News of the Suburbs.

LUCE BROS.'

Per Bushel.

Delivered to any part of the Get your orders in early.

WEST SIDE EVENTS.

Unruly Boys Create Trouble for R. I Williams, the Teacher at No. 13 School.

pital. The remembrance of the fu-neral of two weeks ago has been fresh-ened by the thought of the one today. Medical men are powerless with the case. Mr. Little is a well-known ad-vertisement solicitor and has the sympathy of his many friends.

Robert Morris Elsteddfod.

The interest in the coming elsteddfod of Robert Morris lodge received fresh impetus by the publication of the programme yesterday. Already aspirants for honors are springing up. Three of our young men have begun active preparations for the prize on the recitation. "Bruce's Address." It is probable that a children's choir from Taylor will compete in the juvenile contest. David J. Davis is secretary of the elsteddfod. Robert Morris Eisteddfod.

News Notes and Personals.

Camp No. 8, Sons of Veterans, will hold an entertainment and social on the evening of Dec. 11 at Mears' hall. The Imperial Concert company will entertain at the Simpson Methodist Episcopal church Thanksgiving eve. Camp 333, Patriotic Order Sons of America, will give an entertainment and dance on Thanksgiving eve in St. David's hall.

David's hall.

The funeral of Teresa, a 4-year-old daughter of Mr. and Mrs. William Lyman, of Jackson street, will occur this afternoon. Interment will be made in German Catholic cemetery. Walter Bevan has returned to his studies at Lafayotte college after a short visit to his parents, Mr. and Mrs. Thomas D. Bevan, of North Main ave-

nue.

The Bellevue choir will meet this evening in the Welsh Calvinistic Methodist church for the purpose of organizing for the Taylor and Bellevue eistedd-

william J. Powell and Miss Jes-sie Bray, both of Wilkes-Barre, were married Monday by Rev. B. I. Evans. The funeral of Katle, a young daugh-ter of Mr. and Mrs. Richard McAndrew, of 329 Seventh street, will be held at 2 o'clock this afternoon. Interment was made in Hyde Park Catholic cemetery. A surprise party was tendered L. Louis Davis at his home on Twelfth street last Monday evening. Games were indulged in until a late hour when refreshments were served. Those pres-ent were the Misses Louise Jenkins, Agnes Williams, May Samuel, Mac. vis, Viola Evans, Ida Hughes, Birdella Evans, Marion Ferber, Alma Davis, Louis Davies, Harry and Gus Ferber, Reese Lewis, Robert Owens, John Sam-uels, Eddie Watkins, George Nicholas, Willie Williams. Ernest Miles, Dave Evans., Roy Williams, Ed Peters and

Miss Ella Godshall, of Sumner avenue, is quite ill.

A meeting of the teachers of the
Washburn street Bible school will be held tonight after prayer meeting. A full attendance is desired as business of importance will be transacted.

West Side Business Directory.

TAILOR—Suits made to order, \$18.00 and up: overcoats, \$16 and up. Satisfaction sugranteed. Repair work a specialty. Frank Gilberti, 1003 W. Lackswanna avenue, near Main avenue. GET THE MAJESTIC OIL STOVE.
Grand Parlor, Mystic, Easter and Dockash Ranges. 20 per cent. saved. R. J.
Hughes, agent, 124 South Main avenue,
BICYCLES repaired, scissors ground,
tools sharpened, saws filed, keys fitted,
machines repaired by W. L. Steenback,
dealer in Guns, Fishing Tackle, under
West Side Bank.
PHOTOGRAPHER—Cabinet Photos, 51.48
per dosen. They are just, lovely. Convince yourrelf by calling at Starner's
Photo Parlors, 101 and 103 South Main
avenue.

Avenue.

ARBER.—Hair cutting and shaving done
in a first-class manner at John H. Reymald's Barber Shop, at Fairchild's Hotel.

ROCERIES — Revero Standari Java
Coffee is unexcelled. The leading coffee
of the day. For sale only at F. W. Mason & Co. Fine Groceries, 115 South
Main avenue. Main avenue.

ECOND HAND FURNITURE—CASH
for anything rou have to sell. Furniture, Broves, Tools, etc. Call and see
the stock of J. C. King, 1024 and 1028

kson street.

