### THE FUTURE OF OUR INDUSTRIES.

Some facts of Interest Taken from an Address Recently Delivered Before the Students of the University of Pennsylvania by A. E. Outerbridge, jr.

prispects of manufacturing industries made files. He mentions one order, rein this country present interesting cently sent to this country, for 1,000 in this country present interesting problems for study to the student, the statesman, the manufacturer and the English files would be considered, or now costs \$32." wage earner. It is evident, even to the cusual observer, that many industries outlery or hardware shop in Bradford," past have been over-stimulated; improved facilities for manufacturing a Newark or Trenton, N. J., imprint. consumption. Competition has lowered way, and one of the strange things prices, wages have fallen, productabout it is that they must be purchased ly during the past three years), and be the rival of American cutlery man-hardships have resulted therefrom, ufactures. These shears, a dealer said of this important economic problem, haps, be found in the recent reports of also sold in Bradford. the bureau of statistics in Washington.

These statistics show that exports of American manufactures are increas- and shoes is rapidly growing, and has ing year by year, thus proving that we indeed already assumed large proporare now successfully competing in the tions. Within a few years pastgreatim-markets of the world with the man-provements have been made in the ufactured products of cheaper labor in shoemaking machinery and in the proforeign countries. Although complete duct, accompanied by an equally no-returns for the year 1896 are not yet ticeable reduction in cost. Few peravailable, it is safe to estimate, from sons are aware of the present extent the figures furnished in the past eleven of this business, which has grown up tracting from the total those items for each employe, and an average of which do not involve elaborate mechanical processes (such as petroleum, copilitation). A single factory employand scientific apparatus.

the same systems of management were proved a surprise. American labor, though highly paid, is so much more efficient that it has been thus shown poorly paid operatives in Europe. Several specific instances of this kind might be given if space permitted. Exmight be given if space permitted. Ex-act imitations of American manufac-erensed and the cost per unit of prodtured products, including machine tools, have been made in France, but they have cost more to produce there than the imported genuine articles

bama furnace sent an experimental England. This was considered an "exto England and to Continental counthe influence of this trade upon the world's commercial interests." From a recent statement by an officer of a orders booked by that company alone amounted to about 40,000 tons, and inquirles under consideration between 30,000 and 40,000 tons. One of these, the same day on which this information was given, covering 5,000 tons, materialized into an order. Pig iron has already been shipped to Liverpool. Manchester, Rotterdam, Vienna, Geabroad. These are facts not yet gen-

Crude pig iron stands near the bottom of the list of articles involving a high degree of skilled labor. American watches, on the other hand, head the list. Yet they are exported in constantly increasing quantities to all parts of the world. Very recently the American consul at Bradford, England, firm of jewelers alone has a stock of 20,000 Waltham watches. In addition it has watches of the Elgin and other makes, and sells large numbers."

American files, made by machinery,

The existing condition and future | Meeker, compete with English handwhich have proved profitable in the said Mr. Meeker, "and ask for shears, have outstripped the capacity for home | They are considered superior in every tion has been curtailed (more especial- through Sheffield, which is supposed to Further curtailment of production, or to me, are superior to all others, beprove the solution in the near future shears used by tailors and cutters are inery has enormously increased the almost entirely of American make. and the key to the situation may, per- Turbine water wheels and printing presses of American manufacture are

The export of machine-made boots months, that the total exports of man- from very small beginnings. Statistics ufactures for the year will equal, if show that, in the census year of 1890, they do not exceed, \$250,000,000. This no less than 179,500,000 pairs of boots will be about \$50,000,000 more than in and shoes were made in factories in this 1895, which figures were, in turn, about country, by 134,000 operatives, an aver-\$25,000,000 more than those of 1894. Sub-age of nearly 1,000 pairs per annum per ingots, etc.), it appears that about | Ing 233 hands (chiefly girls), turned out 70 per cent, of the value includes a 2,100 pairs of women's shoes a day. great variety of manufactures in which The best qualities of machine-made skilled labor forms the largest element shoes are now fully equal to the best of cost. These divisions include: Agri- hand-made shoes, and are produced at cultural implements, sewing machines, one-third the cost; this accounts for typesetters and typewriters, watches their favorable reception in a number and clocks, boots and shoes, locomo- of new markets, in spite of former prejtives, and other machinery, machine udices and of occasional misrepresentools and hardware, electrical supplies tations of rivals, who naturally fear loss of business.

