Persons Who Have Seen Real Ghosts.

Tales About Spooks and Such Which May Be Taken with a Grain of Salt.

It was a lawyer-man who told the Washington Post the following ghost story; hence it must be true: "It happened to a farmer who lives within a short distance of Hyattsville, Md.," the lawyer explained. "There has been a saying for years that one of the rooms in his house was frequented by the ghost of an aged peddler, who died there suddenly while staying over night. The room had been vacated for some time, and about a week ago the farmer turned a few baskets of corn upon the floor to dry. The next day when he was gathering in a load of the fodder out beyond his barn, his wife came rushing from the house.

"He hastened to meet her and to learn of her trouble. The young children were trailing behind her, and from her appearance one might have thought the buildings were on fire. It was more than five minutes before he could calm her sufficiently to learn that she had heard the ghost of the departed peddler in the haunted room and that it was walking up and down the floor. Tradition had it that the peddler had been pacing the floor the night he died, and that when he returned again to the scene of his death he always continued his ambulations."

This Ghost Ate Corn.

"There was nothing for the farmer to do but return with her to the house and investigate. It seemed rather out of the ordinary that the spirit of the old peddler should be bold enough to stalk around in full daylight, but when he reached the door there was the sound of the steps, beyond doubt, and it brought his heart well up into his mouth. The footfalls on the floor above succeeded each other apparently in regular order with an occasion quickening of the pace as though the spirit traveler was in a hurry to reach its destination. The farmer hesitated to go up the stairs and face that bold, bad ghost, but the sight of his wife nerved him for the attack. He made his way up the steps and into the room.

"In a moment there was an exclamation of wonder that added to the terror of the woman waiting below. Then her husband called her to come along and see what a ghost really was. In one corner of the room was a chicken pecking at an ear of corn, which it rolled about the floor. This was the sound that resembled the walking."

The supposed visions of the old peddler's ghost, which members of the family declare they have seen at intervals for a long series of years, may have been due to too much bending of the back in the act of stooping, which one authority says will enable persons to see almost any vision in a few minutes, or to some other similar cause. Men of science, however, have recently been willing to admit that there may be ghosts, and Professor Hudson has acknowledged, after a careful examination, that ghosts and apparitions are real, although he does not say that they are of other than material origin. According to his way of thinking, the whole world is haunted more or less. Professor William James, of Harvard college, who is a prominent member of the American Society for Psychical Research, stated at a meeting in Boston recently, at which he presided, that the appearance of the dead had been established by the work of Mrs. Sedgwick, of England, on a scientific basis, and it was no longer superstitious to accept them as resting on a strong statistical presumption of the truth.

A Tale from Tennessee.

This is mentioned as an introduction to a strange ghost story that is told by a gentleman of the Bureau of Ethnology. It has reference to the times of the primitive Indians, and the scene is on the Cumberland river, in Tennessee county, in an Indian burying ground. This ground is full, as the tradition is handed down, with the bones of a large number of Indians—Creeks and Choctaws—who had a battle there in primeval times. The vanquished Indians are said to have betaken themselves to a high cave, where they were beseiged. When famine threatened destruction, a passage was discovered in the rear of the cave, which led, after many devious windings, up through the earth and into the light. The beseiged warriors made their way through this only to be met at the entrance by their enemies, and a terrible slaughter followed. Their bodies were said to have been buried in the graveyard adjoining.

A large farm covering this territory was owned by a prosperous Tennessee-an until one day in the early fall a stranger came along the dusty highway and stated that he wished to purchase the field in which the old grave yard was situated. A bargain was struck, and the stranger erected a house in the corner of his acquired property. Some months latter one of the neighbors found him sitting near his chimney covered with cuts and bruises.

The stranger related with some reluctance the story of his experiences. He said that he had lived in a neighboring town all his life, when one day a man called in at his field and represented himself as his mother's great grandfather. This individual said he had been in touch with the ghosts, from whom he had learned that there was a large pot of gold in a certain Indian burying ground which was described in detail as the one just mentioned. He gave directions for the finding of this treasure, but warned the farmer that it could be obtained only one night in the year, in the autumn, when the Indian ghosts who were placed there to guard it were absent from sundown to sunrise to attend the corn dance. If they returned and found the man digging there they would kill him with a shower of arrows.

Had the Gold in His Grasp.

