

THE LAST WEEK OF Norton's Fire Sale

At the Old Store, Lacka. ave., which must be cleared out next week for the plasterers, and the men to take down the old front and get ready for a modern new front, similar to our neighbors'. What's left of damaged stock almost given away free. Ivory Finish Pressed Papers, Elegant Wide Ingrain Papers, best grade of goods made, low priced papers for tenements, Blank Books, Stationery, etc., Wall and Frame Moldings, at prices regardless of value, rather than mix with new stock.

A Foe to Dyspepsia

GOOD BREAD USE THE

Snow White FLOUR

And Always Have Good Bread.

MANUFACTURED AND FOR SALE TO THE TRADE BY

The Weston Mill Co.

BEWARE OF COUNTERFEITS

THE GENUINE POPULAR

Punch Cigars

HAVE THE INITIALS

G. B. & CO.

IMPRINTED ON EACH CIGAR.

Garney, Brown & Co. Mfr's Court House Square.

PERSONAL.

Es-Lieutenant Governor Waines was a Monday visitor in Philadelphia. Alderman Post is absent from the city attending the funeral of a relative. He expects to return tomorrow afternoon. Alderman John Fitzsimmons went to Wilkes-Barre yesterday, giving evidence in the case of the Ancient Order of Foresters versus Newton. The alderman received a subpoena to produce his docket.

ORIGIN OF AN APT TITLE.

How the Pseudonym, "Nickel Plate Road," Came to Be Applied to the New York, Chicago & St. Louis Railroad. The story goes that shortly after the New York, Chicago and St. Louis railroad, or, as it is better known, the Nickel Plate road, was constructed, it underwent a change of control, and on an inquiry being made of one of America's best known millionaires as to what had been paid for it, he replied, evasively: "Why, sir, more could not have been paid for that road had the rails been nickel plated."

Acting on the suggestion that this answer offered, the service in all its different departments was improved, until, today, it is The Nickel Plate Line of America, with powerful locomotives, prompt as to time, comfortable coaches, nicely decorated, richly upholstered and easy riding dining cars, in which the welfare of the inner-man is carefully looked after and satisfied; Wagner palace buffet sleeping cars, and substantial stations. These, added to the fact of its being the shortest line between Buffalo and New York via Erie, Cleveland, Fostoria and Fort Wayne, with through sleeping cars, from Boston and New York to Chicago, via Pithsburg and West Shore railroads, all combine to make it the popular line between Buffalo and any point in the south and west.

DIRECTORY WAR ENDED.

Publisher Williams Sells His Scranton Right to James J. H. Taylor. Negotiations were concluded yesterday by which James J. H. Taylor has secured from J. E. Williams the sole right and title to the Scranton City Directory formerly published by Mr. Williams, together with an assignment to Mr. Taylor of all the orders secured by Mr. Williams during his recent canvass for the 1895 directory. Mr. Taylor will at once renew his canvass for the directory announced by him several weeks ago; and his promise is that the work to be published by him shall be first-class in every particular. Mr. Taylor, it will be remembered, has had extended experience in the directory business, in Scranton and elsewhere; and his promise will be accepted as genuine by all who are acquainted with him.

POLICE COURT JOTTINGS.

Bridget Lavelle, a frequent visitor to the West Side police station, was discharged on Monday upon a charge of drunkenness, and vowed with great emphasis that she would never trouble the officers again. She kept her pledge for two hours and was again arrested after having what she termed "a beautiful drunk." She was ready yesterday morning to renew her pledge, but was given fifteen days in the county jail to consider the matter. Frank Giver was yesterday committed to the county jail for thirty days for ordering and eating a sumptuous supper at 297 Lackawanna avenue on Monday night. The Italian was hungry and saw the notice which set forth the menu, and walked in and accepted the invitation. When through with the meal he declared he had not a cent, but subsequently got thirty days in the county jail.

NEWS OF THE RAILROADS

Three Fast Engines on the New York Central and Hudson River Road.

