THE SCRANTON TRIBUNE-SATURDAY MORNING, APRIL 25, 1896.



One of the Most Remarkable Incidents in Railroading.

STRANGE ROMANCE OF THE RAIL

A Burlington Car. Loaded with a Fortune In Sliks, Disappears Between Two Stations-Found a Year Later in Good Condition.

The Burlington officials at this point have just closed up a voluminous cor-respondence and effected a settlement of all claims growing out of one of the most remarkable incidents in the his-tory of railroading. This was an accl-dent on the mountain division of the Union Pacific in the year of 1887, when aded with merchandise, of the a car loaded with merchandise, of the value of over \$50,000, was lost between Green River and Laramie, Wyo., and its whereabouts for over a year was a mys-tery that baffled trainmen, officials and ctors until they were at their wits'

The "lost car," as it came to be called. was one of the old box cars of about ten tons capacity, belonging to the Burlington road, such a one as was in use on that line twenty-five years ago, and already out of date at the time this adventure befell it so far away from home. It was painted a dull slate color and numbered 907. It had in some man ner found its way to the Pacific Coast. and on its return trip was utilized to carry east a portion of the cargo of a steamship just arrived from the Orient, consisting of silks, thgether with a lot consisting of sliks, therefore with a for of California wine, these two commo-dities being commonly shipped together so as to secure to the shipper the ad-vantage of both bulk and weight, for rates were very high, even as late as

ten years ago. It was customary on the arrival of one of the Pacific Coast Steamship com-pany's blg vessels from China to make up a whole train, and scmetimes two or three, from the silks included in her cargo, with wine for ballast, and send them through from San Francisco to Omaha as "silk specials," which were scheduled on passenger time, and not infrequently made better speed than the express trains. A "sixty-mile or-der" was often given the engineer and conductor of a silk special on leaving

Ogden or Green River, where time has been lost on the Central Pacific through a snow blockade, which means they were allowed to make that speed within the limits designated by the order, say from one division terminus to the next and they made it, too, an d took pride in having to "kill time" besides.

Now the steamship which brought the cargo, of which the 907 received a portion, was five days overdue when she made port, and the slik special lost forty-eight hours up among the snows of the Sierra Nevadas, so that, the consignees being in a particular hurry for their freight, orders were sent from Omaha to Ogden and intermediate division termini to expedite that cargo by sending it over the line on a sixtymile schedule. The train order con-forming to these instructions was is-sued at Ogden, and the special made hurried time in safety to Evanston and thence to Green River. Here every train that passes through is thoroughly inspected, the car numbers entered in a book kept for that purpose, the seals examined and every precaution taken to insure safety to both train and cargo on its long run through the Bitter Creek country, across the Red Desert and through the whole desolate moun tain country encountered before the Laramie plains are reached. The next Laramie plans are reached. The next checking up and inspection is done at Laramie, and as each of these trains is made up with but sixteen cars, it is, not much of a job to give them the closest attention as to every detail.

SCENE OF THE DISAPPEARANCE.

came leisurely along, for the boys were on the alert and discovered the acci-dent instantly. The trains were once more coupled up and made the remainder of the journey in Larsmie without accident.

THE CAR MISSED. When the "number snatcher" at La-ramie made his rounds to check up the train he counted but fifteen cars. He examined his way bills, and found they called for the usual number-six-teen. He took another look over the train, with the same result. Then he examined the car numbers on the way bills and compared them with those

Meantime engines and on the cars. Meantime engines and crews had been changed, and every-thing was in readiness to pull out for the "Sherman Hills." They were losing time every minute, and the engineers and conductor were furious over the delay. The latter wanted to know what in perdition was the matter, and when he was informed said the number snatcher was a blanked idlot. Then they went over the train again, and lost more time, without solving the mystery. There was no doubt of it. There was a car missing, and it was No. 907. Matters were fixed up with the train dis-patcher, and the slik special went over the Sherman Hills one car short. It was supposed that car had been set out at some way station on account of a hot box, a flat wheel or a broken axle, and that the conductor had forporter. gotten to make a minute of it, so the subject was dropped until the next day. When the conductor appeared the

