The Devil . . . . . and the . . . Deep Sea.

By RUDYARD KIPLING.

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SYNOPSIS.

The Haliotis, a ship of English origin, but of very shady record, has been pursued and captured by a cruiser which found her trespassing in forbidden waters and wrecked her engine with a shell. She was found to be laden with stolen pearls. The victorious warship towed her captive to land—a remote island under the tropics—but meanwhile the chief engineer, Mr. Wardrop, succeeded in concealing certain parts of the machinery, which was not further tampered with. The crew, after a period of cruel treatment in the jungles, are imprisoned in their own vessel, which is suposed to be wrecked beyond repair. Mr. Wardrop, however, resolves to put the engine in working order, and if possible escape. The task is terrible; but the men, though almost swooning from pain and exhaustion, urged and driven by Wardrop's relentless will-force, have in part succeeded. They are now endeavoring to straighten the huge steel piston bars.

PART V.

But it is curious that no man knows how the rods were straightened. The crew of the Haliotis remember that week very dimly, as a fever patient remembers the delirium of a long night. There were fires everywhere, they say; the whole ship was one consuming furnace, and the hammers were never still. Now, there could not have been more than one fire at the most, for Mr. Wardrop distinctly recalls that no straightening was done except under his own eye. They remember, too, that for many years voices gave orders which they obeyed with their bodies, but their minds were abroad on all the seas. It seems to them that they stood through days and nights slowly sliding a bar backward and forward through a white glow that was part of the ship. They remember an intolerable noise in their burning heads from the walls of the stokehole, and they remember being savagely beaten by men whose eyes seemed asleep. When their shift was over they would draw straight lines in the air, anxiously and repeatedly, and would question one another in their sleep, crying: "Is she straight?"

At last—they do not remember whether this was by day or night—Mr. Wardrop began to dance clumsily and wept the while, and they, too, danced

Naked and Savage Swarmed Down Her Sides.

and wept and went to sleep twitching all over; and when they woke men said that the rods were straightened and no one did any work for two days, but lay on the decks and ate fruit. Mr. Wardrop would go below from time to time and pat the two rods where they lay, and they heard him singing hymns.

Then his trouble of mind went from him, and at the end of the third day's idleness he made a drawing in chalk upon the deck, with letters of the alphabet at the angles. He pointed out that, though the piston rod was more or less straight, the piston rod cross head—the thing that had been jammed sideways in the guides—had been badly strained, and had cracked the lower end of the piston rod. He was going to forge and shrink a wrought iron collar on the neck of the piston rod where it joined the cross head, and from the collar he would bolt a Y-shaped piece or iron, whose lower arms should be bolted into the cross head. If anything more were needed they could use up the last of the boiler plate.

So the forges were lit again, and men burned their bodies, but hardly felt the pain. The finished connection was not beautiful, but it seemed strong enough—at least as strong as the rest of the machinery; and with that job their labors came to an end. All that remained was to connect up the engines and to get food and water. The skipper and four men dealt with the Malay boat builder by night chiefly; it was no time to haggle over the price of sago and dried fish. The others stayed aboard and replaced piston, piston rod, cylinder cover, cross head and bolts with the aid of the faithful donkey engine. The cylinder cover was hardly steam proof, and the eye of science might have seen, in the curve of the connecting rod, a flexure something like that of a Christmas tree candle which had melted and been straightened by hand over a stove; but, as Mr. Wardrop said: "She didn't hit anything."

As soon as the last bolt was in place, men tumbled over one another in their anxiety to get to the hand starting gear, the wheel and worm by which engines can be moved where there is no steam aboard. They nearly wrenched off the wheel; but it was evident to the blindest eye that the engines moved. They did not revolve in their orbits with any enthusiasm, as good machines should. Indeed, they groaned not a little; but they moved over and came to rest in a way which proved that they still recognized man's hand. Then Mr. Wardrop sent his slaves into the darker bowels of the engine room and stokehole and followed them with a flare lamp. The boilers were sound, but would take no harm from a little scaling and cleaning. Mr. Wardrop would not have anyone over zealous, for he feared what the next stroke of the tool might show. "The less we know about her now," said he, "the better for us all. I'm thinkin'. Ye'll understand me when I say that this is in no sense regular engineerin'."