ALL ARE RECORD BREAKERS

What Thomas, of the Erie Railroad, Says About Clerical Tickets—Jersey Central Wants to Enter Hazleton—Items of Local Interest.

The Albany Argus has an interesting article on "Three Famous Locomotives," in which it states that Engine No. 999 of the New York Central and Hudson River railroad is still the queen of all locomotives. Her run of 436 1/2 miles in 42 1/2 minutes stands as a world's record, and her mile in thirty-two seconds has never been equaled in this or foreign countries. But it is more than probable that within the next few months the New York Central officials will order one of these records broken by another engine, and will then give the 999 an opportunity to enter the record breaking business again.

Engine 888 and 870 came out of the New York Central shops, at West Albany, where the 999 was built. The 870 will be re-christened, and will be known as the 777. They are in the shop regularly on the Empire State express, and the company is experimenting by running them first on one division and then on another, under different engines.

At present the 999 takes the Empire State express from New York to Albany, the 888 from Albany to Syracuse, and the 870 from Syracuse to Buffalo. The engineers of the three flyers are: 999, Archie Buchanan and Dennis Cassin; 888, Thomas Dormady and Edward Chase; 870, James Foyle and Matthew Reagan. The other day Mr. Chase left Albany with the Empire State express thirteen minutes late. The distance, ninety-five miles, was made in ninety-six minutes. Mr. Dormady claims that he made the run from Utica to Albany in ninety minutes a few days ago, and adds "I made thirteen miles in ten minutes last night, and could have kept up that speed all day. Considering the run of ninety-five miles in ninety minutes, I believe that I could make 100 miles in 175 minutes. That may sound like bragging to some people but I am sincere in making the statement. The 870 made the 86-mile run without the least bit of trouble, and could have done it much quicker."

The difference between the speed which an ordinary engine can make and the average speed of the 999 is shown in a run made by that engine last Thursday week. The engine left Syracuse one hour and ten minutes late with the St. Louis express. The train consisted of eleven cars, and had two stops to make, one at Utica, and one at Schenectady, and arrived in Albany on time, the one hour and ten minutes having been made up in a run of 125 miles. The engine of the "C" of Scranton declined to back his engine to break this record.

Of a Local Nature. Frank Koone, who runs passenger engine No. 83 on the Delaware and Hudson between Carbondale and Wilkes-Barre, comes from a family of engineers. His father is still one of the Delaware, Lackawanna and Western engineers, and claims that he can give his son, Frank, ten yards in a 100 yards handicap. Frank Koone also received his training on the Delaware, Lackawanna and Western, and is popular among the boys through the valley.

William Schwell, painter, who for many years was employed in the car shops, died at an early hour yesterday morning at the Moses Taylor hospital. Mr. Stillwell had suffered severely from a dropsical attack and for some time his friends had despaired of his recovery. The remains will be taken to Bellevue, N. J., on the Delaware, Lackawanna and Western 8 o'clock train this morning for interment in that place.

Assessment No. 41 has been issued by the Mutual Aid society consequent upon the death of Michael V. Smith, who died from congestion of the liver. The amount is for \$1,000, and the limit expires on March 29.

No. 57 engine of the Delaware, Lackawanna and Western is in the machine shops for a general overhauling.

Rev. Thomas Bell will address the noon meeting at the machine shops today.

General Railroad Notes. President Thomas, of the Erie railroad, was recently interviewed in relation to the abolition of clerical half rate tickets on through trunk lines, including the Lehigh Valley railroad, and said: "The practice of issuing half rate tickets grew up in the early days, when ministers had to make the rounds of the circuit and preach in several churches every week. There is no reason at present, looking at the matter from a business point of view, why a minister should be given more privileges than are extended to the other professions."

The annual report of the Delaware, Susquehanna and Schuylkill railroad, just completed, shows some interesting statistics concerning this "baby" road, which is owned by the Coxes. The cost of the road is given at \$1,115,742.14; equipments, \$895,208.14; material and supplies, \$12,382.19; cash and current assets, \$74,917.75. Its capital stock is given at \$1,500,000. The report shows it has 372 employees, who received \$191,611.92 in salaries during 1894. The total tonnage carried during the year was: Freight, 39,527 tons; coal, 1,918,998 tons. There were 33,669 passengers carried. The company operates 3,949 miles of telegraph and telephone. There are twelve general officers, who receive an average of \$8.72 a day. The road paid a 44 per cent. dividend last year.