When the conductor appeared the next day at the trainmaster's office he was called "on the carpet" and re-quested to explain. He couldn't ex-plain. He swore he brought the train in just as he received it from the other district. Green River was called up, and reported that 907 left there all right. Every station from there to Laramie was queried, but no one had seen or heard of the lost car. Omaha was notified, and for the next twenty-for hours the wires were kept red hot with messages relating to the old Bur-lington car and its precious cargo. In a with messages relating to the old Bur-lington car and its precious cargo. In a month its whereabouts was as much of a mystery as ever. Fine weather came on, and the track walkers had re-ported no wreckage along the line, and, to make a long story short, the company simply went down in its pock-ets and advanced a portion of the loss-es; they couldn't do otherwise. In six months the incident had become a tradition to be referred to now and then in spinning yarns when lying on a sidetrack.

A COWBOY'S DISCOVERY.

In June of the year following the disappearance of the 907 a cowboy, who had been out on a round-up, was rid-ing across the Red desert in search of a missing steer. It was intensely hot, and he was disgusted with the world in general and stray steers in particu-

In general and stray steers in particu-lar. He was just ready to turn around and rejoin the "outfit" from the "3-bar ranch," when he concluded he would take a look in the gulch just across the railroad track. Driving his spurs into his gow pony, he was soon over the line and making his way to the bottom of the guich, which was deep and its sides precipitous. Where the rail-road track crossed it mature had aided road track crossed it mature had alded in strengthening the embakament by leaving at its foot one of those enor-mous bowlders often seen in the moun-tains, and often 50 or 100 feet in diam-eter. Thinking the steer would be like-ly to seek the shade of the embank-ment, he sourced around the big rock to examine every possible hiding place. What was his astonishment to find himself suddenly confronted with a himself suddenly confronted with a freight car standing upright and un-harmed, as if just sidetracked, in that lonely spot, an hour before. He rubbed his eyes and looked again, thinking perhaps the heat waves in the atmos-phere might have blinded him, and that phere might have blinded him, and that he was the victim of an optical delu-sion. No, there it was, and on the gray sides of the old car he read the name "Burlington" and the number 907. He even looked at the seals, and they were unbroken. Greatly puzzled, and thinking the heat must have af-fected his brain, he left the trail of the missing steer and drove to the little red frame building at Red Desert, dig-

excuse did not seem good to the su-perintendent, and the conductor and his brakemen were told to come to the office and get their time. As for the cowboy, he was the recipient of as and use them, too.

WORLD OF LETTERS.

system

A contributor to the Rochester Demo-rat and Chronicle writes: "Mr. Richard Harding Davis is possessed either of some ingenious and persistent enemy who devotes his time to spreading reports cal-culated to bring Mr. Davis into contempi, or of a most remarkable capacity for making an ass of himself in the ordinary fourse of conversation. Every few weeks of some entirely foolish or entirely cad-dish utterance alleged to have fallen from of Rebecca, that makes men yearn to kick is the stand shaven lips of Richard, son of Rebecca, that makes men yearn to kick is pointed out as the man who wrote Gallagher." He says: "That story was all very well, but it has a reportorial curt-ness and crystallization of expression shout it that I have now soared far be-yond. 'Gallagher' has the thumb-marks is the poor, pawn-ticketed, free-lunched hack reporter on its pages. I want to for when the reon its pages. I want to for when the scrifter 'Gallagher' and its making entire 'Gallagher' and the year of my fer i will sacrifter 'Gallagher' and the port of the newspaper-shop part of my the its of the scrifter 'Gallagher' and the part of the newspaper-shop part of my the fue to the scrifter 'Gallagher' and the scrifter the two once that score will only forget