Seven thousand tons of steel rails, It has heretofore been maintained— besides enormous quantities of other and, indeed, is still contended—by railroad material are now being made many manufacturers, that the relative- in Pittsburg for Japan, and large oriy high wages paid to skilled labor in ders have, it is said, been booked for America, as compared with wages in China. A complete locomotive man-European countries, preclude the pos- ufacturing plant was recently shipped sibility of successful competition, but from Philadelphia to Russia, and railfacts are more convincing than theo- road machinery is now on its way from ries. Within the past few years sev- this port to Australia. A multitude of eral large manufacturers, thinking to similar illustrations could be given, but avail themselves of cheaper labor abroad, have established branches of direction in which the "trade winds" their works in different parts of Eu- are now blowing, and it only remains the same equipment of labor- for American enterprise to take adsaving tools and, as far as possible, vantage of the opportunities which favorable circumstances offer to enter The result in each case upon a new era of industrial prosperity.

The secret of success in these tentative experiments is to be found in the wonderful advances which have been to be cheaper in the end than that of made in labor saving machinery, supermade in labor saving machinery, superust correspondingly reduced. The possibilities of reduction in cost of manufacture of any given articles are not always appreclated first by those who are most familiar with the routine methods. New departures are apt to eman-It has been contended that freight ate from those who approach the prob-rates on all heavy manufactured arti- lem from a new standpoint, unbiased cles would surely always prove a pro- by old traditions. A striking illustrahibitive handicap. Facts again dis-prove theories. Two years ago an Ala-concomitant great reduction in cost of manufacture, is furnished in the recent shipment of 250 tons of pig iron to history of the evolution of the incandescent electric lamp. In 1880, I visited ceptional case," and was also pro- Edison's laboratory at Menlo Park to nounced a visionary project and derid- inspect his new system of incandescent ed as ridiculous in the extreme. With- electric lighting. I was then much imin the brief period, says the Manufac- pressed with the novel methods of makturers' Record, the demonstration is ing, in considerable numbers, the delicomplete. "From that experimental cate lamps and filaments, and regard-250-ton shipment this business has in- ed them as marvels of mechanical increased, until now there is an actual genuity. I understood at that time scarcity of steamer room to handle the | that Mr. Edison had succeeded by his business offered. Orders are being his methods in reducing the cost of booked every week for large shipments | manufacture of the little lamps onehalf-i. e., from about \$3 to \$1.50 each tries. It is difficult to rightly measure | Today lamps far superior to the earlier forms made in 1886 are sold in large lots at less than 20 cents each. A single factory of the General Electric comleading furnace company, the foreign pany turns out 6,000,000 a year, and the output of all the factories combined is about 20,000,000 lamps per year. It is interesting, in view of the present low cost of the lamps, to know that the carbon filament is estimated to be, weight for weight, the most valuable substance known. Filaments for the ordinary sixteen candle-power lamps are worth \$10 a thousand, and 14,000 are noa, Trieste, Yokohama and elsewhere required to weigh one pound. The filaments in the tiny bulb lamps used for surgical and dental purposes are very adoption: much smaller, and are three times more valuable, if estimated by weight, or more than \$400,000 per pound.

Formerly it was customary to estimate approximately the cost of a locomotive at \$1,000 per ton weight. Thus an engine weighing 40,000 pounds would reported as follows: "One Bradford cost about \$29,000. Today, a first-class locomotive, weighing about 130.660 of this money. It provides also the easiest source of pounds, costs about \$8.000, or less than 64 cents per pound. Labor-saving machinery and "piece work" systems of pay are largely accountable for these according to the testimony of Consul results. The Pennsylvania railroad

has made an interesting, almost start ling, discovery of the value of the piece work system of remuneration in its shops at Altoona, as compared with the "day's work" plan formerly in vogue. It is stated that, before the introduction of the new system fifty new locomotives per annum represented the capacity of the shops. Since that change the output-with substantially the same tools and appliances-has doubled. "The cost of day's work in the erecting shops of what are known as Class I, engines was \$290. The same amount of work, on engines of the same general class, but about fifteen tons heavier, now costs \$95.75, and s done in one-half the time, By day's work it took three days to build a box car. This work is now done in fifteen hours. The pipe work on a locomotive formerly cost \$137, and Figures are given showing that, while the output has been doubled and cost of labor reduced one-half, wages have been raised more