The announcement is made by General Passenger Agent C. G. Hancock, of the Reading Railroad company, of the appointment of C. J. Wickham as traveling passenger agent of the company, with office at 40 North Sixth street, Reading, to succeed Hayes Dickinson.

A Hazleton dispatch says: "The Central Railroad of New Jersey is preparing to come into Hazleton, a contract between the Delaware, Susquehanna and Schuylkill railroad is now a matter of consideration between the officials of the two companies. The Central will build a 'belt' line around Hazleton."

To ease the minds of its employees, the Grand Trunk has issued a circular notifying them that there will be no further reduction in the working or clerical force. Mail bags can now be taken on and delivered from trains running sixty miles an hour. This has been done recently on the Lake Shore by a new device which will soon be put on the market. F. N. Finney, of Milwaukee, one of the largest builders of railroads in the country, is of the opinion that the present year will be worse than 1894 for railway building. And that was bad

enough—on 1919 miles of new road, the smallest mileage in twenty years. There has been a steady decline in railroad construction for the last five years, the figures being approximately 5,670 miles in 1890, 4,282 miles in 1891, 4,178 miles in 1892, and 2,655 miles in 1893. Last year only 650 locomotives were built, whereas in 1890 there were 2,300 made. From an output of 103,000 freight cars in 1890 the product of the shops dropped gradually to 17,029 cars in 1894, the decrease last year being 34,000 cars, compared with 1893. But as this curtailment of mileage and equipment is due, in Mr. Finney's opinion, to the foresight of the shrewd railroad managers, who realized that this country was approaching a period of depression, when there would be a falling off in traffic and when expenditures would have to be reduced to enable the net earnings to meet the fixed charges and maintain dividends upon stocks which had been in the habit of earning them. It is believed that the railroads reached rock bottom with their statements begin to show an increase in earnings and the prosperity seems likely to be maintained then extensions and additions to equipment will be in order.

AN EXAMINATION HELD.

Candidates for Civil Service Positions Before Commissioners.

The semi-annual civil service examinations of applicants for postoffice appointments in Scranton was held yesterday in the United States court room in the postoffice building. The examinations were held under the supervision of the board from among the employees of the Scranton postoffice as follows: W. D. Roche, chairman; Louis G. Schantz, secretary, and D. H. Jenkin.

The applicants were as follows: For carriers—John S. Harris, Division street; Eugene H. Hollenbeck, Penn avenue; Isaac J. Price, North Elmwood avenue; Herbert Scott, Diamond avenue; George W. Lewis, South Main avenue; John J. Baumann, Lee court; Frank E. Pedrick, North Main avenue; John T. Grandin, North Main avenue; Lewis Blaisdel, Priceburg; David Martin, Jr., Franklin avenue; Thomas J. Watkins, Parker street; Warren G. Maynard, Amelia avenue; Peter J. Foster, Meridian street; A. V. Maghran, Division street; William J. Morgan, Academy street; Joseph J. McNally, Orchard street; George W. Hoffman, Price street; Frederick E. Emerson, Cedar avenue; P. J. McGuire, Prospect avenue.

For Clerks—Frank H. Jones, North Hyde Park avenue; R. R. Harris, South Sumner avenue; John McCormack, Fifth avenue. The ages of the applicants for clerkships were from 18 years upwards, and for carriers between 21 and 40 years. The class consisted of twenty-four applicants, which is an average number. At 9:30 o'clock the examinations were held and began at 10 o'clock. The papers will be sent to Washington and the result will be announced in about two months.

Spelling, penmanship, copying, letter writing, arithmetic, geography and local delivery and reading addresses were the tests submitted. To be successful an average of 70 per cent. must be obtained.