The stranger added that he had found the locality of the treasure from the presence of three stones that had been described to him as a sign, and that he had set himself to digging on the night mentioned when the braves were to be absent for the dance. The gold was buried very deep and it was already long into the morning twilight when his shovel struck upon a hard substance which proved to be an earthern pot. He was feverish with excitement to obtain the treasure before the return of the spirits, for but little time remained to him. He had digged the earth away, and with perspiration streaming from every pore, was about to lift the treasure from its resting place, when he heard a loud scream not unlike the whoop of an Indian. Immediately he became conscious of a number of Indians circling about him. Instantly there was a shower of arrows, from the midst of which he escaped with the greatest difficulty.

The stranger and his caller returned to the part of the field where the strange occurrence had been, and sure enough, there was the hole in the ground, which showed that the man might have been digging there nearly the whole night. At the bottom was the impression of a vessel such as money might have been buried in, but every vestige of it had disappeared.

Spirits Play the Organ.

The following ghost story was heard from a man who was an eye witness. He was one of the watchers with a sick man who was dying with a wasting disease. A dim light was kept in the room at night generally, but on the occasion in question there was none. Shortly after midnight the watcher declared that he had heard a hymn played on a large reed organ in the room, and that on looking closely he had seen the pedals moving and what seemed to be the form of a ghost playing the keys.

He rushed from the room in dismay and aroused one of the sleepers with his story of the apparition. Both returned, and there was the sound of the music, soft and low, and in varying keys. It can be imagined how their feelings were moved upon by the circumstances in the dead of the night and in the presence of the sleeping man overcome with his sickness. One of them summoned the courage to go nearer. It appeared that the sound of the music was due to the wind which blew through an open window, and in some manner fell upon the reeds in the back of the organ. The ghost at the keys was the product of an excited imagination.

THE HORSELESS CARRIAGE.

Here is an Argument Tending to Prove That it is Really Cheaper Than the Horse and Carriage.

From the New York Tribune.

It looks a little appalling to a man who hasn't kept horses that a horseless carriage should cost say $1,000, and that is the average price in Paris for one of these vehicles, but what would it cost to buy even a modest carriage? Hardly any one would care to run a horseless carriage more than ten hours a day, and a 10 horse-power motor would be more than sufficiently powerful. You have here a cost of 50 cents a day, or $15 a month. It would be under favorable circumstances, indeed, that a good horse could be kept in New York city for less than $35 a month, and the cost might be $50. The advantage in favor of the motor carriage on this score of running expenses is apparent.

But to begin with the cost of the horse. To get any kind of a fair driving horse as the New York horse markets are at present one must pay $300 or $400, and many a dealer will scoff at these figures. To have a team at all to be compared with a horseless carriage, such an outfit as would enable the owner to pretend that he preferred a drive behind a pair of nice horses to a ride in a horseless carriage, it would be necessary to pay at least $750 down, and to secure a choice of steeds $1,000 would not be at all an extravagant price to pay. This is for the horses alone. It may be safe to add that to have a suitable trap, with harness, robes, whip, blankets and accessories, it will be found impossible to do with much less than another $1,000.

The Difference in Cost.

To start a fine pair of horses and a carriage, then, it may cost $2,000. But the limit is by no means reached. It is a little like yachting, this keeping a carriage. The first cost and the actual running expenses are not all. The incidentals cannot be overlooked. In the first place, not every man is a horseman. And even a pretty fair horseman is likely to be talked over by his coachman. This worthy has two ideas on the subject of making money. He considers it his prerogative to buy your horses for you and his duty to have them sick or lame as much as possible in order that he may get his commission from his friend, the veterinary surgeon. Volumes could be written about the tricks of the rascally coachmen that are played in this city every day. A horse-dealer could sell horses at from a quarter to a third less than he does if he did not have to divide with a coachman. It may be safely set down that out of allowances for real and feigned sickness your horses will easily cost you from $500 to $1,000 a year and if the coachman does not in addition get about the same amount out of you directly or indirectly, to say nothing of his wages, clothing, etc., he does not know his business and should be discharged at once.

The Advance is Large.