As all his raiment, when he spoke, was his gray beard and uncut hair, they believed him. They did not ask too much of what they met, but polished and tallowed and scraped it to a false brilliancy.

"A lick of paint would make me easier in my mind," said Mr. Wardrop, plaintively. "I know half the condenser-tubes are started; and the propeller shaftin's God knows how far out of the true, and we'll need a new air-pump, an' the main-steam leaks like a sieve, but—paint's like clothes to a man, an' ours is near all gone."

The skipper unearthed some stale ropy paint of the loathsome green that they used for the insides of sailing ships, and Mr. Wardrop spread it abroad lavishly to give the engines self-respect.

His own was returning day by day, for he wore his lion-cloth continuously; but the crew having worked under orders did not feel as he did; the completed work satisfied Mr. Wardrop. He would at the last have made shift to run to Singapore, and gone home without vengeance taken, but the others and the captain forbade him. They had not yet recovered their self-respect.

"It would be safer to make what ye might call a trial trip, but beggars mustn't be choosers, an' if the engines will go over to the hand-gear the probability—I'm only saying it's a probability—the chance is that they'll hold up when we put steam on her."

"How long will you take to get steam?" asked the skipper.

"God knows! Four hours—a day—half a week. If I can raise sixty pounds I'll not complain."

"Be sure of her first; we can't afford to go out half a mile and break down," said the skipper.

"My soul and body, man we're one continuous breakdown fore and aft! We might fetch Singapore, though."

"We'll break down at Pygang-Watal where we can do good," was the answer, in a voice that did not allow argument. "She's my boat, and—I've had eight months to think in."

No man saw the Haliotis depart, though many heard of her. She left at two in the morning, having cut her moorings, and it was none of her crew's pleasure that the engines should strike up a thundering half-sea-over chanty that echoed among the hills. Mr. Wardrop wiped away a tear as he listened to the new song.

"She's gibberin',—she's just gibberin'," he whimpered. "It's the voice of a maniac."

And if the engines have any soul, as their masters believe, he was quite right. There were outcries and clamors, sobs and bursts of chattering laughter, silences where the trained ear yearned for the clear note and torturing reduplications where there should have been one deep voice. Down the screw shaft ran murmurs and warnings, while a heart-diseased flutter without told that the propellor needed rekeying.

"How does she make it?" said the skipper.

"She moves, but—she's breaking my heart. The sooner we're at Pygang-Watal the better. She's mad, and we're waking the town."

"Is she at all near safe?"

"What do I care how safe she is? She's mad. Hear that, now! To be sure, nothing's hittin' anything, and the bearin's are fairly cool, but—can ye hear?"

"If she goes," said the skipper, "I don't care a cure, and she's my boat, too."

She went trailing a fathom of weed behind her. From a slow two knots an hour she crawled up to a triumphant four. Anything beyond that made the struts quiver dangerously and filled the engine room with steam. Morning showed her out of sight of land, and there was a visible ripple under her bows; but she complained bitterly in her bowels, and, as though the noise had called it, there shot along across the level sea a swift, dark prau, hawk-like and curious, which presently ranged alongside and hailed, wished to know if the Haliotis were helpless. Ships, even the steamers of the white men, had been known to break down in those seas, and the honest Malay and Javanese traders would sometimes aid them in their own peculiar way. But this ship was not full of lady passengers and well-dressed officers. Men, white men, naked and savage, swarmed down

"Raving Across the Deep."

her sides, some with iron bars red-hot at the ends, and others with large hammers, threw themselves upon those innocent inquiring strangers, and before any man could say what had happened were in full possession of the prau, while the lawful owners bobbed in the water overside. Half an hour later the prau's cargo of sago and tripang, as well as a doubtful-minded compass, was in the Haliotis. The two huge triangular mat sails, with their 70-foot yards and booms, had followed the cargo and were being fitted to the stripped masts of the steamer.