IN LOCAL THEATERS.

Pauline Hall and company will play a return engagement at the Academy of Music tonight, presenting the operatic comedy, "Dorcas." Among the comedies surrounding Miss Hall are to be found Jeannette St. Henry, the prima donna; Kate Davis, the famous contralto; F. Michelska, the well-known leading tenor of the Emma Abbott company; Charles H. Bradshaw, whose many years as principal comedian in the service of Lotta gained for him such a well-known reputation, and Charles Mayer, one of the comedians in the forces of the famous old McCaull Opera company during the days of their well-earned prosperity.

Fresh from its triumphs elsewhere, the successful naval drama, "The Ensign," is coming to this city with all its elaborate scenic equipment and strong company. It is an original American work treating of an episode in the naval branch of the civil war and introducing, for the first time on the stage, the characters which made our history and faithful pictures of their surroundings during the period. Notable among the striking features of the production may be mentioned the actual reproduction of two battle-ships made famous in history—the San Jacinto and Kearsarge. Despite the great outlay necessary for such an undertaking, these marine monsters are shown complete in every detail and have been inspected and highly approved by officers from the Brooklyn navy yard. "The Ensign" will be presented at the Academy of Music on Thursday evening.

Otis Skimmer's engagement at the Academy of Music Friday night will be one of the notably interesting events of the season. He will present Clyde Fitch's brilliant new comedy, "His Grace de Gammont." Mr. Fitch has found his dramatic inspiration in English history, and has chosen a most picturesque period and a striking personality for his central figure, that of the Chevalier de Gammont. De Gammont was a favorite at the court of France in the reign of Louis XIV., but was expelled from his native land because he became too familiar with one of the king's mistresses and took up his residence in the court of Charles II., of England. Here he established himself in the good graces of nearly all the followers of the "Merry Monarch," and led a life almost entirely given to pleasure, distinguishing himself by the splendor of his banquets, the recklessness of his play and the general profligacy of his conduct toward the beauties of the court.

Next Saturday night, at the Academy of Music, comes another of Charles E. Blaney's comedies, which is said to be equal to or better than "His Grace de Gammont," which is very popular here. The play is a satire on the steam laundry business, and the second act shows the interior of a laundry with several pretty girls and all the machinery, etc., used in an up-to-date establishment.

Picture Frames

Made at short notice. High Class in every respect. Inside Decorating in all its branches.

312 PRATT'S, Lackawanna Avenue.

IT WAS A LUSTY INFANT

How the Y. M. C. A. Survived Hard Times and Financial Disease.

TWO ENERGETIC PRESIDENTS

James H. Torrey and G. F. Reynolds Guided the Association Through Four Years of Uplift Work—Some Very Weighty Testimony.

Following the business crisis of 1878 and 1879 and during a period when Scranton particularly was disturbed by labor troubles and strikes many business concerns were forced to the wall, money was scarce and public institutions found it difficult to weather the storm. It looked unpromising for the future of the Young Men's Christian association, but with the hardihood and grit which has ever characterized the association it weathered the storm and came out of the panicky times stronger than ever before to continue on the road to its present high position. A historical sketch of the association to the year 1878 appeared in yesterday's



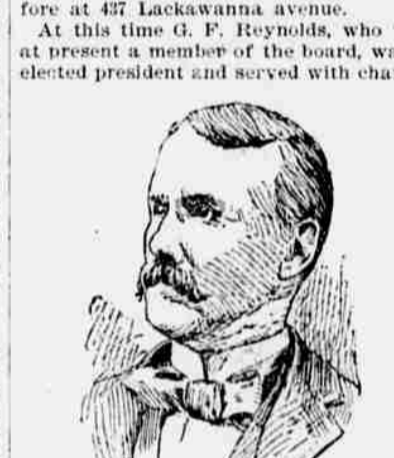
JAMES H. TORREY, Y. M. C. A. President, 1878 and 1879.