The comparison, then, is greatly in favor of the horseless carriage. Once bought, even at such a price as $1,200 or $1,500, it becomes a known quantity, and the running expenses are inconsiderable, especially as no coachman in the form of an engineer is required. The motors are so simple that one can be his own coachman, with pleasure as well as profit. The more one looks into the subject, the more he is convinced that before many years have passed a horse in New York or in any other big city will be almost a rarity. And what a difference it will make, this passing of the horse! It will change the appearance of New York's streets tremendously. One result of the introduction of horseless carriages will be a vast increase in the cleanliness of the streets. Then there are the infectious maladies generated in neighborhoods where stables abound. If it were not for the iron hoofs of the horse, the streets and avenues of the town would be far less noisy.

Effect on the Farmers.

If it is difficult to figure out the possible improvement in the human race when so many injurious elements are eliminated, how much more difficult of solution becomes the problem when the economic side of the horseless carriage development is looked at. It is possible that it will be long before the new motor is sufficiently developed to enable the farmer entirely to do away with the horse in his farm work, but it is not likely to be long before a great part of the farm produce, grain, etc., will be either shipped direct to the markets on motor wagons, or at least transferred to the railway and put aboard the cars without the aid of the costly horse labor. Then think of the costly crops grown for the consumption of horses! If these fields were employed in the growth of food for human beings, what a reduction in the cost of living there would be! Already there has been a great falling off in the breeding of horses, because they are being replaced every day by machinery. The new motor is going to replace them in many ways more. Where formerly horses were used on steamboat piers or at railway stations for the raising and lowering of goods, one usually sees steam now. The smaller, handier motors will replace thousands of such horses which are still in use where the service is not important enough for steam.

HE DIDN'T GO.

A gossiper in the Washington Post tells the following story: "My friend, Mrs. B—, is one of those good-natured women who are always wanting to make other people comfortable. She happened to be in the railway station the other day when a man she knew came in. He said he was going to Pittsburg. Now, it happened that Mrs. B—, whose husband is a director, knew the conductor of the Pittsburg train. He passed through the waiting room just then, and Mrs. B— called to him. 'Conductor,' she said, 'this is my especial friend, Mr. Smith. He is going on your train, and I want you to show him every attention possible.' The conductor of course said he would, but when he went away Mr. Smith turned to Mrs. B— with a sickly smile. 'I did intend to go to Pittsburg today, and I was in an awful hurry, but, on the whole, I think I'll wait for the next train.' And he handed the kind-hearted woman a slip of paper. It was a pass, but it was made out to one Jones."

THE OLD MAID'S CLUB.

Clever Drolleries in Zangwill's Book of That Name, as Brought Out by a Clever Reviewer.

Mary Abott, in Times-Herald.

The Old Maids' club was started by a beautiful girl, who did not wish to marry the man she loved because by an analytical and arithmetical process she had figured that there were 5,999 chances out of 6,000 against his loving her, no matter what his protestations might be. She received applications from candidates for the club, all through the book; and as no candidate was eligible who was over 25, was poor, or had not refused at least one good offer of marriage, the club remained with only one member besides the founder, and that member solved the riddle of how to dissolve the organization without hurting the founder's feeling by marrying the founder's father. And as each candidate related a most ridiculous story when she was on trial the book is full of fun. The best tale is, however, told by a lover who dropped accidentally from his pocket a series of "personals" for the "agony column" of a daily newspaper, beginning: "Dearest, dearest, dearest," and signed "Popsy." The lover's explanation of his hereditary passion for sending these things to the paper, and how he came by it, is one of the most amusing things in purely comic literature. I wonder if I can tell it concisely.

|| || ||

The lover's father, then, who was poor and disinterested, had a passion like a gambler's for inserting mysterious words and sentences in the advertisement columns of the newspapers, so as to give food for speculation to a whole people. He wrote polysyllable unintelligibilities, like Paddlepintspherosedaddepold, but although "this was an instantaneous success, it was only a success d'estime. People talked of it, but they could not remember it. It had no seeds of permanence in it. It lacked the simplicity of real greatness." So the lover's father waited for something immortal in the way of sound—something with an elemental cachet—to come and be invented. But it came not, until one night, as he sat brooding by his dying fire, a sudden rapping at his chamber door suggested to him the word "Olotutu!" The father filled the newspapers, covered the billboards, beggared himself in his extravagant enthusiasm. The world was agog, frenzied with curiosity. At last he could bear his secret no longer, and broke it to a friend, Marpee by name, who, to the father's surprise, saw millions in the scheme. For the father had no idea of anything but the ambition of holding the key to an enigma which was baffling millions of people, and, as he said, had achieved his end. Art for art's sake—he had not worked for money." But Marpee got up a stock company, got out a prospectus which went into a thirteenth edition before the public saw it, and before it was decided what "Olotutu" was to be.