They rose, they swelled, they filled, and the empty steamer visibly laid over as the wind took them. They gave her near three knots an hour, and what better could men ask. But, if she had been forlorn before, this new purchase made her horrible to see. Imagine a respectable charwoman in the tights of a ballet-dancer rolling drunk along the streets, and you will come to some faint notion of the appearance of that nine-hundred-ton well-decked once schooner-rigged cargo-boat as she staggered under her new canvas, shouting and raving across the deep. With steam and sail that marvelous voyage continued; and the bright-eyed crew looked over the rail, desolate, unkempt, unshorn, shamelessly clothed—beyond the decencies.

At the end of the third week she sighted the island of Pygang-Watal, whose harbor is the turning point of a pearling sea patrol. Here the gunboats stay for a week ere they retrace their line. There is no village at Pygang-Watal; only a stream of water, some palms and a harbor safe to rest in till the first violence of the southeast monsoon has blown itself out. They opened up the low coral beach with its long mound of whitewashed coal ready for supply, the deserted huts for the sailors and the flagless flag-staff.

Next day there was no Haliotis—only a little prau rocking in the warm rain at the mouth of the harbor, whose crew watched with hungry eyes the smoke of a gunboat on the horizon.

Months afterward there were a few lines in an English paper to the effect that some gunboat of some foreign power had broken her back at the mouth of some faraway harbor by running at full speed into a sunken wreck.

(The End.)

Cuticura

FOR THE HAIR and SKIN

A warm shampoo with Cuticura Soap, and a single application of Cuticura (ointment), the great Skin Cure, clear the scalp and hair of crusts, scales, and dandruff, allay itching, soothe irritation, stimulate the hair follicles, and nourish the roots, thus producing Luxuriant Hair, with a clean, wholesome scalp.

THE WORLD OF BUSINESS

Stocks and Bonds.

New York, Nov. 26.—As on yesterday the industrials monopolized speculative attention at the stock exchange and still lower prices were made for some of the stocks. In a general way the industrials are affected by rumors of congressional interference. The railway issues continue firm and as a rule the active issues made slight net gains on the day. London was a moderate buyer. The grangers and Manhattan were in the best demand and the latter rose to 101½. Speculation closed irregular. Net changes show advances of ⅛@1 per cent. in the railway list; Sugar and Chicago Gas and declines of ¾@2¾ per cent. in the industrials. Total sales, 235,000.

The range of today's prices for the active stocks of the New York stock market are given below. The quotations are furnished The Tribune by G. du B. Dimmick, manager for William Linn, Allen & Co., stock brokers, 412 Spruce street, Scranton.

	Opening.	Highest.	Lowest.	Closing.
Am. Tobacco Co.	80⅞	81¼	78½	80¼
Am. Sugar Re'g Co.	97⅞	98⅜	97⅛	98⅜
Atch., To. & S. Fe	16⅞	17⅛	16⅞	17⅛
Can. South	55⅛	55¼	55⅛	55¼
Ches. & Ohio	18¼	18⅜	18¼	18⅜
Chicago Gas	62½	62¾	61⅝	62⅝
Chic. & N. W.	106½	106⅞	106½	106⅞
Chic., B. & Q.	85¼	85½	85⅛	85⅜
C. C. C. & St. L.	41	41	40¾	40¾
Chic., Mil. & St. P.	75½	75⅝	75⅛	75⅜
Chic., R. I. & P.	75½	75¾	75⅛	75⅜
Del. & Hudson	128⅜	128⅜	128½	128⅜
Dist. & C. F.	18⅜	18⅞	18¼	18⅞
Gen. Electric	30⅞	30⅞	30¼	30⅛
Louis. & Nash	53¼	53¼	52⅝	52¾
Manhattan Ele.	100½	101½	100½	100¾
Mo. Pacific	29⅞	29⅞	29⅝	30⅛
Nat. Lead	30½	30½	30¼	30½
N. J. Central	107	107	107	107
Ont. & West	15⅝	15⅝	15⅜	15½
Pacific Mail	30⅞	30⅞	30⅝	30⅝
Phil. & Read.	10¼	10⅜	10	10⅜
Southern R. R.	10⅝	10⅝	10½	10¾
Tenn. C. & I.	32⅞	33½	32⅝	33½
Tex. Pacific	8⅝	8⅝	8⅝	8⅝
Union Pacific	8¾	8¾	8¾	8¾
Wabash	1	....	....	....
Wabash, Pr.	19⅛	19⅛	18⅞	19⅛
West. Union	87	87⅞	87¼	87¾
W. L.	14	14	13⅝	13⅞
U. S. Leather	10½	10½	10⅜	10½
U. S. Leather, Pr.	64¾	64¾	62	62½