that I was once that scorned thing—a re-porter." "We cannot believe that the man who wrote 'Gallagher' could ever develop into enough of a fool to be capable of talking in that fashion. The story must be con-sidered as an invention of the enemy, and, viewing it in that light, one cannot but admire the fiendish ability with which it has been shaped to accomplish its end, Every line of it casts a slur on Mr. Davis' reputation as a critic, as an author, as a gentleman. It insinuates that he is so utterly incapable of judging of the com-parative merits of literary performances that he is unaware that 'Gallagher' is the best thing, if not the only really good thing, he ever wrote in his life; that he 'crystallization of expression as a fault; that he has come to write so sloppily that he is no longer capable of 'crystallization of expression,' and, furthermore, that he has joined himself unto the great army of snobs and idiots who, because of their snoblishness and idiots, heaverage repor-cad. If Marding Davis ever really said what is here attributed to him he has evi-dently adopted the average clubman's view of the reporter, than which there is only one more ridiculous thing on earth. For while there are clubmen who are gen-timen and clubmen who are gentiemen and reporters who are cads, the average repor-ter is better born, better bred and better educated than the average clubman, as there are reporters who are gentiemen and reporters who are cads, the average repor-ter is better born, better bred and better educated than the average clubman, as there are reporters who are cads, the average repor-ter is better born, better bred and better educated than the average clubman, as everybody who is well acquainted with both sets perfectiv well knows. The one manil literary person, the hack book-reviewer of the publishers' and book-sell-ers' trade-papers and his like, toward the reporter.

reporter. "The true relation of the small literacy person toward the reporter may be illus-trated by the case of that 'rising young genius' Stephen Crane: He once aspired to be a reporter. He secured a position on the city staff of the New York Tribune and proved himself unfit to fill is as soon as he was trusted with an assignment of some little importance. He was told to write up a political parade and turned in a column or two of slop, of the 'chat-ter of a death demon in a tree-top' style, the reading whereof caused Whitelaw Reid to order the immediate discharge of every man on the paper who had 'had any-thing to do with that parade story.' So Mr. Crane was forced to take to litera-ture. The case of Harding Davis himself might also furnish a like filustration. Ru-mor hath it that, as a reporter, except thor. The colony of American writers in Lon-don numbers over 100 men and women, among whom are Henry James, Bret Harte, Moncure Conway, Gertrude Ather-ton, W. W. Astor, Poultney Bigelow, Sarah Jeannette Duncan (Mrs. Everard Coates), Elizabeth Pennell and Mrs. Bur-nett. poraneous American literature, if such a regulation could be enforced!" "The large preponderance of foreign literature in the American market is," suys the Washington Post. "naturally un-pleasant to American writers. They find that in spite of the international copyright law and the tariff on books the authors, are not merely holding their own, but ac-tually gaining ground in the United States. Vigorous protests against the alleged injustice of this state of things had little or no effect. American writ-ers are finding it impossible to dispose of their products, and not a few of them are turning away from literature to gain a livelihood in less congenial but more profitable fields. The latest paper on this subject is not the product of an author, but comes from the well-known publisher, J. Selwin Tait, of New York, in the shape of a letter to the Evening Post, of that city. Mr. Tait discusses literay matters in the frankest manner. He refers to 'the darkening fortunes of the native novelist of respectable faction published in this country-reiprocally our authors contribu-ted les than 1 per cent. of the folion pub-lished abroad.' Ten-cent magazines have, in his opinion, 'cut right into the heart of the book trade,' lessening the demand for literature in more permanent form. The newspaper press has, he says, exerted a similar influence, and we have no doubt that this opinion is correct. Many of the best novels get their first presentation to the reading public through the daily pa-pers, especially in their Sunday issues. But the book publishers can get almost any original manuscript which they desires to bring out if they are willing to pay the price demanded and received. "Mr. Tait thinks the American public is A Connecticut Youth Now Struts About From the New York World. This is a queer story of the strange results of the transfusion of blood from a fowl to the veins of an infant. A boy was born to the wife of a farmer who lives near Stonington, Conn. The child was dying of inanition. To save its life a young doctor transfused into the infant's veins the blood of a fowl taken from the farmyard. The child became strong and is now a vigorous lad of twelve. As he grew in years his mother observed that he was intensely fond of out-of-door life and cared nothing for the society of other conductor.
The separation of the train had been made at the rear end of the No. 967.
"Mr. Tait thinks the American public is price demanded and received.
"Mr. Tait thinks the American public is to provide the short containing for the society of other society of the society of other society of the No. 967.
"Mr. Tait thinks the American public is to provide the short containing for the society of other society of the society of other society of the society of the society of other society of the society of the society of other society of the society of the society of the society of other society of the society o children. He always played with the barnyard fowls, and his mother found