|| || ||

"The actual nature of 'Olotutu,'" writes the lover in his explanatory letter, "does not seem to have been settled until the ninth edition, but all the editions include the analyst's report certifying that 'Olotutu' contains no injurious ingredients and is far safer and purer than any other (here there was a blank in the first eight editions in the market.) From this it is evident that Marpee has made up his mind to something chemical, though it is equally apparent that he kept an open mind regarding its precise character, for in the ninth edition the blank is filled with 'purgative,' in the tenth with 'meat extract,' in the eleventh with 'hair dye,' in the twelfth with 'cod liver oil,' and it is only in the thirteenth edition that the final decision seems to have been arrived at in favor of 'soap.'" "This, of course, my dear Sybil," the apologetic lover goes on, "you already know. Indeed, if I mistake not, 'Olotutu, the only absolutely scentless in the market,' is your pot soap. I hope it will not shock you too much if I tell you in the strickest confidence that except in price, stamp and copious paper wrapping 'Olotutu' is simply bars of yellow soap chopped small. * * * My father, so unexpectedly enriched * * * married immediately, became the idol of a popular constituency, and voting steadily with his party became a baronet. I was born a few months after the first dividend of 33 per cent. was announced. * * * Can you wonder, then, that I was born with a congenial craving for springing mysteries upon the public? * * * Complimentary to the series of messages signed Popsy I had prepared a eries signed 'Wopsy' to go in an alternate days, and if you had only continued your search in my coat pocket you would have discovered these proofs of my innocence."

SENSATIONS OF STARVING.

The First Few Day's Suffering Is Intense but Energy Remains.

Current Literature.

For the first two days through which a strong and healthy man is doomed to exist upon nothing his sufferings are perhaps more acute than in the remaining stages; he feels an inordinate, unspeakable craving at the stomach night and day. The mind runs upon beef, bread and other substances, but still, in a great measure, the body retains its strength.

On the third and fourth days, but especially on the fourth, his incessant craving gives place to a sinking and weakness of the stomach, accompanied by nausea. The unfortunate sufferer still desires food, but with a loss of strength he loses that eager craving which he felt in the earlier stages. Should he chance to get a morsel or two of food, he swallows it with a wolfish avidity, but five minutes afterward his sufferings are more intense than ever. He feels as if he had swallowed a living lobster, which is clawing and feeding upon the very foundation of his existence.

On the fifth day his cheeks suddenly appear hollow and sunken, his body tenuous, his color is ashy pale and his eyes wild, glassy and cannibalistic. The different parts of the system now at war with each other. The stomach calls upon the legs to go with it in quest of food; the legs, from weakness, refuse. The sixth day brings with it increased suffering, although the pangs of hunger are lost in an overpowering lanquor and sickness. The head becomes dizzy; the ghosts of well-remembered dinners pass in hideous procession through the mind. The seventh day comes, bringing increasing lassitude and further prostration of strength. The arms hang listlessly, the legs drag heavily. The desire for food is still felt to a degree, but it must be brought, not sought.

The miserable remnant of life which still hangs to the sufferer is a burden almost too grievous to be borne; yet his inherent love of existence induces a desire still to preserve it if it can be saved without a tax on bodily exertion. The mind wanders. At one moment he thinks his weary limbs cannot sustain him a mile; the next he is endowed with unnatural strength ,and if there be a certainty of relief before him, dashes bravely and strongly forward, wondering whence proceeds his new and sudden impulse.

A GOOD RECOMMENDER.

The proprietor of a large building in London, which contains several flats on the upper floors, says that he never succeeded in letting these apartments readily until he employed a very eloquent Irishwoman as his agent. Several times the graceful "blarney" of this excellent woman has secured a customer where a less gifted agent would probably have failed.

"Kinvaynience is it?" says she to applicants for the rooms. "Sure it's hot an' could wather at all hours of the day an' noight agrayable to yer tashte, an' scullery coppers that wud make a washerwoman of the Quane of England by prifference!"

"Are the rooms comfortably warmed?" asks an inquirer.

"Are they warmed?" with a surprised air. "Sure wid a sloight turn o' yer wrist, ye have any degray of temperature known to the therimether!"

"But the staircase. Is that easy to go up?"