than 25 per cent, under the new system. The value of this change may be

better appreciated when it is stated

that the cost of equipment on the Penn-

sylvania railroad last year was \$9,500,-

000, of which about \$4,750,000 was labor

In conclusion, I may repeat what I have said on a former occasion that output for each workman, and this introduces a new element into the ethics of the question of wages, and also into the practical question of cost. If it ean be shown that a skilled workman, at a slight increase of labor and attention, can enormously increase the output of a machine, he should be encouraged to make the effort by an in-crease of pay. An increase of output qualified to speak on it.—Philadelphia Inmust logically and necessarily involve a fair Increase of wages, and, in a properly conducted business, this inrense of wages, following increased output, must mean increased profit. This is a profit-sharing scheme to which there can be no practical objection. While the brief statements here given are intended merely at indications of the present and prospective condition of manufacturing industries in America, they seem to point clearly to the encouraging fact that this country is about to enter upon an era of industrial prosperity through growing expansion of its commerce and manu-

#### MONEY BASED ON BONDS.

factures.

The Plan Proposed by a Luzerne County Man for Pulling Prosperity Out of the Fire.

We publish, by request, the provisions of the new currency bill introduced in the last congress by Representative Leisenring, of Luzerne county, to oblige

After the passage of this act, it shall be the duty of the treasury department to prepare imimediately, a new issue of paper money, to be denominated the interest bearing bond certificate of deposit, a full legal tender for all debts, public and private, without exceptions, under any contract or law, to be loaned to states, countles and citles for bonds prepared according to the laws of states, and the treasury regulations, at the lowest rate of interest that the government can borrow gold, or 3 per cent, per annum, for the first five years. After the census re-turns of each decade, it shall be the duty of the treasury department to regulate of the country, deducting loans from for-eigners, in the previous decade. Section 2-No state, county or city will

be allowed to borrow over 20 per cent, of their taxable valuation of wealth. If the debt of any state, county or city shall be above 20 per cent, of their taxable wealth, the loan from the treasury must be secured by first mortgage bonds. Section 3-1t shall be the duty of the treasury to prepare to supply the bor-rower with silver dollars and fractional silver money, to supply all demands un der this act, and to supply 10 per cent, of the amount in gold coin when demanded; provided, the party demanding gold. agrees to return the same weight of gold coin when redeeming their bonds.
Section 4—The treasury department shall issue three dollars of this class of certifi-

cates of deposit for every two dollars of bonds deposited, and redeem the greenbacks, treasury notes and national bank notes at the ratio of one dollar for every three dollars of the new issue put in circulation.

Section 5-That any bank, society of person, having in possession bonds of states, counties and cities, issued in harmony with this act, may deposit the same in the treasury, and receive the full facvalue of the bonds in money as provided; the interest above the rate demanded by he government to accrue to the deposi

Section 6-The treasury department shall prepare blank bonds to supply parties on application, and deliver the money free of cost to the borrower. Section 7-The bonds may be redeemed in any legal tender money of the United States, and at any time after one year of the issue, and it shall be the duty of the treasury to withdraw from circulation three dollars of bond certificate of deposits for every two dollars of bonds redeemed.

THE BILL DEFENDED.

The author of this plan is H. W. Ev. ans, of Plainsville, Luzerne county, and he submits the following reasons for its

It is the only way offered to make out paper money a certificate of labor stored; to benefit the whole people. Taxpaying wealth is a security, and strength to all he people. It is truly the only Republican, Demo

cratic, Populistic plan of money. The people will have the initiative, and full control over fully two-thirds the amount

government is the only power authorized and able to give to the people a perfect safe and sound credi, money. And the government, that does the service, should receive the benefit. By this plan the government will be able to regulate the value of money, better and more effectu-ally than any of the present means of

This plan will also make it the self-inthe spain will also make it the self-in-terest of every wealthy person to see that the wealth of the country will be con-tinually on the increase, or the rate of interest may be lowered and his income reduced. Thus the interest of the indi-vidual community, and general govern-ment will be bound in the unity of mu-tual benefit seeking the constant growth. tual benefit, seeking the constant growth of wealth, and the prosperity of the com

mon people. By this plan the government will leave the actual business of banking to bank-ers, but will compel even bankers to do business for the people's interest. This plan will also avoid the increase of of-ficial patronage that would occur under any system of government banking. Even, we believe, the interest on bonds would be collected with less per cent.

would be collected with less per cent.
expense than any other revenue.
Another reason in favor of this paper
money based on bonds, will be the unlimited supply, which will defend the
business of the country from money
panics, and gold scares. The gold may
go to Europe, but our states, counties and cities will remain as reserve security, be-hind our paper currency, and it will give the world a chance to test the merits of credit money based on credit, supplied or the same conditions with metallic money

A WOMAN ON WOMAN SUFFRAGE

All Cleaning



about the house, paint, floors, pots and pans, dishes and glassware, silver and tinware, can be done better, quicker and cheaper with

than with any other cleansing compound. Largest packagegreatest economy.