Tribune. During 1878 and 1879 James H. Torrey, Scranton's present city solicitor, was the energetic president of the organization. It was during this period that a great revival of interest in the temperance cause was aroused by the work of Francis Murphy and Professor Kelley. At the request of the ministerial association the Young Men's Christian association took charge of this work.

Brought About Temperance Reform. The movement resulted in the organization of a temperance reform club, and also of a branch of the Women's Christian Temperance union. During this year noon meetings for business men, and services at the jail, hospital and poor farm were successfully carried on.

The year 1879 was an uphill year for the struggling organization and its light almost went out. The association was without a secretary and funds were low, the total expense, as reported, being but \$724. But imperfect as the equipment was and small as the work had been up to this time in consequence, its value to the community was recognized and business men rallied to its support. Generous subscriptions were given and the association was enabled to open up better rooms than ever before at 477 Lackawanna avenue.

At this time G. F. Reynolds, who is at present a member of the board, was elected president and served with char-



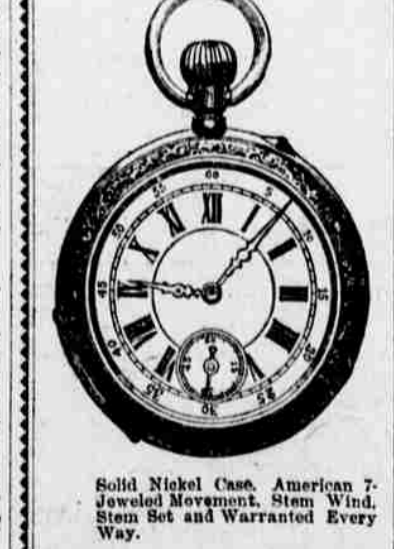
G. F. REYNOLDS, President During 1880 and 1881.

acteristic vigor and success for two years, 1880 and 1881. During the period covered by this and yesterday's article great changes had taken place in the general character of the Young Men's Christian association work. Services for men and women began to give place to services for men, and the motto which has since become fundamental,

GOOD TIME

As any to get a Watch. We want to talk today about a good, reliable timepiece that we sell so many of. Of course, we have here all prices, high and low, but for time few Watches beat this one.

\$3.90



REXFORD JEWELRY CO., 213 Lackawanna Ave.

"IF AT FIRST YOU DON'T SUCCEED," TRY

Prominent Men Testify.

The result of this development was at once seen in the hearty endorsement of the work on the part of ecclesiastical bodies, prominent clergymen and others who saw in this motto the spirit of success.

A few testimonies from these sources are herewith appended: Bishop H. C. Potter—The Young Men's Christian association has outlived the day of suspicion and distrust, as well as the day of small things.

Rev. John A. Broadus, D.D., of Louisville, Ky.—It does some kinds of work better than single churches can do, and when wisely managed it helps the churches, and does not interfere with them.

Rev. David Green, D.D., pastor of Park Street church, Boston, Mass.—I admire its open and avowed purpose. I appreciate the work done and the record it has made. I am proud to claim for it the respect of standing in the association, and a life membership.

Hon. Theodore W. Dwight, head of the Columbia Law school, of New York City—I hold to be a part of the noblest effort of our modern Christian civilization.

Hon. William E. Curtis, formerly chief justice of the supreme court, of New York City—When we look at it (the Young Men's Christian association), with almost its thousand auxiliaries, with its libraries, its work being conducted in every part of the country, it does not seem an exaggeration to say that it is one of the bulwarks of the country against the tide of dishonesty, public and private, of jury, and corruption which threaten our institutions.

Mayor Hewitt's Opinion. Hon. Abram S. Hewitt, recently mayor of New York City—Of the most successful business men of New York have been members of this association, and I know of no agency in our midst which has done more to lead to the great cause of gratification if similar institutions were organized in every city and town in the United States.

Hon. H. A. Alcott, formerly governor of Michigan—I think the Young Men's Christian association should be encouraged by the business men of every community.

Hon. William L. Aldrich, chief justice of the court of appeals of the state of New York—I can hear most willing and warm testimony to the great benefit and usefulness of the Young Men's Christian association throughout this state. So far as such organizations have come within my observation, I think they have been productive of great good to society, and are important aids in the causes of law, order and good morals in a community.