ance of our writers cannot be abated un-til they accomplish its abatement by their own efforts. They must do it on what the civil service reformers call 'the merit bellow and paw the ground like an New York physicians scoff at this 11 11 11

case reported from Stonington. They say the transmission of characters by blood transfusion is preposterous. AUTHORS AND PUBLISHERS: AUTHORS AND PUBLISHERS: All Robert Louis Sievenson's poetry will soon be issued in one volume by the Scrib-ners. Hall Caine has bought Geeba castle, in the Isle of Man, and is engaged writing a new novel there. General W. H. Lytle, who wrote "I Am Dying, Egypt, Dying," was the only gen-eral killed on the union side at Chicka-maura.

UNIVERSAL SUFFRAGE.

[Printed at the Request of the American Woman Suffrage Association.]

Woman Suffrage Association.] It is often said, by the opponents of wo-man suffrage, that we have already too large a number of voters, and that gov-ernment by limited suffrage would show much better results. I wonder whether such people realize what they are anyounc-ing that, in their opinion, a government of, for, and by the people, is impossible, and that our ideal has been placed too high for our attainment. Universal suffrage, io me, means the right of every man and woman who is mentally able to do so, and who has not forfeited the right by an ill-use of it, to say who shall rule them, and what section shall be taken by those rulers upon questions of moment. mauga. The Rev. John Watson, of Liverpool. better known as Ian Maclaren, will deliver the Yale lectures on preaching next Sepbetter known as ian Maciaren, will deliver the Yale lectures on preaching next Sep-tamber. A new volume of poems by Blias Car-man, with illustrations by Tom Meteyard, is announced for immediate publication by Elkin Mathewa. Olive Holland, the author of "My Jap-anese Wife," has written a new novel. The scene is laid in Norway. It is called "The Lure of Fame." W. L. Alden, who used to write the hu-morous editorials for the New York Times, until 185, has been in London some years writing for the English magazines. The Countess de Martiel, "Gyp," has just published in Paris a new book, "Le Hon-heur de Ginette," which is written in the same vein as "Le Marriage de Chiffon." A new book of an odd character is about to be published by the Longmans. It is written by Dr. Thomas N. Orchard, and is to deal with "The Astronomy of Para-dise Lost." William Morris says the poet Inureate-ship of England is a mere court office, a business affair, and it was only by ac-cident that it happened to be held by two great poets.

and what section shall be taken by those rulers upon questions of moment. "Who has not forfeited the right," I say, for the right can be forfeited as can that to liberty, or to almost any other so-called "natural right." In old English common law high treason is partly de-fined as giving sid and comfort to the king's enemies. With us, where the peo-ple have taken the place of the king, there can be no such ald and comfort given to their enemies as through any attempt to debauch the suffrage. The democratio principle demands the life disfranchise-ment of any one convicted of giving or re-ceiving a bribe to influence the result of an election. The right of a man or woman to self-government is so vital, so sacred, that tampering with it cannot be visit-ed with too heavy penalities. The saying that eternal vigilance is the price of lib-erty is as true today as it ever was, but we are not willing to pay that price, and therefore the disgraceful condition of af-fairs in our cities is what it is today. But the fault is not primarily with the ig-norant masses; it lies with the intelligent voters, the men who should be leaders, but who have wilfully discrowned them-selves, and then cry out for a limited suf-fus of a democratic government without its necessary duties. It has never, to my knowledge, been a business analy, and it was only by accident that it happened to be held by two great poets. Harold Frederic's new novel, soon to be published, is entitled "Illumination." He has been engaged five years on the book, which is a study of the Roman Catholic church in America. It is supposed that Cecil Rhodes, the ruling genius of South Africa, was the original of the hero in Anthony Hope's novel, "The God in the Car," recently published by D. Appleton & Co. James Payn has announced the intention of resigning the editorship of the Cornhill Magazine, which he has held for thirteen years. For some time ho has been an invalid, unable to leave his home, although continually at work with his pen.