RAILROAD COMPANY.

PERSONALLY CONDUCTED TOURS

MATCHLESS IN EVERY FEATURE.

CALIFORNIA.

Tour to CALIFORNIA and the PACI-FIC COAST will leave New York and Philadelphia March 27, returning on regu-lar trains within nine months. Pullman berth and meals on special train, and other tour features. New York, Paidel-phia, Harrisburg, or Altoona 18 San Francisco, \$60, in addition to regular first-ciass one-way or Pacific Coast excursion tickets.

FLORIDA.

Jacksonville tour, will leave New York and Philadelphia by special train March 9, 1897, returning by regular trains until May 31, 1897. Rate covering transportation both ways and meals and Pullman accommodations going, \$50.00 from New York, and \$48.00 from Philadelphia.

WASHINGTON.

OLD POINT COMFORT TOURS

RETURNING DIRECT OR VIA

RICHMOND and WASHINGTON,

will leave New York and Philadelphia March 18 and April 15, 1897.

WINTER

equally attractive resorts at

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VACATIONS

If you cannot enjoy the luxury of a Florida

trip, you will find a temperate climate and

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VIOLA SKIN SOAP is simply incomparable as a skin partition Scop, unequaled for the tollet, and without a rival for the numery. Autolotely pure and delicately medicated, At drugatets, Price 25 Certs.

G. C. BITTNER & CO., Tot. EDO, O.

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PENNSYLVANIA RAILROAD.

Schedule in Effect November 15, 1895.

Trains Leave Wilkes-Barre as Follows

7.30 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-

10.15 a. m., week days, for Hazleton,

6.00 p. m., week days, for Hazleton

J. B. HUTCHINSON, General Manager

J. R. WOOD, Gen'l Pass. Agent.

burg and the West.

and the West.

and Pottsville.

more, Washington, and for Pitts-burg and the West.

Baltimore, Washington and Pitts.

For full information, apply to

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Complexion Preserved

DR. HEBRA'S

VIOLA CREAM

Richmond, Va.

THE N. K. FAIRBANK COMPANY,

encouragement from Mary Elliott well, who, in a letter to the Boston Transcript, makes public an argument against the granting of the voting privi-

"If I may be pardoned for a personal allusion." she writes, "I would say that, after an experience of some years in literary life, where one is brought, not only into contact with men, but into com-peting with them, it is my firm belief that a vote would have been a serious hindrance to me at any time This opinion would have been more convincing had the reasons for its for-mation accompanied its submission, but even as it is it is the opinion of a women who had unusual opportunity for studying the subject and who is, therefore, quirer.

LET THE BABY CRY. It Will Benefit Him Unless He Cries Too Hard.

That babies ought to cry occasionally is a fact well known to doctors, but one which seems very much against the creed of mothers and nurses. The Tours, each covering a period of three days, will leave
New York and Philadelphia
March II, April I and 22, and May 13, 1897.
Rates, including transportation and two days' accommodation at the best Washington hotels, \$14.50 from New York, and \$11.50 from Philadelphia. model babies who never cry are unnatural specimens. Crying is the only exercise a young baby gets; it expands the lungs, causes a better circulation of the blood and helps on muscular Of course, fretting when there is discomfort is to be promply attended to; and screaming (which might cause rupture) must not be alowed; but a really healthy little cry, when nothing particular is the matter save that baby needs that mode of expression for his pent-up feelings-this s not a thing to make everybody run and try to divert the little one's attention or to stop him, or get out of the way as if there was a fire, or a runaway locomotive coming. The noise is not pleasant, but if we were once assured that it was a harmless pastime for baby, most of us could reconcile our

selves to it once in a while.