John V. Farwell, of Chicago—Twenty years' experience in association with the Young Men's Christian association has proved to me that no distinctive work has been so productive of good to the church of Christ in proportion to the money and talents invested.

Hon. Robert C. Winthrop, of Boston—No city will have a prouder or loftier title to the gratitude of man, or the blessing of God, than that where was set on foot the Young Men's Christian association.

Rev. Phillips Brooks, D.D., Boston—I highly value the work of the Young Men's Christian association and consider it an important part of the Christian church.

Bishop E. R. Hendrix, of Missouri—It has already become a very part of our institutions confessedly permanent, as colleges and railroads. Its organization is wonderfully complete, and shows great adaptability.

Fatal neglect is little short of suicide. The consequences of a neglected cough are too well known to need repeating. Dr. Wood's Norway Pine Syrup cures a cough promptly. Sold by all dealers on a guarantee of satisfaction.

THEY ARE BARGAINS, REAL BARGAINS

DID YOU KNOW IT?

If you don't there has been hundreds who have.

ANY ARTICLE IN THE WINDOW FOR 19c

MANY ARE WORTH 50c.

We will continue this sale as long as the goods last. If you are wise you will take advantage of it. We have other bargains inside, of odd pieces.

China Hall

WEICHEL & MILLAR, 116 WYOMING AVENUE.

SCHANK EVERYTHING NEW. NEW STORE, NEW GOODS, NEW PRICES. LOWER THAN EVER BEFORE. IF YOU BUY YOUR SHOES OF SCHANK YOU WEAR THE LATEST STYLES. SCHANK'S Shoe Store 410 Spruce St.

FIRST-CLASS BARGAINS IN

MEN'S, BOYS' AND CHILDREN'S

Ulsters and Overcoats

MARTIN & DELANY'S.

THE FASHION

308 Lackawanna Avenue.

Having completed our Annual Inventory of Stock, we are determined to prove that

STARTLING PRICES WILL PREVAIL

In every department in our store. Cost has not been thought of. An absolute clearance must take place in order to make room for our large stock of new spring goods.

Ladies' and Misses' Jackets.

LOT 1. ALL AT \$3.98 EACH. LOT 2. ALL AT \$5.98 EACH.

ALL PRICES REDUCED In Dress Goods, Silks, Shawls, Blankets, Quilts, and Lace Curtains. ALL PRICES REDUCED In Men's, Ladies' and Children's Underwear, Gloves, Trimmings, Hosiery and Notions.

Any person sending the correct answer to

FLOREY'S SPORTING GOODS EMPORIUM

Will get a 10 per cent. reduction on all Bicycles, highest grade, Spalding, Keating, Rochester and others. This offer good for only ten days.

HUNTING FOR BARGAINS

Is profitable as well as amusing sport. To make it pay, though, hunters must look for game where game is, or fish where there are fish, to catch them. Wide awake buyers have bagged more bargain game in our store than ever veteran hunters found in any forest.

CONRAD, HATTER and FURNISHER

222 Wyoming Ave. 305 LACKAWANNA AVE.

HAIR CHAINS FROM YOUR OWN HAIR.

Something nice for a gift. Chains made out of your own or some dear friend's hair. Leave orders as early as possible.

E. M. HETZEL, 230 Lacka. Ave.

TUESDAY, WEDNESDAY, THURSDAY, FRIDAY AND SATURDAY,

POSITIVELY THE LAST DAYS OF THE

Great Emergency Sale

If you want a \$20 Overcoat, Ulster or Suit for \$10, come this week.

If you want a \$15 Overcoat, Ulster or Suit for \$7.50, come this week.

If you want a \$10 Overcoat, Ulster or Suit for \$5, come this week.

All other goods at same proportion.

Don't delay your purchasing.

Sale Positively Ends Saturday, Feb. 9th, at 11 O'Clock P. M.

PENN CLOTHING AND SHOE HOUSE

137 AND 139 PENN AVENUE.