Scranton Board of Trade Exchange Quotations—All Quotations Based on Par of 100.

Name.	Bid.	Asked.
Green Ridge Lumber Co.	...	110
Dime Dep. & Dis. Bank	130	...
Scranton Lace Cur. Co.	...	50
Nat. Boring & Drilling Co.	...	80
First National Bank	600	...
Thuron Coal Land Co.	...	90
Scranton Jar & Stopper Co.	...	25
Scranton Glass Co.	...	65
Lackawanna Lumber Co.	110	...
Spring Brook Water Co.	...	105
Elmhurst Boulevard Co.	...	100
Scranton Axle Works	...	80
Third National Bank	350	...
Lacka. Trust and Safe Dep. Co	...	160
Scranton Packing Co.	...	100
Scranton Savings Bank	200	...
Lacka. Iron & Steel Co.	...	150
Weston Mill Co.	...	250
Scranton Traction Co.	...	35
Bonta Plate Glass Co.	...	12
BONDS.		
Scranton Glass Co.	...	100
Economy Steam Heat & Power Co	...	100
Scranton Pass. Railway first mortgage, due 1918	110	...
Scranton Traction Co.	...	95
People's Street Railway, first mortgage, due 1918	110	...
Scranton & Pittston Trac. Co.	...	90
People's Street Railway, Second mortgage, due 1920	110	...
Lacka. Valley Trac. Co., first mortgage, due 1925	...	90
Dickson Manufacturing Co.	...	100
Lacka. Township School 5%	...	102
City of Scranton Street Imp 6%	...	102
Scranton Axle Works	...	100

New York Produce Market.

New York, Nov. 26.—Flour—Neglected, easy. Wheat—Dull, easier; No. 2 red store and elevator, 68c.; afloat, 69¼c.; f. o. b., 68⅝a69c.; ungraded red, 64a70c.; No. 1 northern, 66a66¼c.; options dull; January, 65¾c.; March, 67⅝c.; May, 67⅝c.; June, 67⅝c.; July, 67⅞c.; December, 65c. Corn—Dull, firm; No. 2, 36c.; elevator, 37c.; afloat; options dull and firm; November, 36c.; December 35¼c.; January, 35c.; May, 35¾c. Oats—Easier; options dull, firmer; November, 22c.; December, 23¼c.; January, 23¾c.; May, 25½c.; spot prices No. 2, 22¾a23c.; No. 2 white, 24½c.; No. 2 Chicago, 23¾a24c.; No. 3, 22c.; No. 3 white, 23c.; mixed western, 22a23c.; white do. and white state, 24 a27c. Provisions—Quiet, firm. Lard—Quiet, weak. Butter—Firm, state dairy, 12a21c.; do. creamery, 17a22½c.; western dairy, 11a16c.; do. creamery, 15a23½c.; do. June, 15a21c.; do. factory, 9a16c.; Elgins, 23½c.; imitation creamery, 12a18c. Cheese—Quiet, unchanged. Eggs—Quiet, heavy; state and Pennsylvania, 22a26c.; ice house, 16a20c.; do. per case, $3.50a4.50; western fresh, 21a23c.; do. per case, $3.50a4.25; limed, 16½a17c.; do. per case, $3.50a4.