"Now, thin," says the eloquent agent, as if she were reaching a climax of all the wonderful advantages of the building, "the staircase is that alsy that when youre goin" opp ye would well belave that ye're comin' down." The intending tenant usually capitulates at this point.—Household Words.

THESE WERE FRIGID.

Compilations of Cold Winters of the Past and What Happened During Them—Cheerful Reading For the Dog Days.

From the Philadelphia Press.

In 1294 the Cattegat was covered with ice seven feet thick. Batteries of artillery were moved to and fro on the strait. In 1544 the cold was to severe in Holland that wine was cut in blocks and sold by weight. In 764 the Black sea was frozen to a distance of 50 miles from shore. The Hellspont and Dardenelles were frozen, and the sea of Marmora was passable for cavalry. Rare Arctic birds have been driven to England by the cold weather. In the Cambridgeshire Fens lately a specimen of Brunnich's guillemot and four Little Auks were captured. At a village near Driffield, England, a snow house, 24 feet long by 14 feet wide, has been constructed, and fifty persons are entertained to tea therein, a dance being afterward held. In 1323 the Baltic sea was frozen over, and during three months travelers passed from the continent to Sweden on the ice. Heavy wagon trains were substituted for the trading vessels. In 1063 the River Thames was frozen over for fourteen weeks. All the rivers of the continent were frozen, and even south of the Alps the Po and many other streams were blocked with ice. In 1460 the Baltic again froze over so as to permit travel on the ice. In Germany deer sought the towns for refuge from wolves. Packs of wolves came into the cities and attacked the people in the streets. In 1658 the bays and inlets of North Europe froze over early in December. Charles X of Sweden, crossed the strait to Denmark with his whole army, including the artillery, baggage and provision trains. In 1740 the Thames was frozen for eleven weeks. Forest birds almost all perished, and trees were split by the frost. The harbor of Barcelona froze over, and navigation was suspended in the Greek Archipelago on account of the danger from floating ice.

Other Record-Breakers.

In 1594 all the rivers of North Europe were frozen before Christmas. The Cattegat froze, together with a large part of the Baltic. The sea at Venice froze so that during three weeks no boats could be used. The Tiber froze at Rome and men crossed it on the ice, a thing never known before nor since. In 1433 the Thames and all other rivers of England and Scotland froze over; the Seine, Rhine and Danube were closed to navigation early in December. The Dardanelles and Hellespont froze, as did many bays and inlets of the Mediterranean. Ice formed in Algiers, and the Strait of Gibralter was almost impassable from drift ice. While a number of boys were sliding and skating on the canal near Brentford, London, the ice suddenly gave way and half a dozen lads disappeared under the ice. Arthur Barrett, one of the party, bravely rescued his companions one by one. A few moments later, while proceeding along the towing-path, drenched to the skin and benumbed with cold, he slipped and fell heavily on the ice, which broke under him. His comrades went to his assistance, but failed to reach him, and he was drowned.

On the north coast of Kent, in the neighborhood of Whitstable and Herne Bay, an extraordinary scene was presented recently. The thermometer having fallen to zero, the sea water was frozen all along the shore, and in Whitstable Bay this ice-bound state extended from 100 to 200 yards from the beach. The severity of the weather is causing the utmost anxiety among those interested in the oyster fishery. As usual, some millions of the more valuable natives have been removed to the Hayling Island beds for the winter, but a large stock remains on the Whitstable grounds, including the "seconds," and experts fear that the whole of this class have been destroyed. Great distress is prevalent in the town, and a fund has been opened.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

What is CASTORIA

Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrups, and Castor Oil. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhœa and Wind Colic. Castoria relieves teething troubles, cures constipation and flatulency. Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

Castoria.
"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."
Dr. G. C. Osgood, Lowell, Mass.

"Castoria is the best remedy for children of which I am acquainted. I hope the day is not far distant when mothers will consider the real interest of their children, and use Castoria instead of the various quack nostrums which are destroying their loved ones, by forcing opium, morphine, soothing syrup and other hurtful agents down their throats, thereby sending them to premature graves."
Dr. J. F. Kincheloe, Conway, Ark.

Castoria.
"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."
H. A. Archer, M. D., 111 So. Oxford St., Brooklyn, N. Y.

"Our physicians in the children's department have spoken highly of their experience in their outside practice with Castoria, and although we only have among our medical supplies what is known as regular products, yet we are free to confess that the merits of Castoria has won us to look with favor upon it."
United Hospital and Dispensary, Boston, Mass.
Allen C. Smith, Pres.,

The Centaur Company, 77 Murray Street, New York City.