MBING—William D. Griffiths,
th Main avenue, does first-ol
mabing, Steam Heat and Gas Fitti

NORTH END

ding tour, which they have spent at Old Point Comfort, Washington, D. C., and New York city.

Mrs. Alexander Stevens, of Meshoppen, spent yesterday with Mrs. Coursen, of North Main avenue.

T. J. Detweller, of Church avenue, expects to leave today for the Hot Springs at Mount Clemons, Mich.

Mrs. L. W. Morss, of North Main avenue, who broke her arm some time ago, has so far recovered as to be able to be out again.

The monthly business meeting of the Endeavor society of the Providence Presbyterian church will take place this evening after the prayer meeting.

The King's Daughters of the Green Ridge side held theirmonthly meeting yesterday afternoon.

Peter Kelly, of Oak street, is confined to his home by sickness.

Council No. 2, Sons of Columbia, held a largely attended meeting last evening.

Cards are out announcing the marriage of William Moran, of Hollow street, and Miss Elizabeth Muller, of West Market street, which will take place on Wednesday, Nov. 13.

The funeral of Miss Mary Reese took place yesterday afternoon at 2 o'clock at her late home on Throop street.

An excellent entertainment was given last evening in the Park Place Methodist Episcopal church by the Epworth league of that church.

Miss Katte Gordon expects to open on next Saturday a halr dressing parlor at 311 West Market street. Miss Gordon was formerly with Konceny, on Lackawanna avenue.

Miss R MeDermott, of Pitiston, are

avenue.

Miss Annie Lynn, Miss Hannah Lynn
and Miss B. McDermott, of Pittston, are
visiting Miss B. Lynn, of West Market Street.

The funeral of the late Jeremiah Stanton took place at the home of his brother, Eugene Stanton, of North Main avenue, yesterday afternoon at 1 o'clock. A large number of Grand Army men of this city and Waverly, where he once lived, attended the funeral.

DUNMORE.

No. 13 School.

The woes of the night school teacher have begun. Monday night opened the winter season and the usual petty disorders characterized the first session. R. E. Williams, teacher at No. 13 school in the Fiftenth ward, seems to have had a lion's share of the trouble. The boy pupils ran the entire school.

Several panes of glass were broken by the exchange of crasers, rules, etc., and boxes of chalk are missing. For a time the school room was a hot bed of excitement.

A Severe Affliction.

With the shadow of a gloom caused by the death of one child two weeks, ago still fingering around the house of Mr. and Mrs. Richard Little, of 18i6 Jackson street, another child, a 7-months-old infant daughter is now at the door of death and may at any moment follow the dead children into the mysterious graveland. Scarlet fever is the cause of the terrible calamity Prom this disease Harold, a 12-year-old son, died several days ago and the other child where the third little one lies in a dying condition. So intense has the entire neighborhood are sorrowful. The little home has been turned into a hospital. The remembrance of the funeral of two weeks ago has been freshened by the thought of the one today, and some Grove street, and the glass of Miss Eva Osterhout, of South Blakey street.

Miss Mattie Wilcox, of Madisonville, is the guest of Miss Eva Osterhout, of South Blakey street.

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Miss Mattie Wilcox, of Madisonville, is the guest of Miss Eva Osterhout, of South Blakey street.

Miss Mattie Wilcox, of Miss Ca vide at her home on Taylor avenue Moday night about 12 o'clock, after a Westerdung afternom at 2 o'clock the funeral of David Barton, son of Mr. and Mrs. A thiney, a Retron, of Dudley street, the guest of Miss Parent.

Miss Mattie Wilcox, of Miss widow with five chilidach for Miss Williams, a widow with five chilidach for Miss Mattie Miles at her home on Toole of Mrs. Williams, a widow with five chilidach for miss Mi

which were very interesting and instructive.