Toledo Grain Market.

Toledo, O., Nov. 26.—Wheat—Receipts, 4,000 bushels; shipments, 8,000 bushels; market quiet; No. 2 red cash and December, 65⅝c.; May, 67⅝c.; No. 3 red, cash, 63½c. Corn—Receipts, 43,000 bushels; shipments, 22,000 bushels; market easy; No. 2 mixed, May, 29⅝c.; No. 3 yellow, cash, 28½c.; No. 3 mixed, 28c.; No. 3 white, 28c. Oats—Nothing doing. Rye—Dull; No. 2 cash, 39c.; No. 3 do., 36c. Cloverseed—Receipts, 54 bags; shipments, 269 bags; market firmer; cash and December, $4.57½; March, $4.69.

Buffalo Live Stock.

Buffalo, Nov. 26.—Cattle—Receipts, 900 head; on sale, 200 head; market steady; good to choice steers, $4.25a4.50; light to good butchers' steers, $3.65a4; good to choice stockers, $2.75a3.40; bulls, $2.25a3; old cows, $1.75a2.10; veal calves, steady; good to choice, $7a7.50; light to fair lots, $4.50a6.75. Hogs—Receipts, 6,000 head; on sale, 6,400 head; market steady and firm; light Yorkers, $3.75; pigs, $3.80a3.90; roughs, $3.30a3.35; stags, $2.80a3.30; heavy hogs quotable at $3.70a3.75. Sheep and Lambs—Receipts, 5,800 head; on sale, 22,000 head; market steady; choice to extra native lambs, $4a4.20; good to choice, $3.65a3.90; light to fair, $3.15a3.60; good feeding lambs, $3.50a4; culls and common thin lambs, $2.50 a3.15; mixed sheep, good to choice, $2.25 a2.50; common to fair, $1.85a2.15; culls, $1 a1.75; handy wethers, $2.50a3; export sheep, $3a3.50; no Canadas on sale.

Oil Market.

Pittsburg, Pa., Nov. 26.—Oil opened and lowest, $1.55; highest and closed, $1.57. Standard Oil company's price, $1.55.

Oil City, Pa., Nov. 26.—Oil opened and lowest, $1.55; highest, $1.59; closed, $1.56½.

Philadelphia Tallow Market.

Philadelphia, Nov. 26.—Tallow is in light request, but steady. We quote: City, prime, in hhds, 4a4¼c.; country, prime, in bbls, 4a4¼c.; do. dark in bbls, 3⅝a3⅞c.; cakes, 4⅝c.; grease, 3½a3⅝c.

NEWS OF OUR INDUSTRIES.

John B. Garrett, third vice-president of the Lehigh Valley railroad, has been selected by that company to represent it in the board of managers of the new Joint Traffic association of the trunk lines and their western connections.

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Bethlehem, Pa., Nov. 26.—The Bethlehem Iron company has received news of the award of a contract for nearly 1,200 tons of armor plate for the new Russian battleship Rostislav. The contract will have to be completed by fall of next year. There were fourteen bidders for the work. The contract represents about $600,000 and will keep the ordnance works, employing 2,000 skilled workmen, running through the winter.

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The Pennsylvania railroad is building at its Altoona shops a train of light passenger coaches, to be used as an experiment on one of its suburban branches. The recent experiments made by the company with a suburban train of the New York, New Haven and Hartford railroad were not at all satisfactory, the cars being too light. The coaches now being built are not unlike the present standard Pennsylvania passenger cars, except that they are much lighter.