has been an invalid, unable to leave his home, although continually at work with his pen. Crockett's next novel will reflect life in Holland. The ex-preacher has gone to that country to study Dutch colorings. He has recently completed a story of 10,000 words for the "Windsor Maggazine" in London. Crockett rests from his literary labors by playing golf. Edward Ducoto has discovered that Vir-gil was a persistent plagiarist, stealing right and left from Theoritus. Aratus, Pisander, Ennius, Lucretius, Acclus, Ho-mer and many others. There were, how-ever, only one or two Latin poets who didn't crib incessantly. The oldest romance in existence today so far as known is ope called "The Tale of Two Brothers." The original manu-script in papyrus, is in the British Muse-um, and it dates back 3,200 years. A The-ban scribe named Ennana was the au-thor.

physicians. They, too, watched the cu-ricus antics of the boy with interest, and finally got permission to take him to Boston. The lad resisted that and fought the physicians with strange side-long kicks from his heels and vio-lent knocks from his head. The is now in Boston being treated for his odd affliction. It is said that the only similar case reported in the medi-cal journal is that of an Austrian who, having a bullock's blood transfused into his veins, in later life began to bellow and paw the ground like an **SLEEPLESSNESS AND NERVE EXHAUSTION** PRODUCED BY INFLAMMATORY RHEUMATISM. Two Cases in Gladwin County, Mich., Cited to Prove the fact that Nerve Debility can be Treated with a Nerve Food Successfully.

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DO NOT USE A STIMULANT, USE A NERVE FOOD.

From the Courier-Herald, Saginaw, Mich.

In the long list of diseases that human | Recently, while a representative of the flesh is heir to, none perhaps are more pain-ful than inflammatory rheumatism and its of Gladwin, Gladwin County, he heard of a attendant ills. The sufferer lies racked by case of this nature and that it had yielded to pains that seem unbearable and many times a short treatment with a celebrated remedy, even death itself would be a relief. Tor- the name of which has become a household tured by pains that seem beyond human word in every hamlet, village and city in the skill to drive away or even alleviate, the land. The victim of this unusually severe wretched sufferer tosses on a led of pain, case of nervous trouble was Ransom Sim-hoping that something may be found to re-mons, an old and well-known resident of the lease him from the thralls of that dreaded village. His nervous condition had grown

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From Green to Bitter Creek station, a mere sidetrack and water tank, stopping about 100 miles east of the former place, the main line of the Union Pacific follows the serpentine course of that famous and most fearfully and won-derfully constructed stream known as Bitter Creek. Sometimes the track skirts the bank so closely that a pas-senger looking down from the car win-dow gains a fair idea of the worst fluid on earth bearing the name of water. On either side of the track, rising prewhose sides have been blasted off just sufficient to permit the passage of trains. In places there are curves so sharp and with surroundings so perlious that old engineers never pass these spots without a feeling of profound thankfulness when they have left them behind. It is much the same all the way to Rawlins, about midway be-tween which point and Green River lies the "Red Desert." Tipton is the third stopping place east of Bitter Creek sta-tion, and Red Desert the fourth, either being worthur more them a telegraph being nothing more than a telegraph office, a station gang's headquarters office, a station gang's headquarters and a water tank, the necessity of using one of these three conveniences be-ing all the call a train ever has for stopping at one of them.

The special, which included the 907. passed Bitter Creek all right, passed Tipton the same way, and was in a fair way to have time to kill when, in going over a hill the train broke in two. In such cases the engineer pulls out for all his engine is worth, or, rather, the engineers do, for all trains of this sort are run as "double-headers." This is to prevent the detached section, which is left without safeguard of air brakes, from running into the section in front and smashing the drawheads. Well, this is what the engineers did on this occasion, for it was about 1 o'clock at night, dark as pitch, and in-clined to be stormy. The portion of the crew on the detached section always know what to do on such occasions. They set the hand-brakes and jog slow-ly along until the train comes to a standstill at the foot of the grade, where they well know the rest of the crew will be waiting for them. The engineers ran like lightning that night. for they were on the down grade when the train broke in two, running at the rate of sixty miles an hour, and didn't know whether the boys would discover the accident and set the brakes at once the accident and set the brakes at once or not. Around sharp curves, across ugly guiches, skimming along the banks of dry creek beds, they rushed with the speed of the wind, until the safe halting place was reached, and there they stopped. The detached section