David Williamson, aged 57 years, died at his home on Grove street yesterday morning about 11 o'clock after a week's illness of pneumonia. He had been a resident of this borough but a short time, having moved here last spring from Pittston, where he formerly conducted an extensive drug business. He was an earnest Christian, and a devoted member of the Presbyterian church. He is survived by a wife and three children, two sons, David and John, agd one daughter, Mary, the cliest being about 10 years of age. The funeral will take place Thursday afternoon from his late home at 2 o'clock, and interment will be made in Dummore cemetery. The deceased was a brother of Thomas Williamson, of the firm of Moffatt & Williamson, of the Survey of the Moffatt & Williamson, of the firm of Moffatt & Williamson, of the firm o

the other day when a seedy-genteel young man with a lonesome expression of countenance, who had sat near the railing on the upper deck, suddenly began removing his shoes and outer gar-ments, says the New York Recorder. Of course, the people around him were excited but he gave them no attention When he was about ready to leap over one of the ferry policemen came saunt-ering up and said: "You, there, put on your coat and

The young man donned the articles mentioned and the officer continued:
"Now put on your shoes."
In a couple of minutes the shoes were

on and then the officer said:
"Now, you sit down back there and stay there, or I'll heave you over-

ing for the Taylor and Believue

fod.

The Rev. D. Webster Cox, D.D.,
preached a sermon last evening at St.
David's church before a large audience. Mr. Cox is an interesting ence, Mr. Cox is an interesting ence were

Dowell and Miss Jestelle Company in the comp "Can't a feller commit sulcide if he

"But change youd mind every time,

"Yes. People begin to coax and argue with me and one and another hands me a quarter and so I decide to live on. Hang that bloke of an officer. He beat me out of at least two big dollars right here and hurt my feelings besides! You'd have given me a quarter to stop me, wouldn't you?" "I was about to offer you a dollar."

have raised three or four more! Luck is not fur me and I might as well go up town and let an ice wagon run

A CURE FOR HEADACHE.

It Is Very Simple, Costs Nothing and Gives the Sufferer No Trouble.

Gives the Sufferer No Trouble.

From the New York Sun.

"An excellent and never-falling cure for nervous headache," said an apostle of physical culture, "is the simple act of walking backward. Just try it some time if you have any doubt about it. I have yet to meet the person who didn't acknowledge its efficace after a trial. Nobody has as yet discovered or formulated a reason why such a process.

acknowledge its efficace after a trial. Nobody has as yet discovered or formulated a reason why such a process should bring such certain relief. Physicians say that it is probably because the reflex action of the body brings about a reflex action of the brain, and thus drives away the pain that when produced by nervousness is the result of too much going forward.

"As soon as you begin to walk backward, however, there comes a feeling of everything reversed, and that is followed by relief. The relief is always certain and generally speedy. Ten minutes is the longest I have ever found necessary. An entry, or a long, narrow room makes the best place for such a promenade. You should walk very slowly, letting the ball of your foot touch the floor first and then the heel, just the way, in fact, that one should, in theory, walk forward, but which, in practice, is so rarely done, Besides curing nervous headache, there is no better way to learn to walk well and gracefully forward than the practice of walking backward. A half hour of it once a day will do wonders toward impreving the gait of any woman."

Relief in Sig Hourn.

Distressing Kidney and Bladder diseases relieved in six hours by the 'New South American Kidney Cure. This new remedy is a great surprise on abount of fits exceeding preparates. In relieving pain is the bladder, kidneys, back, and every part the bladder, kidneys, back, and every part of the urinary passage, in hale or formals. It relieves retainton of water and pain in passing it almost immediately. If you want quick relief and dure this is your ramedy, soid by O. E. Harris, Drussing it water.

SOUTH SIDE NEWS.

Richard Walsh, of Cherry Street, Al rested for Descriing His Family. Bicycle Club Meeting.

Mrs. Maria Walsh, of Cherry street, Mrs. Maria Waish, of Cherry street, who was before the poor board last Friday asking for assistance because her husband, Richard, left her, appeared before Alderman Peter Robling, of the Eleventh ward, last evening and swore out a warrant for her liege lord on the charge of desertion and non support.

on the charge of desertion and non support.

Constable John F. Woelkers arrested the old man and brought him before the court of the Eleventh ward for a hearing. He had no defense to offer for his leave of absence from his home and family, neither did he appear to be in a mood to be willing to do what was right and go back to his wife and live with her. He was very resolute in his assertions that he will in the future shift for himself, so the alderman held him in the sum of \$300 bail to appear at court. court.