IRON AND STEEL
Bolts, Nuts, Bolt Ends, Turnbuckles, Washers, Rivets, Horse Nails, Files, Taps, Dies, Tools and Supplies. Sail Duck for mine use in stock.
SOFT - STEEL - HORSE - SHOES,
And a full stock of Wagon Makers' Supplies, Wheels, Hubs, Rims, Spokes, Shafts, Poles, Bows, etc,
BITTENBENDER & CO.,
SCRANTON, PA.

LUMBER, PROPS AND TIES
FOR MINES.
THE COMMONWEALTH LUMBER CO., 22 Commonwealth Bldg, Scranton, Pa.
TELEPHONE 422.

EVERY WOMAN
Sometimes needs a reliable, monthly, regulating medicine. Only harmless and the purest drugs should be used. If you want the best, get
Dr. Peal's Pennyroyal Pills
They are prompt, safe and certain in result. The genuine (Dr. Peal's) never disappoint. Sent anywhere, $1.00. Address Peal Medicine Co., Cleveland, O.
For sale by JOHN H. PHELPS, Pharmacist, cor. Wyoming Avenue and Spruce Street, Scranton Pa.

Photographed from life.
REVIVO RESTORES VITALITY.
Made a Well Man of Me.
1st Day. 15th Day. 30th Day.
THE GREAT FRENCH REMEDY
produces the above results in 30 days. It acts powerfully and quickly. Cures when all others fail. Young men will regain their lost manhood, and old men will recover their youthful vigor by using REVIVO. It quickly and surely restores Nervousness, Lost Vitality, Impotency, Nightly Emissions, Lost Power, Failing Memory, Wasting Diseases, and all effects of self-abuse or excess and indiscretion, which unfits one for study, business or marriage. It not only cures by starting at the seat of disease, but is a great nerve tonic and blood builder, bringing back the pink glow to pale cheeks and restoring the fire of youth. It wards off insanity and Consumption. Insist on having REVIVO, no other. It can be carried in vest pocket. By mail, $1.00 per package, or six for $5.00, with a positive written guarantee to cure or refund the money. Circular free. Address ROYAL MEDICINE CO., 53 River St., CHICAGO, ILL.
For sale by Matthews Bros., Druggist Scranton, Pa.

DEXTER SHOE CO., Inc'p. Capital, $1,000,000. BEST $1.50 SHOE IN THE WORLD.
"A dollar saved is a dollar earned."
This Ladies' Solid French Dongola Kid Button Boot delivered free anywhere in the U.S., on receipt of Cash, Money Order, or Postal Note for $1.50. Equals every way the boots sold in all retail stores for $2.50. We make this boot ourselves, therefore we guarantee the fit, style and wear, and if any one is not satisfied we will refund the money or send another pair. Opera Toe or Common Sense, widths C, D, E, & EE, sizes 1 to 8 and half sizes. Send your dealer we will fit you. Illustrated Catalogue FREE.

DEXTER SHOE CO., 143 FEDERAL ST., BOSTON, MASS.
Special terms to Dealers.

Stocks, Bonds, and Grain,
Bought and sold on New York Exchange and Chicago Board of Trade, either for cash or on margin.
C. duB. DIMMICK,
128 Spruce Street.
LOCAL STOCKS A SPECIALTY.
Telephone 5002.

E. Robinson's Sons'
LAGER BEER BREWERY.
Manufacturers of the Celebrated
PILSENER LAGER BEER
CAPACITY:
100,000 Barrels per Annum

DUPONT'S
MINING, BLASTING AND SPORTING
POWDER
Manufactured at the Wapwallopen Mills, Luzerne county, Pa., and at Wilmington, Delaware.
HENRY BELIN, Jr.,
General Agent for the Wyoming District.
118 WYOMING AVE., Scranton, Pa.
Third National Bank Building.
AGENCIES:
THOS. FORD, Pittston, Pa.
JOHN R. SMITH & SON, Plymouth, Pa.
E. W. MULLIGAN, Wilkes-Barre, Pa.
Agents for the Keystone Chemical Company's High Explosives.