Not at night. If there is one lesson SHORT more important than another, it is that larkness and stillness go together. But, although the idea may be a novel one, there is something to be said in favor of little babies being allowed a small crying spell-that is, an exercise spell -during the day, purely upon the grounds of health.-Florence Hull Winterburn, in the Frebruary Woman's Home Companion.



FOR INTERNAL AND EXTERNAL USE. CURES AND PREVENTS

Colds, Coughs, Sore Throat, Influenza, Bronchitis, Pneumonia, Swelling of the Joints, Lumbago, Inflammations.

#### RHEUMATISM. NEURALGIA, FROSTBITES. CHILBLAINS, HEADACHE, TOOTHACHE, ASTHMA,

DIFFICULT BREATHING. CURES THE WORST PAINS in from one to twenty minutes. NOT ONE HOUR after reading this advertisement need any one SUFFER WITH PAIN.

Radway's Ready Relief Is a Sure Cure for Every Pain, Sprains, Bruises, Pains in the Back. Chest or Limbs. It was the first and is the only PAIN REMEDY

That instantly stops the most excruciating pains, allays inflammation, and curos Con-gestions, whether of the Lungs, Stomach, Bowels, or other glands or organs, by one application.

A half to a teaspoonful in half a tumbler A haif to a teaspoonful in half a tumbler of water will in a few minutes cure Cramps. Spasms. Sour Stomach, Fleart, burn, Nervousness, Sleeplessness, Sick Headache, Diarrhea, Dysentery, Colic, Flatulency and all internal pains.

There is not a remedial agent in the world that will cure Fever and Ague and all other Malarious, Billious and other fevers, aided by RADWAY'S PILLS, so quickly as RADWAY'S READY RELIEF.

Fifty cents per bottle. Sold by Druggiets.

First-Class Sleeping and Dining Gars Fifty cents per bottle. Sold by Druggists. attached to all throught trains. Tourist cars fully fitted with bedding, curtains and specially adapted to wants of families may be had with second-class tickets. Rates always less than via other lines. For further information, time tables, etc., on application to RADWAY & CO., 55 Elm Street, New York.



produces the above results in 30 days. It acts powerfully and quickly. Cures when all ethers fail Young men will regain their lost manhood, and old men will recover their youthful vigor by using REVIVO. It quickly and surely restores Nervousness, Lost Power, Failing Memory, Wasting Diseases and all effects of self-abuse or excess and indiscretion, which units one for study, business or marriage. It not only cures by starting at the seat of disease, but is a great nerve tonic and blood builder, bringing back the pink glow to pale checks and restoring the fire of youth. It wards off Insanity and Consumption. Insist on having REVIVO, no other. It can be carried in vest pocket. By mil, \$1.00 per package, or six for \$5.00, with a positive written guarantee to cure or refund the money, Circular free. Address ROYAL MFDICINE CO., 53 River St., CHICAGO, IP For Sale by MATTHEWS BROS., Drug-gist Scranton, Pa. FRENCH REMEDY

AN'S MENTHOL INHALER ASYMMA CATARRH HEADACHE NEURALGIA INBALER will cure you. A wonderful boon to sufferer from Colds, Sore Threat, and the cure you. A wonderful boon to sufferer from Colds, Sore Threat, and the cure that the

gist Scranton, Pa.

MENTHOL The surest and safest remady for Bheum, old Sores, Burns, Cuts. Wonderful remedy for PHLES. Price. So ets. at Drug-BALW state or by mail prepaid. Address as above. BALW For sale by MATTHEWS BROS. and The woman suffragists do not get much | JOHN H. PHELPS, Scranton, Pa





### 2,000,000 BARRELS

Made and Sold in Six Months, ending March 1, 1896, Total Product of

# VASHBURN, CROSBY CO. MILLS. A.B. G.D

The A Mill Alone produced 1,000,000 Barrels, Largest Run on Record.

Washburn, Crosby's Superlative is sold everywhere from the Pacific Coast to St. John's, New Foundland, and in England, Ireland and Scotland very largely, and is recognized as the best flour in the world.

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We Carry a Full Stock of

Wheels, Rims, Spokes, Hubs, Shafts, Poles, Axles, Springs, Steel and Cast Skeins, Buggy Tops, Duck, Drill, Rubber and Carriage Cloth, Carriage Forgings, Bolts, Clips, AND A FULL LINE OF

IRON, STEEL AND BLACKSMITH'S SUPPLIES

For detailed itineraries and other in-formation, apply at ticket agencies, or address George W. Boyd, Asst. Gen'l Pass, Agent, Broad Street Station, Phila-John'n. Bittenbender & Co., Scranton, Pa.