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The forthcoming report of the interstate commerce commission will show that the recent financial depression threw out of employment 93,994 railway employes. This is the first time a reduction in the number of persons employed by railway corporations has ever been noted. The increase has been gradual until a total of 873,602 was reached in the year 1892. The reduction was general throughout the United States with the exception of the Pacific slope, where there was an increase of 2,408 in the total number of persons employed. This was due to the fact that the Great Northern railway put in operation that year nearly 300 miles of road, that was not included in previous reports, and similar extensions were made by other corporations. The greatest decrease is found in the central states. In the three states of Ohio, Indiana and Michigan 29,630 persons were thrown out of employment and there was a decrease in the pay rolls of nearly 15 per cent. In Illinois, Iowa, Wisconsin and Minnesota there were even greater reductions. In those states 26,163 persons were thrown out of employment and there was a decrease of 15.35 per cent. in the pay rolls. The enormous reduction in these particular localities may be due in a measure to the employment of a large number of extra men in 1893 during the World's fair. In the eastern and New England states only 15,450 men were discharged and the pay rolls were reduced only 6.89 per cent. Another fact of interest in this connection is that while the reduction was universal it was greatest among the employes engaged in constructing and maintaining roadways and least among employes engaged in conducting transportation. The average number of section foremen throughout the United States was not reduced, but the trackmen, who numbered 186,154 in 1893, were reduced to 150,711 in 1894. The reduction in employes assigned to general administration was 14.29 per cent., maintenance of ways and constructions 18.54 per cent., maintenance of equipment 16.50 per cent. and transportation 11.11 per cent. The returns from all the railways show that the loss of revenue suffered from the commercial depression was generally met by a reduction in the number rather than in the pay of employes. The average rate of compensation was higher in 1893 than in 1892, and, although in some portions of the country there was a small decrease in 1894, it was not generally maintained. The only class of railway employes who now receive compensation in excess of $3 a day are locomotive drivers and conductors. General office clerks, foremen, machinists and carpenters receive from $2 to $3 a day. All other employes rate below $2. The following table shows the average rate of pay a day by various classes of railway employes throughout the country:

General office clerks	$2 34
Station agents	1 75
Other station men	1 83
Locomotive drivers	3 61
Firemen	2 03
Conductors	2 04
Other trainmen	1 89
Machinists	2 21
Carpenters	2 02
Other shop men	1 69
Section foremen	1 71
Other track men	1 38
Switchmen, flagmen and watchmen	1 75
Telegraph operators	1 93
Equipment employes	1 97
All other employes	1 65

RAILROAD NOTES.

It was announced that the Lehigh Valley Railroad is laying plans to secure an outlet of its own at the foot of Essex street, Jersey City, and that it proposes to build a ferry from that point to connect with New York. The Greenville and Hudson Railroad company has been organized to build a new line of road with a capital of $200,000. The directors of the company are: John Hood, of Camden, David S. Baird, of Beverly, Thomas W. Hulme and Fredrick H. Lee, of Mount Holly, and James E. Shaperkotter, William Brinder and Madison E. Meredith, of Philadelphia. These gentlemen are closely connected with the Lehigh Valley interests, and the new road will, it is said, eventually become part of the Lehigh Valley. It will connect with the main line of the Lehigh Valley near Brown place, Jersey City, with the present Lehigh Valley freight depot in Jersey City, which is to become the main depot of the company. At present the Lehigh Valley trains run into the Pennsylvania Railroad depot in Jersey City.

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Owing to various reasons, the Reading plan of reorganization will not be announced this week. A movement is on foot among the income mortgage bondholders and stockholders, and which is headed by Isador Wormser, to oppose the plan of reorganization. Mr. Wormser's house is the large holder of these securities, and it represents many other holders. Money must be raised, and to raise it the income bonds and the stock must be taxed. If the holders of these securities refuse to pay an assessment voluntarily the collection of it will undoubtedly be enforced by foreclosure of the general mortgage. The reorganization plan is liable to be materially changed before it is finally promulgated.

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The decision of the Sinking Fund commission to locate the terminal of the proposed North River bridge between Fifty-ninth and Sixtieth streets, New York, at the Hudson river, while not altogether satisfactory to the New York Central railroad, ends the fight which has so long delayed the determination to locate the New York end of the bridge between Sixty-eighth and Sixty-ninth streets. The New York Central railroad objected, because it has its freight sheds there.

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Fuller Tucker, of Wilkes-Barre, has been made conductor of one of the passenger trains on the Central Railroad of New Jersey. It will make it necessary for him to change his residence to this city.