RAILROAD TIME-TABLES

Central Railroad of New Jersey.
(Lehigh and Susquehanna Division)
Anthracite coal used exclusively, insuring cleanliness and comfort.
TIME TABLE IN EFFECT JUNE 2, 1895.
Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 1.20, 3.15, 11.20 a.m., 1.22, 2.00, 3.05, 5.00, 7.10 p. m. Sundays, 9.00 a. m., 1.00, 2.15, 7.10 p. m.
For Atlantic City, 8.20 a.m.
For New York, Newark and Elizabeth, 8.20 (express) a. m., 1.12 (express with Buffet parlor car), 3.05 (express) p.m. Sunday, 2.15 p. m. Train leaving 1.22 p. m. arrives at Philadelphia, Reading Terminal, 6.21 p. m. and New York 6.45 p. m.
For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a.m., 1.22, 3.05, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p.m.
For Long Branch, Ocean Grove, etc., at 8.20 a. m. (through coach), 1.22 p. m.
For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 1.22, 5.00 p. m. Sunday, 2.15 p.m.
For Pottsville, 8.20 a. m., 1.22 p. m.
Returning, leave New York, foot of Liberty street, North river, at 9.10 (express) a.m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p.m. Sunday, 4.30 a.m.
Leave Philadelphia, Reading Terminal, 9.00 a.m., 2.00 and 4.30 p.m. Sunday 4.27 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.

Del., Lack. and Western.
Effect Monday, June 24, 1895.
Trains leave Scranton as follows: Express for New York and all points East, 1.40, 2.50, 5.15, 8.00 and 9.55 a.m.; 12.55 and 3.34 p.m.
Express for Easton, Trenton, Philadelphia and the south, 5.15, 8.00 and 9.55 a.m., 12.55 and 3.34 p.m.
Washington and way stations, 3.55 p.m.
Tobyhanna accommodation, 6.10 p.m.
Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.35 a.m., and 1.22 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, 12.27 p.m.
Nicholson accommodation, at 4 p. m. and 6.10 p. m..
Binghamton and Elmira Express, 6.00 p.m.
Express for Cortland, Syracuse, Oswego Utica and Richfield Springs, 2.35 a.m. and 1.24 p.m.
Ithaca, 2.35 and Bath 9 a.m. and 1.21 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, 6.00, 9.55 a.m. and 1.34 and 6.07 p.m.
Nanticoke and intermediate stations, 8.00 and 11.20 a.m. Plymouth and intermediate stations, 3.40 and 8.53 p.m.
Pullman parlor and sleeping coaches on all express trains.
For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 232 Lackawanna avenue, or depot ticket office.

LEHIGH VALLEY.
May 12, 1895.
Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 7.00 a. m., 12.05, 1.20, 2.38 and 11.38 p. m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., and 1.30 p. m.
Leave Scranton for Pittston and Wilkes-Barre, via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 3.50, 6.07, 8.52 p. m.
Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V. R. R., 6.40 a.m., via D. & H. R. R. at 7.45 a. m., 12.05, 1.20, 2.38, 4.00 p. m., via D., L. & W. R. R. 6.00, 8.08, 11.20 a. m., 1.30, 3.50 p. m.
Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R., 7.45 a.m., 12.05, 1.20, 2.38, 4.00, 11.38 p. m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30 p. m.
Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 8.45 a.m., 12.05 and 11.38 p.m., via D., L. & W. R. R., 8.08, 9.55 a.m., 1.30 p.m.
Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R., 8.45 a.m., 12.05, 9.15, 11.38 p.m., via D., L. & W. R. R. and Pittston Junction, 8.08, 9.55 a.m., 1.30, 3.50 p.m., via E. & W. V. R. R., 3.41 p.m.
For Elmira and the west via Salamanca, via D. & H. R. R., 8.45 a.m., 12.05, 6.05 p.m., via D., L. & W. R. R., 8.08, 9.55 a.m., 1.30, and 6.07 p.m.
Pullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo, and Suspension Bridge.
ROLLIN H. WILBUR, Gen. Supt.
CHAS. S. LEE, Gen. Pass. Agt., Phila., Pa.
A. W. NONNEMACHER, Asst. Gen. Pass. Agt., South Bethlehem, Pa.