Meeting of the Blevele Club. At Germania hall last evening the regular meeting of the South Scran-ton Wheelmen's club was held. The secretary, D. P. Murray, introduced for secretary, D. P. Murray, introduced for discussion the subject of good roads, and it was taken up by many of the other members. All agreed that the South Side is away behind the times in this respect and it was resolved that the club will continue to agitate until accomplished the question of better streets. Captain J. F. Woelkers appointed as first lieutenant, Peter Rosar; second lieutenant, Otto Robinson. second licutenant, Otto Robinson; bugler, William Huester; color bearer. P. Joseph Linn. The club will meet hereafter on the first Tuesday of every

Twelfth Ward Politics. Even though the spring election is yet lost sight of from the fact that pub-lic interest had been engrossed with the fall election which eventuated yesterday, the battle for councilmanic hon-ors in the Twelfth ward is pitched and ors in the Twelfth ward is pitched and being waged with no little intensity. A candidate for common council will be elected and also a school controller. There has not been much said so far about any opposition to the present incumbent, James O'Boyle, on the school board, but Morgan Sweeney, the common councilman, will be vigorously opposed by P. J. Messitt, who is out already making an active canvass. already making an active canvass.

The prevailing sentiment among the majority of taxpayers is against giving Mr. Sweeney a third term.

Shorter News Paragraphs. James McGuigan, of Birney avenue, and Miss Mary Reilly, of Fig street, will be married at St. John's church

Mrs. Mary Mooney, of Avoca, is building a residence on Cedar avenue, near the corner of Anthracite street. John Shea, who was injured a few weeks ago in the National mine, is able to get around on crutches.

COSTLY CHRISTIANS.

Estimates of the Expenses for Convert-

ing Chinese and Japanese. It costs \$240 to convert a Chinaman to Christianity, yet conversion of China-men is not so difficult or expensive as men is not so difficult or expensive as is sometimes supposed, says the New York Press. The Japanese are the most interment will be made in Dummore cemetery. The deceased was a brother of Thomas Williamson, of the firm of Moffatt & Williamson, of this place.

CASE OF HARD LUCK.

The Suicide Was Interrupted in His Best Game.

I was going down to Staten Island the other day when a seedy-genteel Home missions spend \$74 on each convert which includes a great deal of purely educational instruction. It is purely educational instruction. It is not to be wondered at, therefore, that he has good ground for his creed of converting the heathen at home first.

There are now 50,000 Protestant Christians in China. They cost at least \$20,000,000, as the work was more expensive and less successful at first. The first Protestant mission in China was established in 1807 by the London Missionary society. The society has sixtysionary society. The society has sixty-two churches in China and thirty of them are self-supporting. A self-sup-porting church in China is the same as self-supporting church in New York a seir-supporting church in New York city. The native members support it, and their pastor himself is often a convert but the salary of some of our great New York pastors for one week would pay all the expenses of a little Christian church in a Chinese town where one fearless citizen out of 1,000 has become a Christian. All the societies which have been established for a number of years in China have some number of years in China have some self-supporting churches. Out of the total 522 Protestant churches 94 are fully self-supporting, 22 are one-half self-supporting, showing that the Lon-don society, with its 30 out of 62 is reap-ing the reward of seed sown by its

HIS AMPLE APOLOGY.

Why John Stuart Blackle Was So Generally Beloved. The biography of the late John Stuart Blackle, which has just appeared in Edinburgh, contains many anecdotes of that quaint and lovable old Scotchman. He was the most popular professor who ever lectured in Edinburgh, ressor who ever fectured in Edinburgh, and it was not only his students who adored him. "Will ye shake hands, professor?" said a cabman, coming up to him one day; and he added, "Man, we all love ye." Here, says the New York Tribune, is a pathetic little story of his classroom.

of his classroom.
"A student, reading with the book in his left hand, was called to order, and bidden to hold it in the other. He colored and continued to read as before. ored and continued to read as before. The professor was annoyed, and reprimanded him sharply. The class hissed at this, and the student held up the stump which was all that remained of his right arm. Then Blackle stepped down from his desk, and taking the young fellow in his arms, begged his pardon with tears in his eyes, and, turning to the rest, he said, 'I am glad that I have gentlemen to teach,' and went back to his desk in an outburst of appliance."

ADVICE TO SMOKERS.

How They May Obtain the Most Enjoyment from Their Cigars

ment from Their Cigars

A few plain directions for cigar smoking, given by an aged smoker and cigar manufacturer:

First—Buy none but new cigars, the newer the better. Old cigars that are dry and brittle are avoided in those countries where smoking is a second nature.