R R R RADWAY'S READY RELIEF

No matter how violent or excruciating the pain, the Rheumatic, Bedridden, Infirm, Crippled, Nervous, Neuralgic, or prostrated with diseases may suffer,

RADWAY'S READY RELIEF

Will Afford Instant Ease.

For headache (whether sick or nervous), toothache, neuralgia, rheumatism, lumbago, pains and weakness in the back spine or kidneys, pains around the liver, pleurisy, swelling of the joints and pains of all kinds, the application of Radway's Ready Relief will afford immediate ease, and its continued use for a few days effect a permanent cure.

Instantly stops the most excruciating pains, allays inflammation and cures congestions, whether of the Lungs, Stomach, Bowels or other glands or mucous membranes.

Radway's Ready Relief

CURES AND PREVENTS

Colds, Coughs, Sore Throat, Influenza, Bronchitis, Pneumonia, Rheumatism, Neuralgia, Headache, Toothache, Asthma, Difficult Breathing.

CURES THE WORST PAINS in from one to twenty minutes. Not one hour after reading this advertisement need anyone SUFFER WITH PAIN.

INTERNALLY—A half to a teaspoonful in half a tumbler of water will in a few minutes cure Cramps, Spasms, Sour Stomach, Nausea, Vomiting, Heartburn, Sick Headache, Diarrhoea, Colic, Flatulency and all internal pains.

RADWAY'S READY RELIEF.

Price, 50c. per Bottle. Sold by all Druggists.

French Injection Compound

Cures positively, quickly, (not merely checks.) Guaranteed or money refunded. Avoid dangerous remedies. Price 50 cents per bottle, Six Bottles (will cure severest case) sent prepaid, secure from observation, with only scientifically made syringe, to any address for $5.00.

CHENO MEDICAL CO. DRUGGISTS 1327 PHILADELPHIA PA

Roy's Restoria Compound

A permanent relief to long-suffering women; specific for all female weaknesses; one of nature's own remedies; is not injurious to the most delicate constitution. Why suffer? Price, $1 per bottle. For Sale by JOHN H PHELPS, Scranton, Pa.

DR. DIX'S Celebrated Female Powders Never fail. $2.00 Below Genuine them safe and sure Particulars 4 cents. DR. J. P. DIX Box 2, Boston, Mass.

Important Art Sale

At No. 518 Spruce Street.

On view from 9 a. m, until 9 p. m., one hundred and fifty modern high class paintings from the most celebrated Europaen masters.

Examples by the Following Artists Are in the Collection:

ADOLPH SCHREYER,	PARIS	JEAN BERAUD,	PARIS
A. HAGBORG,	"	LEON PERRAULT,	"
CESER DETTI,	"	BERNE BELLECOUR,	"
ALFRED STEVENS,	"	GEO. MICHEL,	"
A. DELOBBE,	"	BRUCK LOJOS,	"
EMIL MUNIER,	"	OTTO DE THOREN,	"
VICTOR GILBERT,	"	A. GISBERT,	"

A. Piot,	Paris	A. Millotti,	Florence	F. Pondell.	Munich
W. C. Beaquesne,	"	Gaighi,	"	E. Misel,	"
E. Richter,	"	E. Simonetti,	Rome	Prof. Carl Hetz,	"
L. de Schreyver,	"	G. H. Kotchenreiter,	Munich	Prof. O. Piltz,	"
Tito Conti,	Florence	H. Weber,	"	Prof. Franz Ortlieb,	"
P. Massani,	"	Muller-Laucke,	"	E. Muller,	"
C. Rinaldi,	"				

The entire collection is from the Johnson Gallery, formerly of 225 Fifth avenue, New York, and will be on exhibition

Monday, Tuesday and Wednesday, Nov. 25, 26 and 27.

Sale by auction will take place Thursday, Friday and Saturday evenings following at 8 o'clock.

P. S.—Please present invitations at the door, as no one will be admitted without invitation.

Third National Bank OF SCRANTON.

CAPITAL, . . . $200,000
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