.10 (express) a. m., 1.10, 1.29, 4.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.

Leave Philadelphia, Reading Terminal, 2.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,

Gen. Pass. Agent.

J. H. OLHAUSEN, Gen. Supt. EHIGH VALLEY

Junctice, 8.08 a.m., 1.20, 8.50 p. m., via E. & W. R. R., 8.41 p. m.
For Elmira and the west via Salamane., via D. & H. R. R. 8.46 a.m., 13.0 and 8.07 p. m. via D. L. & W. R. R., 8.08 a.m., 1.20 and 8.07 p. m. Pullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wikes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.
ROLLIN H. WILBUR, Gen. Supt. CHAS. S. LEE, Gen. Pass. Ag't, Phila. Pa. A. W. NONNEMACHER, Asa't Gen. Pass. Ag't, South Bethlehem, Pa.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.
Trains leave Scranton as follows: Express for New York and all points East. 1,40, 250, 518, 800 and 9,50 a. m.; 12,50 and 2,50 p. m.
Express for Easton, Trenton, Philadelphia and the South, 5,13, 8,00 and 9,51 a. m.; 12,50 and 3,50 p. m. Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.53 a. m.; 12.55 and 3.50 p. m.
Washington and way stations, 3.55 p. m.
Tobyhanna accommodation, 0.10 p. m.
Expr as for Binghamton, Oswego, Elmira, Corning, Bath. Dansville, Mount Morris and Buffalo, 12:10, 215 a. m. and 124 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.
Bath accommodation, 9 a. m.
Binghamton and way stations, 12.37 p. m.
Nicodion accommodation, at 4 p. m. and 610 p. m.

6.10 p. in.

Binghamton and Elmira Express, 6.05 p. m.

Express for Cortland, Syracuse, Oswego,
Utica and Richfield Springs, 2.15 a. m. and 1.36 Utics and Richfield Springs, 2.16 a. m. and 1.27 p. m.

Hisca, 2.15 and Bath 9 a. m. and 1.24 p. m.

For Northumberland Pittston, Wilkes-Barre,
Plymouth, Bloomsburg and Danville, making
close connections at Northumberland for
Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations,
600, 955 a. m. and L39 and 607 p. m.

Nanticode and intermediate stations, 8.08
and 11.30 a. m. Plymouth and intermediate
stations, 2.59 and 8.57 p. m.

Pullman parlor and sleeping coaches on all
express trains. express trains.

For detailed information, pocket tims tables, etc., apply to M. L. Smith, city ticket office, 325 Lackswanna avenue, or depot ticket office.



DELAWARE AND HUD-SON BAILROAD.

Commencing Monday, July 30, all trains will arrive and depart from the new Lack-awanna avenue station as follows:

Trains will leave Scranton station for Carbondale and intermediate points at 220, 5.45, 7.08, 825 and 10.10 a.m., 12.00, 2.30 and 5.15 p.m.

For Farview, Waymart and Honesdale at 7.00 8.25 and 10.10 a.m., 12.00, 2.30 and 5.15 p.m.

For Albany, Saratoga, the Adirondacks and Moutreal at 5.45 a.m. and 2.30 p.m.

For Wilkes-Barre and intermediate points at 7.45, 8.45, 2.38 and 10.45 a.m., 12.05, 1.20, 2.38, 6.00, 5.10, 6.05, 9.15 and 11.38 p.m.

Trains will arrive at Seranton Station from Carbondale and intermediate paints at 7.40, 8.40, 9.34 and 10.49 a.m., 18.00, 117, 2.84, 3.40, 6.54, 5.55, 7.65, 9.11 and 11.33 p.m.

From Honesdale, Waymart and Farview at 9.34 a.m., 12.00, 117, 3.00, 5.55 and 7.45 p.m.

From Montreal, Saratoga, Albany, etc., at 6.54 and 11.35 a.m., 116, 2.14, 8.39, 3.10, 6.08, 7.20, 9.08 and 11.56 p.m.

ERIE AND WYOMING VALLEY RAIL
Trains leave Scranton for New York and intermediate points on the Erie railroad at 4.35 a. m. and 3.24 p. m. Also for Honesdale, Hawley and local points at 6.35, 9.45 a. m. and 3.24 p.m.
All the above are through trains to and from Honesdale, an additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scranton from the Lake at 5.45 p.m.
Trains leave for Wilkes-Barre at 6.40 a. m. and 3.41 p. m.

AMUSEMENTS.

THE FROTHINGHAM Tuesday oct. 9 and 10 Matines 2.80 Wedn'sd'y Rice's Surprise Party

100_PEOPLE_100 In the Big Operatic Extravaganza

ACADEMY OF MUSIC OWN | Costumes! Additional Orchestra.

Curtain rises at 8 o'clock sharp, each night; 2 30 at matinea. Prices, \$1,57, \$1.00, 75c, and 50c; Gallery, 25c. Sale of Seats commences Saturday at 9 a. m.

ONE GRAND NIGHT OF MUSIC The Prize Winners'

Gigantic Musical Festival A Monster Reproduction of the Laurel Hill Park Festival

On an Elaborate Scale at The Frothingham,

THURS | OCT. 11, ONE NIGHT THE MENDELSSOHN SOCIETY,
MRS. THOMAS' FEMALE PARTY,
THE UNITED CATHOLIC CHOIR,
EVOLUTE

OF VOLUMES

OF THE VOLUMES

OF THE VOLUMES

OF THE VOLUMES THE DRUID GLEE CLUB. 60 VOICES.
MALE CHORUS
THE LIEDERKRANZ SOCIETY,

THE CHILDREN'S CHORUS, & VOICES
Grand Double Quartette—Quartette—
Duet, Solo Singers.

NELLIE CHANDLER'S BOSTON LA. DIES'S YMPHONY ORCHESTRA Secure your seats at box office. Prices \$1.00, 75c., 50c., and 25c.

SPECIAL NOTICE—Owing to the extended length of the programme, concert will commence at sharp 8 o'clock. THE FROTHINGHAM

SATURDAY MATINEE AND NIGHT, OCT. 13, QUEEN COMEDIES

UNDER THE DIRECTION OF

400 NIGHTS IN LONDON 100 NIGHTS IN NEW YORK

Mr. Gustave Frohman.

FUN, LAUGHTER, MERRIMENT. Sale of Seats Thursday morning. Regular Prices.

THE FROTHINGHAM

SPECIAL GRAND CONCERT

MONDAY, OCTOBER 15, Under the Direct Auspices and Management of the BOARD OF LADY MANAGERS

St. Luke's Kindergarten The following artists will appear: MME, LILLIAN BLAUVELT The foremost American Prima Donna Soprano.

MISS DRAEGER in German Songs. MR WALLER in English Ballads. MR. JOHN WATKINS, Bass Soloist, MR. GEO, B. CARTER, Organist. Reserved Seats, 50c., 75c, and \$1. Diagram open at Powell's Thursday, Oct. II. Tickets on Sale at Price's Cash Store, Washington avenue, and Scramton Supply Co.'s Store, Wyoming avenue.

Javis Monday, Tuesday and Wednesday October 8, 9 and 10,

THE EMINENT ACTRESS, MISS LISLE

In Her Celebrated Councily Success Entitled By Henry Hamilton, author of "Harvest,"
"Moths," "A Shadow's Sceptre,"
"The Royal Oak," etc.

ADMISSION, 10, 20 OR 30 CENTS Two Performances Daily at 2 30 and 8.15 p.m. Wm. Linn Allen & Co.

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& dus DIMMICK, Manager. TELEPHONE 5,002.

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