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nified by the name "telegraph office." The operator did not credit his story The operator did not credit his story of finding the car with the seals on in such an outlandish place for a self-re-specting car to be, but when the cow-puncher mentioned the number, "907," he pretty nearly fell off his chair. Then he rushed to his key and in an instant was calling Laramie. The dispatcher at Laramie was "paralyzed," but as soon as he became convinced that the operator at Red Desert knew what he was talking about he wired Omaha the joyful tidings, and in an hour the wrecking car was out on the way to wrecking car was out on the way to Red Desert, accompanied by the su-perintendent, C. E. Wurtele. Why, it was a bigger thing than finding a gold mine, for, leaving out entirely the value for the car, the cargo, if uninjured, was worth a fortune in itself. The car was found as had been described, was raised and put on the track again and was taken into Laramie, where an in-vestigation revealed the fact that the contents had not suffered a dollard contents had not suffered a dollar's worth of damage.

THE EXPLANATION.

The next question was how that car escaped from the train and got itself in such a peculiar position. The crew that brought the special east the night 907 was lost was questioned, but could throw no light on the matter, until at last it was remembered that the train had parted on the hill between Tipton and Red Desert, and that a dash had been made down the hill to escape a rear-end collision. Then, like a flash, the whole thing became clear to the conductor.

conductor. The separation of the train had been made at the rear end of the No. 907, which was left the last car on the front section of the train. In going around section of the train. In going around the sharp curve just as the track runs out on the embankment crossing the guich, the tremendous speed and the sudden turn had derailed the 907 and thrown her down into the guich, just as a child is thrown in playing "crack the whip" when it is at one end of the line. The link connecting it with the next car had broken, and so avoided dragging it down and perhaps wrecking the ention came up and the train was coupled together, no one ever thought of the old gray car; in fact, it was so dark they could not have seen it if they had thought of it and it had been right be-fore their eyes. The draw-heads fitted; a new link repaired the damage, and that was the end of it so far as they were concerned. It is unfortunate, but true, that the

RESULT OF CHICKEN BLOOD.

and Acts Like a Game Cock.

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-Phelps Dawson, in Philadelphia Bulletin



Directory of Wholesale and Retail City and Suburban Representative Business Houses.