> THE DICKSON MANUFACTURING CO Locomotives, Stationary Engines, Boilers, Hoisting and Pumping Machinery.

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# **EVERY WOMAN**

Dr. Peal's Pennyroyal Pills

For sale by JOHN H. PHELPS, Fharmacist, cor. Wyoming Avenue and Spruce Street, Scranton, Pa.

*RAILROAD TIME-TABLES* 

LEHIGH VALLEY RAILROAD SYSTEM.

Anthracite Coal Used Exclusively Insuring Cleanliness and Confort.
IN EFFECT NOV. 15. 1896.
TRAINS LEAVE SCRANTON.
For Philadelphia and New York via D. & H. R. R. at 6.45, 7.45 a. m., 12.95, 1.20, 3.33 (Black Diamond Express) and 11.39 p. m. For Pittston and Wilkes-Barre via D. L. & W. R. R. 6.00, 808, 11.29 a. m., 1.55 3.40, 6.00 and 8.47 p. m.
For White Haven, Hazleton, Pottsville, and principal points in the coal regions Tickets, include one and one-quarter day's stay at Old Point Comfort or Virginia Beach, with accommations at leading hotels, \$17.00.

and principal points in the coal regions via D. & H. R. R., 6.45 a. m., 12.05 and 4.41 OLD DOMINION STEAMSHIP CO., W.L. GUILLAUDEU, Vice-Pres. & Traffic Mgr

via D. & H. R. R., 6.46 a. m., 12.05 and 4.41 p. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 7.45 a. m., 12.05, 1.20, 3.23 (Black Diamond Express), 4.41 and 11.30 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations via D., L. & W. R. R., 6.00, 8.08, 9.55, a m., 12.26 and 3.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Fails, Chicago and all points west via D. & H. R. R., 7.45 a. m., 12.05, 3.33 (Black Diamond Express), 9.50 and 11.30 p. m.

Pullman parlor and sleeping or Lehigh Valley chair cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt. CHAS. S. LEE, Gen. Pass. Agt., Phila., Pa.

Pa.
A. W. NONNEMACHER, Asst. Gen
Pass. Agt. South Bethlehem, Pa.
Scranton Office. 309 Lackawanna avenue.

Del., Lacka. and Western, Effect Monday, October 19, 1896. Trains leave Scranton as follows: Ex-ress for New York and all points East, 40, 2.50, 5.15, 8.00 and 9.55 a. m.; 1.10 and

1.33 p. m.
Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.55 a. m.,
1.10 and 3.33 p. m.
Washington and way stations, 2.45 p. m. Tobyhanna accommodation, 6.10 p. m. Express for Binghamton, Orwego, El-mira, Corning, Bath, Dansyille, Mount Morris and Buffalo, 12.29, 2.35 a. m., and 1.55

m., making close connections at Buffalo o all points in the West, Northwest and Southwest.

Bath accommodation, 9.15 a. m.

Binghamton and way stations, 1.05 p. m.

Nicholson accommodation, 5.5 p. m.

Binghamton and Elmira capress, 5.55 p. m. Express for Utica and Richfield Springs so a. m. and 1.55 p. m. Ithaca 2.35 and Bath 9.15 a. m., and 1.5 For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connection at North-umberland for Williamsport, Harrisburg, Baltimore, Washington and the South, Northumberland and Intermediate stations, 6,99, 2,55 a.m., and 1,55 and 6,09 p. m., Nanticoke and intermediate stations, 8,08 and 11,20 a.m. Plymouth and intermediate stations, 3,40 and 8,47 p. m. Pullman parior and sleeping coaches on all express trains.

For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 223 Lackawanna avenue, or depot ticket office. or Northumberland, Pittston, Wilkes

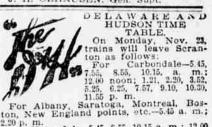
Central Railroad of New Jersey.

(Lehigh and Susquehanna Division.)
Anthracite coal used exclusively, insuring cleanliness and somfort.