DELAWARE AND HUDSON RAILROAD.
Commencing Monday, May 20, all trains will arrive at new Lackawanna avenue station as follows:
Trains will leave Scranton station for Carbondale and intermediate points at 3.20, 7.45, 7.00, 8.25 and 10.10 a.m., 12.02, 1.08, 2.05, 4.12, 6.15, 7.25, 9.10 and 11.10 p.m.
For Parview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a.m., 12.02, 2.07 and 6.15 p.m.
For Albany, Saratoga, the Adirondacks and Montreal at 3.40 a.m. and 2.20 p.m.
For Wilkes-Barre and intermediate points at 7.45, 8.45, 9.50 and 10.45 a.m., 12.02, 1.20, 2.38, 4.00, 5.10, 6.15, 6.55 and 11.38 p.m.
Trains will arrive at Scranton station from Carbondale and intermediate points at 7.40, 8.40, 9.34 and 10.40 a.m., 12.00, 1.17, 2.34, 3.40, 4.54, 6.05, 7.40, 8.21 and 10.30 p.m.
From Honesdale, Waymart and Parview at 8.34 a.m., 12.00, 1.17, 3.40, 5.05 and 7.40 p.m.
From Montreal, Saratoga, Albany, etc., at 4.54 and 11.30 p.m.
From Wilkes-Barre and intermediate points at 3.15, 8.04, 10.00 and 11.05 a.m., 1.40, 4.15, 5.10, 6.00, 7.20, 8.05 and 11.30 p.m.

Erie and Wyoming Valley.
Trains leave Scranton for New York and intermediate points on the Erie railroad at 7.00 a. m. and 3.34 p. m. Also for Honesdale, Hawley and local points at 7.00, 9.40 a. m. and 3.34 p. m.
All the above are through trains to and from Honesdale.
Train for Lake Ariel 5.10 p. m.
Trains leave for Wilkes-Barre at 8.00 a. m. and 3.05 p. m.

NEW YORK ONTARIO AND WESTERN RAILWAY.
SCRANTON DIVISION.
In Effect, May 19th, 1895.

North Bound.					South Bound.		
205 Local Pass	203 N Y Day Exp	201 Local Pass	Stations (Trains Daily, Except Sunday.)		202 Local Pass	204 Ontario Day Ex	206 Local Pass
P M	P M	A M		Arrive	Leave	A M	P M
10 55	7 25	....	N. Y. Franklin St.	....	....	7 40	
10 40	7 10	....	West 42nd street	....	....	7 55	
10 30	7 00	....	Weehawken	....	....	8 10	
P M	P M	M	Arrive	Leave	A M	P M	
5 20	1 15	....	Hancock Junction	8 00	....	2 05	
5 07	1 02	....	Hancock	8 05	....	2 11	
5 10	12 56	....	Starlight	8 10	....	2 22	
5 04	12 46	....	Preston Park	8 25	....	2 31	
4 58	12 40	....	Cono	8 32	....	2 41	
4 54	12 25	....	Poyntelle	8 40	....	2 50	
4 47	12 14	....	Belmont	8 45	....	2 59	
4 32	12 00	....	Pleasant Mt.	8 55	....	3 05	
f4 25	f11 50	....	Uniondale	f8 58	....	3 09	
4 05	11 40	A M	Forest City	7 10	P M	3 19	
4 00	11 31	9 15	Carbondale	7 24	12 31	3 34	
....	f11 30	9 12	White Bridge	7 27	f12 27	3 38	
f3 50	....	19 05	Mayfield	f7 32	f12 32	f3 43	
3 36	11 26	9 00	Jermyn	7 38	12 45	3 45	
3 31	11 18	8 57	Archbald	7 40	12 51	3 51	
3 26	f11 15	8 54	Winton	7 42	12 54	3 54	
3 23	11 11	8 50	Peckville	7 45	12 59	3 59	
3 20	11 07	8 44	Olyphant	7 48	1 05	4 05	
3 15	11 03	8 41	Dickson	7 54	1 07	4 07	
f3 13	f11 00	8 39	Throop	7 56	1 10	4 10	
3 10	11 00	8 36	Providence	8 00	1 14	4 14	
f3 07	f10 57	8 32	Park Place	f8 03	f1 16	f4 17	
3 05	10 55	8 30	Scranton	8 05	1 20	4 20	
P M	A M	A M	Leave	Arrive	P M	P M	

All trains run daily except Sunday.
f. signifies that trains stop on signal for passengers.
Secure rates via Ontario & Western before purchasing tickets and save money. Day and Kings Express to the West.
J. C. Anderson, Gen. Pass. Agt.
T. Fitzroit, Div. Pass. Agt, Scranton, Pa.