Wholesale.	MONUMENTAL WORKS.	FRUITS AND PRODUCE. Dale & Stevens, 27 Lackawanna.	FLOUR, BUTTER, EGGS, ETC.	Cowles, W. C., 1907 N. Main.	FLORAL DESIGNS.	BROKER AND JEWELER
BANKS	when brow, in Adams Stende.	Cleveland, A. S., 17 Lackswanns,	The E. H. Watts Co., Lt., 723 W. Lacks. Babcock, G. J. & Co., 116 Franklin.	WATCHMAKER AND JEWELER	Clark, G. R. & Co., 201 Washington.	Radin Bros., 123 Penn.
ackawanna Trust and Safe Deposit Co.	MILK, CREAM, BUTTER, ETC.	DRY GOODS		Rogers, A. E., 215 Lackawanna.	CATERER.	DRY GOODS, FANCY GOODS,
ferchants' and Mechanics', 429 Lacka. 'raders' National, 234 Lackawanna.	Scranton Dairy Co., Penn and Linden.	Kelly & Healey, 20 Lackawanna.	MINE AND MILL SUPPLIES. Scranton Supply and Mach. Co., 13 Wyo.	BOOTS AND SHOES.	Huntington, J. C., 306 N. Washington.	Kresky, E. H. & Co., 114 S. Main.
Vest Side Bank, 109 N. Main. cranton Savings, 12 Wyoming.	ENGINES AND BOILERS.	Finley, P. B., 510 Lackswanns. LIME, CEMENT, SEWER PIPE.		Goodman's Shoe Store, 432 Lackawanna.	GROCERIES.	CREAMERY
	Dickson Manufacturing Co.	Keller, Luther, 818 Lackawanna.	FURNITURE. Hill & Connell, 18: Washington.	BY ID LY IN IN IN	Pirie, J. J., 427 Lackawanna	Stone Bros., 306 Spruce.
BEDDING, CARPET CLEANING, ETC.	The Franker	HARNESS & SADDLERY HARDWARS.	All & Connell, ist Washington.	FURNITURE. Barbour's Home Credit House, 425 Lacka	UNDERTAKER AND LIVERT.	BICYCLES, GUNS, ETC.
as ocranton Bedding Co., Lucan.	DRY GOODS, MILLINERY, ETC.	Frits G. W., 410 Lackawanna.	CARRIAGE REPOSITORY.		Raub, A. R., 425 Spruce.	Parker, E. R., 221 Spruce.
BREWERS.	The Fashion, 308 Lackawanna avenue.	Keller & Harris, 117 Penn.	Blume, Wm. & Son, 522 Spruce.	CARPETS AND WALL PAPER. Inglis, J. Scott, 419 Lackswanns.	DRUGGISTS.	DINING ROOMS.
tobinson, E. Sons, 435 N. Seventh. tobinson, Mina, Cedar, cor. Alder.	PLUMBING AND HEATING.	WINES AND LIQUORS.	HOTELS.	Ingin, J. Boott, the Dackswalling.	McGarrah & Thomas, 209 Lackawanna.	Caryl's Dining Rooms, 505 Linden.
CHINA AND GLASSWARE	Howley, P. F. & M. T., 231 Wyoming ave.	Walsh, Edward J., 22 Lackawanna.	Scranton House, near depot.	GENERAL MERCHANDISE	Lorentz, C., 418 Lacka;, Linden & Wash. Davis, G W., Main and Market.	TRUSSES, BATTERIES AND RUBBER
upprecht, Louis, 231 Penn.	the second s	Williams, Samuel, 221 Spruce	MILLINERY & FURNISHING GOODS.	Osterhout, N. P., 110 W. Market. Jordan, James, Olyphant.	Bloes, W. S., Peckville. Davies, John J., 106 S. Main.	GOODS.
TOTE AND CONFECTIONERT	GROCERS. Kelly, T. J. & Co., 14 Lackawanna.	VICE NV	Brown's Bee Hive, 234 Lacks.	Bartheld, E. J., Olyphant.		Benjamin & Benjamin, Franklin & Spruce
Villiams, J. D. & Bro., Bis Lacks.	Megargel & Connell, Franklin avenue. Porter, John T., 26 and 28 Lackawanna.	BOOTE AND SHOES	City and Suburban.	CONTRACTOR AND BUILDER	CARRIAGES AND HARNESS.	MERCHANT TAILOR . Roberts, J. W., 126 N. Main.
FLOUR FEED AND GRAIN.	Rice, Lovy & Co., 30 Lackswanns,	Goldsmith Bros, 104 Lackswanns.	We wanted a started or and the selar stre	Snook, S. M., Olyphant.	Simwell, V. A., 515 Linden.	
fatthews, C. P. Sons & Co., M Lacks.		WALL PAPER, ETC.	ATHLETIC GOODS AND BICYCLES.	· PAINTS AND WALL PAPER.	PAWNBROKER.	PIANOS AND ORGANS.
	Contall W P & Cons 110 Dans	Ford, W. M., 130 Penri:	Florey, C. M., 22 Wyoming.	Winke, J. C., 815 Penn	Green, Joseph, 107 Lackawanna.	DRY GOODS, CLOTHING, SHOEL
PAINTS AND SUPPLIES.	Connell, W. P. & Sons, 118 Penn. Foote & Shear Co., 118 N. Washington.	CANDY MANUFACTURERS.	HARDWARE AND PLUMBING.	TEA, COFFEE AND SPICE	CROCKERY AND GLASSWARE	HARDWARE.
ionoite à Malkee, 200 Aprilee.	ANAL & CORRELLO, ON LACKSWARDA	J Seranton Candy Co./ 23 Lackswanns.	Gunster & Forsyth, 27 Penn.	Grand Union Tes Co., 108 S. Main.	Harding, J. L., 215 Lackawanna.	Mulley, Ambrose, triple stores, Previdence,
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