Time Table in Effect Jan. 25, 1897.
Trains leave Scranton for Pittston, Wilkos-Barre, etc., at 8.29, 215, 11.39 a. in., 12.45, 2.00, 3.05, 5.60, 7.10 p. m. Sundays 2.06, a. m., 1.09, 2.15, 7.10 p. m. Sundays 2.06, a. m., 1.09, 2.15, 7.10 p. m.
For Atlantic City, 8.29 a. m.
For New York, Newark and Elizabeth, 8.20 (express) a. m., 12.45 (express with Buffet parlor car), 3.05 (express) p. m. Sunday, 2.15 p. m. Train leaving 12.45 p. m.
For Mauch Chunk, Allentown, Bethiehem, Easton and Philadelphia, Reading Terminal, 5.22 p. m. and New York, 6.00 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 a. m. and 12.45 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 a. m. and 12.45 p. m.
For Lakewood, 8.20 a. m., 12.45, 5.00 p. m.
Sunday, 2.15 p. m.
For Pottsville, 8.20 a. m., 12.45, 5.00 p. m.
Sunday, 2.15 p. m.
For Pottsville, 8.20 a. m., 12.45, 5.00 p. m.
Sunday, 2.15 p. m.
For Lakewood, 8.20 a. m.
For Pottsville, 8.20 a. m., 12.45, 5.00 p. m.
Sunday, 2.15 p. m.
For Pottsville, 8.20 a. m., 12.45 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 p. m.
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For Long Branch, Ocean Grove, etc., at 8.20 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 p. m.
For Lakewood, 8.20 a. m.
For Lakewood, 8.20 a. m.
For Lake Central Railroad of New Jersey. Pottsville, Reading, Norristown, and Philadelphia; and for Sun-bury, Harrisburg, Philadelphia, J. D. M., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and Pittsburg 3.15 p. m., Sundays only, for Sun-bury, Harrisburg, Philadelphia, and Pittsburg and the West.

erty street, North River, at 2.10 (express) n. m., 1.10, 1.30, 4.15 (express with Buffet parior car) p. m. Sunday, 4.30 a. m. Leave Philadelphia, Reading Terminal, 9.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.25

a. m.
Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.
H. P. BALDWIN.
Gen. Paes. Agt.
J. H. OLHAUSEN. Gen. Supt.



20 p. m. For Honesdale—5.45, 8.55, 10.15 a. m.; 12.00 2.20 p. m.
For Honesdale—5.45, 8.55, 10.15 a. m.; 12.00 noon, 2.20, 5.25 p. m.
For Wilkes-Earre—6.45, 7.45, 8.45, 9.33, 10.45 a. m.; 12.05, 1.20, 2.23, 3.33, 4.41, 6.00, 7.50, 9.30, 11.30 p. m.
For New York, Philadelphia, etc., via Lehigh Valley Railroad—6.45, 7.45 a. m.; 12.05; 1.20, 3.33 (with Black Diamond Express), 11.30 p. m.
For Pennsylvania Railroad points—6.45, 9.35 a. m.; 2.50, 4.41 p. m.
For western points, via Lehigh Valley Railroad—7.45 a. m.; 12.05, 3.33 (With Black Diamond Express) 9.50, 11.30 p. m.
Trains will arrive at Scranton at follows; From Carbondale and the north—6.40, 7.40, 8.40, 9.34, 10.40 a. m.; 12.90 noon; 1.05, 2.24, 3.25, 4.37, 5.45, 7.45, 9.45 and 11.25 p. m.
From Wilkes-Harre and the south—5.40, 7.50, 8.50, 10.10, 11.55 a. m.; 1.15, 2.14, 3.48, 5.22, 6.21, 7.53, 9.03, 9.45, 11.52 p. m.
J. W. HURDLICK, G. P. A. Albany, N. Y. H. W. Cross, D. P. A., Scranton, Pa.

Eric and Wyoming Valley. Effective Jan. 4, 1897.

Trains will leave Scranton for New York. Newburgh and Intermediate points on Erie, also for Hawley and local points, at 7.65 a. m. and 2.28 p. m.; and arrive from above points at 10.33 a. m. and 9.38 p. m.



In Effect October 4th, 1896. North Bound. 203 201 MP MATTIVE LOAVE 725 N. Y. Franklin St. 7 25 N X 1 10 West 4rnd street 8 10 7 10 West 4rnd street 8 10 7 00 Weehawken 18 10 10 Arrive Leave A Xr M

1 15 Hancock Junction 1 169 Hancock 2 56 Starlight 2 46 Preston Park 2 40 Como



"THE DRINKS ARE ON ME THIS TIME, BOYS." -- Life.

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