Second—Leave your ashes upon your cigar until they fall off. A cigar not only burns straighter while the ashes remain but lasts longer and tastes better. To keep knocking the ashes off is a misdemeanor.

ter. To keep knocking the ashes off is a misdemeanor.

Third—If your cigar goes out be sure to blow through it as soon as possible. You will see some dead smoke leave it. That would become stale and and make your cigar stink if left in it. A cigar that has been cleaned will taste good when lighted—otherwise you would stink up a place as big as the Academy of Music if you carry it in your clothes.

Fourth—You cannot tell whether a cigar is good or bad unless you light it properly, that is to say, throughly. There is no perceptible difference between a tenement-house stinker and a

dollar cigar if both are badly lighted.

Fifth—Don't smoke too much and don't smoke a good cigar while you are walking out of doors or while you are driving. All right about General Grant; but don't you mind it.

Sixth—If you think somking is injurious to your health stop smoking in the early morning. Two-thirds of the people of the country have their stomachs out of order; and no man alling can smoke in the early morning—before or after breakfast. I can't explain it; but the body revolts against tobacco smoke until a few hours after getting up. Then you long for a smoke and enjoy it. I thought smeking was killing me until I quit it in the morning. The best time to smoke is after dinner and after supper, and straight ahead until bed time. Smoking would not hurt a baby if this rule was followed.

Seventh—Don't make a smokestack out of your mouth by constantly puf-fing on your cigar and spoiling its taste by getting it hot. Take your

Eighth-Never give anybody a light bighth-Never give anybody a light from your cigar. Carry matches and peddle them out; but if a man wants a light from your cigar tell him that you would rather change cigars, since yours would be much harmed, if not ruined, by the crushing and sticking it would so through it would go through. Finally, never buy a cheap cigar. There is no economy in the practice. If you can't afford good cigars smoke

FACTS ABOUT RAILROADS.

Interesting Statistics Gleaned from the Last Annual Report of the Interstate Commerse Commission.

Commerse Commission.

On June 30, 1894, there were 192 railways in the hands o receivers, of which 128 had been consigned to receiverships during the previous twelve months, and 35 during the year ended June 20, 1893. The mileage of line operated by these defaulting companies was 40,818.81 miles. The total caultalization of roads in the hands of receivers was about \$2,500,000,000, that is to say, one-fourth of the total railway capitalization of the country. This, as a record of insolvency, is without a parallel in the previous history of American railways, except it be in, the period from 1838 to 1842. It is undoubtedly a result of the general business depression.

He railway mileage of the United States on June 30, 1894, was 173,708.55 miles, which shows an increase over the previous year of 2,247.48 miles. This is an increase of 1.27 per cent. in railway mileage during the year. The corresponding increase for the year ending June 30, 1833, was 2.80 per cent.; for 1892 it was 1.88 per cent.; for 1891 it was 2.94 per cent.; for 1890 it was 4.78 per cent.; for 1889 it was 3.22 per cent.; for 1883 it was 6.65 per cent.; and for 1857 it was 9.68 per cent. From this it-appears that the percentage of increase in railway extension during the year covered by the report is less than for any previous year, and the current record of railway construction does not warrant the hope that the next report, that is to say, for the year ended June 30, 1895, will show any material improvement.

Developing Old, Not New, Lines.

year ended June 30, 1895, will show any material improvement.

Developing Old, Not New, Lines.

The aggregate length of all tracks on June 30, 1894, was 235,535.67 miles, which, in addition to single track milesge, includes 10,429.39 miles of second track, 335.18 miles of third track, 710,39 miles of fourth track, and 42,661.67 miles of yard track and sidings. The percentage of increase in single track mileage during the year was 1.27 per cent.; that o second track mileage was 4.46 per cent.; of third track, 4.40 per cent.; of ourth track, 6.35 per cent., and of yard track and sidings, 1,47 per cent. This seems to indicate that of the capital inested in the extension of railway facilities during the year, a relatively greater amount has been assigned to the development of existing property for an assured traffic than to an extension of property for the creation of new traffic.

The total number of locomotives on June 30, 1894, was 35,492, being an increase of 790 over the number in service the previous year. The increase in locomotives of 1893 over 1892 was 1,652; of 1892 over 1891 was 997; of 1891 over 1890 was 1,999. From this it apepars that there was a decided decrease in the accusteomed rate of increase in locomotives during the last few years. The total number of cars in the railway service on June 30, 1894, was 1,273,078. It is, of course, understood that this figure does not include thee cars of companies or private persons furnishing railways with equipment. The business of furnishing rolling stock to railroads or to shippers is a large and continuously increasing business, but it is impossible to secure any official information respecting it. The increase in the number of cars in the railway service in furnishing rolling stock to railroads or to shippers is a large and continuously increasing business, but it is impossible to secure any official information respecting it. The increase in the number of cars in the railway service on June 30, 1894, over secure any official information respecting it. The increase in the number of cars in the railway serice on June 29, 1894, over those reported the previous year is 4,132. The corresponding increase of 1893 over 1893 was 58,254. The falling off in the regular increase in railway equipment is one of the marked features of the report, and may be accepted as one of the important results of the business depression to which the railway industry, in common with other industries, was subjected by this Democratic administration.

Other Decrenses Shown.

The number of passengers cariled per passenger locomotive shows a decrease of 6,557 in 1894 under 1895. From other statistics it is known that passenger trains were taken off and passenger mileage reduced. In the case of passenger mileage reduced. In the case of passenger miles per passenger locomotive there has been a decrease of 22,971. The most marked decrease, however, is observed in the case of tonnage, in the number of tons carried per freight locomotive being 6,101 less in 1894 than in 1893, while the ton miles per freight locomotive were 757,498 less. The number of passenger cars per 1,000,000 passengers caried shows a decrease of 2 as compared with the previous year, but the number of reight cars per 1,000,000 tons of freight carried was 276 greater in 1894 than in 1893. Other Decrenses Shown.

number of reight cars per 1,000,000 tons of freight carried was 276 greater in 1894 than in 1893.

The report concludes "This office has near beore been called upon to report a decrease in the number of railway employes, but it appears that on June 30, 1894, there were in the employ of railways 779,608 persons, as against 875,602 persons in 1893. This shows a decrease of 93,994. It is necessary to go back to the yvear 1890, when the number of railway employes was 189,301, to find a pay roil as limited as that of 1894. This reduction is, of course, one of the results of business depression and of the consequent necessity of economy on the part of the railways." In other words, it is one of the consequences of Democratic misrule. "The decrease in the number of employes, as already stated, was 93,294. The usual aerage of 5 persons to the wage earner is doubtiess too high for railway employes. If 4 persons to the wage earner be accepted, it shows that the number of persons depried of their regular income on account of the depression in the transportation business during the year ending June 30, 1894, was 375, 376."

A final fact of interest in concetton with the reduction of railway employes in which the reduction takes place. There has been a decrease per 100 miles of line in employes assigned to maintenance of way and structures of 18,54 per cent.; in employes assigned to maintenance of equipment of 18,50 per cent.; and in employes assigned to conducting transportation of 11.11 per cent.

SOME WESTERN VIEWS.

From the Chicago Times-Herald.

Broken promises and broken heads seem to be the specialties of the sultan.

Hon. Tom Pinti has an extraordinarily large number of political gold bricks in the fire this year.

It is presumed that Mr. Olney will make ample apology to Mr. Bayard in case he finds it necessary to be a little firm with England.

ample apploy to Mr. Bayara in case no finds it necessary to be a little firm with England.

Perhaps Attorney General Harmon has decided to postpone his prosecution of the trusts untill Mr. Cleveland-returns and relates his fish stories.

If Amelie Rives-Chanler will promise that more novels are not to be the consequence the public will agree that it has no interest in the divorce.

If that lucrative law practice is the only thing that stands between Mr. Harrison and the presidency his clients may as well begin to look around for another lawyer.

Colonel Watterson is acting very much like a man who would like to have a change of political venue.

It may be said in favor of the Allison boom that it is not being worked overtime nor taiked 40 death.

We have never had a dishonest president and never but one who showed the white feather in the face of national peril.

Childitke and Bland. Child-Do you think we will have a thunderstorm todight?

Mother-No.
Child-Then I needn't bother saying my prayers. I'm only afraid of thunder."—Truth.

"THE DEVIL AND THE

ranton Board of Trade Exchange One tations-All Quotations Based on Par

Chicago Live Stock. Chicago. Nov. 5.—Cattle-Receipts, 7000 head; market barely steady; common to ex-

head; market barely steady; common to ex-tra steers, \$35.0; stockers and tee arrs, \$2.50 a3.75; cows and bulls, \$1.25a3.25; calves, \$2.50a6; Texans, \$1.75a3.15; western rang-ers, \$2.20a4. Hogs-Receipts, 33,000 head; market steady; heavy packing and ship-pling lots, \$3.45a3.70; common to choice mixed, \$2.35a3.70; choice assorted, \$3.55 a3.65; light, \$3.30a3.65; pigs, \$2a3.60. Sheep-Receipts, \$5,000 head; market stronger; in-ferior to choice, \$1.50a3.25; lambs, \$3a4.25.

Buffalo Live Stock.

Buffalo, N. Y., Nov. 5.—Cattle—Receipts.

352 head: on sale, 120 head: market weak and dull: coarse steers, 34; light butchers, 332.30; stockers, god to choice, \$2.55a3; buils, light to good fat butchers, \$2.25a3.15; veals, good to choice, \$6.650; extra. \$6.75; light to fair, \$3.75a5.75. Hogs—Receipts, 4,300 head; on sale, 4,100 head; market steady; Yorkers, \$3.75; mixed packers, \$3.75; a2.30; good mediums, \$3.80; plgs, \$3.80a2.85; roughs, \$3.25a3.40; stags, \$2.50a3. Sheep and Lambs—Receipts, 5,500 head; on sale, 8,400 head; market steady; mixed sheep, good to choice, \$2.40a2.60; prime wethers, \$2.40a2; culls to fair sheep, \$1.25a2.25; good to export sheep, \$3.25a3.50; good to choice lambs, \$3.90a4; prime, \$4.10a4.25; fair to good, \$3.55a3.80; light lots, \$1.25a3.50; culls and common, \$2.65a3.15; Canada lambs, \$3.90a4.15 for fair to good; \$4.25a4.35 for choice to extra.

Philadelphia Tallow Market. Philadelphia, Nov. 5.—Tallow is weak and dull. We quote: City prime, in hhds, 4a44c.; country prime, in bbls, 4a44c.; country dark, in bbls, 3%a3%c.; cakes, 4%c.; grease, 5½a3%c.

NEWS OF OUR INDUSTRIES.

The Reading Coal and iron during October not only sold its entire product of over 1,000,000 tons, but was also compelled to draw on its accu-mulated stocks to make up the deficiency of nearly a quarter of a million

tons.
The coal shipments over the Huntingdon and Broad Top railroad last week were 50,726 tons, an increase of 8,395 tons over the same week last year. For the year to date the shipments are 1,972,798 tons, an increase of 244,367 tons

1,972,788 tons, an increase of 244,367 tons over the same period of 1894.

Every colliery and coal stripping in the Lehigh region, which were forced to shut down and have been idle for several weeks owing to the drought resumed work yesterday morning. Nearly 5,000 men were given employment by the resumption. Rains of the past week have swollen the mountain streams, and there is now plenty of streams, and there is now plenty of

RAILROAD NOTES.

Advices from Salt Lake City are to ing operations with the opening of spring and that the road will be ex-tended to Los Angeles on the line originally surveyed.

The Baltimore "Manufacturers' Record" states that it learns upon good authority that the Southern Railway Company will operate a line of steamers on Chesapeake Bay, between Norfolk and Baltimore, as soon as it begins runing trains to its new tide water terminals on the Hampton Roads, which will be about January 1. It is understood be about January 1. It is understood that the York River Line steamers now plying between West Point and Balti-more will be utilized and that a new vessel will be added, making four in all.

All the property of the Central Rall-road and Banking Company of Georgia has been turned over to the Central Railroad Company of Georgia, the transfer having occurred at midnight transfer having occurred at midnight last night. This places the Southern Railway Company in full control of the property, as it owns a majority of the stock in the new company. President Samuel Spencer is now in the South and will in all probability remain in conference with Receiver Comer the rest of the week, after which, it is expected, he will take a trip over some portions of the system before returning North.

It is reported that when the Valley-Wheeling and Lake Erie-Baltimore and Ohio deal is fully consummated, Valley Junction will be made the end of three divisions of the Wheeling and Lake Erie, one extending from the junction to Cleveland, one from the junction to Toledo and one from the junction to Steubenville and Wheeling.

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