MODERN USES FOR COMPRESSED AIR

Almost Countless Now and Are Rapidly Multiplying.

CALLED ELECTRICITY'S BROTHER

A Force That Can Move a Mountain or Trace a Hair Line, Is Always Ready and Easy to Be Managed, and Can Be Roughly Handled With Impunity -- New Applications.

From the New York Sun.

The wonderful advances in the applications of electricity to industrial purposes during the last ten years have attracted so much public attention that the inroads made upon what was regarded as the mallenable domain of the steam engine by another power have been almost unobserved. This brother's place beside the electric current in the field of distributing energy. is compressed air. The fact is that compressed air has made its way into man's service in so many ways and through so many channels that if it were to cease to be man's servant he would suffer widespread inconvenience. Before telling of the services of compressed air it may be well to forestall any misapprehension as to the relationship which this force or electricity bears to steam. It is not uncommon to hear persons say that the day of steam is passing. "Soon," they say, "everything will be done by these new powers, and the steam engines may be sold for junk." This is far from the truth. Every electric dynamo or motor and every compressed air machine that has been added to the world's supply has made more work for the steam engine, and such will continue to be the Terror, has all her most important case except in the few places where parts controlled by air. She is steered some natural water power may be brought into use with economy. Com- and trained by it, and her turrets, presed air and electricity are rapidly weighing hundreds of tons, are moved driving the steam engine with its by it. The principle upon which the shaftings and beltings out of use as automatic hammer of the dentist is means for distributing power or for made is the same as that used in the near future will all be enormous machines driving dynamos or air compressors, and sending their energy out not moved directly by the air, but just through far-reaching networks of wires above it lies a plunger which is vi-or pipes to the places where the power brated back and forth by the air, and or pipes to the places where the power is to be used. Power stations are springing up everywhere, and with each increase in the size of boiler and TWO FORCES COMPARED.

As distributers of energy, air and electricity go side by side, and, although like handy brothers, each can do many of the things which the other does, each has its own special field of labor. Electrical energy can be produced, distributed and converted into power with far less loss than is possible with compressed air, but the appliances for doing this are much more delicate and expensive, and are fit only to be put into the hands of experts for use and care. Compressed air is a rougher-handed workman. It can be set to work in swamps and ditches and quarries, digging mud, battering rocks to pieces, or leading and unloading cars, and although the men who handle it are rough-handed, too, it remains a faithful co-worker that does not be-

come a dangerous neighbor, like the

flery lightning.

New Yorkers who would like to see example of its application on the old Jerome Park site where Contractor McDonald is building the vast new Croton water reservoir. On a hilltop, ai-most in the centre of the tract to be reduced to a level, stands the old ballroom of the Jockey Club house, and within this great steam engines labor silence, driving pumps which suck in the free air and imprison it, squeezed down to but a small part of its original volume. Out from the power house run steel pipes, some of them eight inches in diameter, and these and their branches reach to every place where work is in progress. Three and a half million cubic feet of solid rock must be drilled and blasted and taken away from the site of the reservoir, and an equal amount of earth. Where the rocks rise one may see drills pegging away at them, filling them with holes for the blasts. All about these workings rise derricks for handling the ken rock. Drills and derricks are orked by the compressed air, carried each by wire-wound rubber hose as asily moved or connected as if the power were water. It was in mines and tunnels that compressed air first made its success, for there it not only supplied power in a handy form, but it also assured to the workers a pure atmosphere. Now the coal miner's drills and picks are run by it and in many places the mine cars are drawn to the surface by air locomotives.

PNEUMATIC TUBES.

In city life one depends upon com pressed air to carry messages through pneumatic tubes and to transport money and change in many stores. Soon air will carry on the entire exchange of mails between Brooklyn and New York through 'tubes over the The foundation of the Brooklyn bridge were sunk by means of com pressed air, and the new East River brodge will save its foundations sunk in the same way. Not a piece of meat comes to the table from the great abattoirs of Chicago that has not been cheapened by the compressed air lifts which handled it in the many departments through which it passed from

the living animal. It is, however, in the machine shop, the foundry, the railroad shop, and on railroads themselves, that compressed air has proved itself of value in the greatest variety of ways. Other pow-

fact that none is so easy of application. All that is needed to connect an air machine with the supply pipes is a rubber hose, and when the air has done its work it can be turned loose with advantage. There is no danger if a tube bursts, as from steam, or if the covering be worn off, as with electricity. In some shops each lathe or other tool has its air engine, and the operator has but to turn a cock to control its movements. In others, each big tool has its crane, worked by air, by which the work is placed in the toot or taken out or carried from place to place. In some shops these lifts are plain cylinders and pistons, hung from overhead railroads, and when the work has been lifted by letting air in under the piston a cock is turned, the hose disconnected, and the whole lift and its load wheeled along, and the load deposited as gently as one likes by simply letting the air escape again out

of the cock. Air lifts are of the greatest use in the foundry, where they take the place of men to lift the copes or upper parts of the moulding flasks, to take the patterns out of the moulds, or to place cores in position. The air power for power, which bids fair to claim a these purposes works so delicately that it makes it possible for the moulders to pattern the most intricate forms with a success which could not be obtained in any other way. When it comes to the pouring of the metal, air handles the great pots of glowing iron with the same delicacy. When the castings have been made, air lifts them from their bed, and a blast of it laden with sharp sand cleans them more quickly than they have ever been cleaned by other means.

RANGE OF ITS USE.

The range of its use is enormous. The little tool with which the dentist compacts the films of gold leaf in a tooth may be driven by it, and it is the medium which controls the action of the biggest cannon when these are mounted on disappearing gun car-This country's monitor, the by compressed air, her guns are loaded by it. The principle upon which the reducing it in small quantities for iso- rock drill, and it is the basis of the lated use. The steam engines of the application of compressed air to many interesting tools. The post which holds the actual tool in these machines is this strikes blows on the head of the

framework of iron bridges, and of the bird-cage framed skyscrapers; moreover, such tools are used to the entire exclusion of hand riveting in many of the largest machine shops, boiler works, and in shipyards where steel ships are built. Another tool of the same sort is for upsetting and calking the seams in boilers and ships, and a modification of this is used to knock the scale off old boiler plates.

For the marble and stone worker tools of this sort are made which far excel any hand tool. One of these is an automatic facing tool, which pre-pares the slabs of stone for the hand worker, and the other takes the place of the mallet and chisel for fine work The operator grasps a hand piece and presses the tool to the face of the stone, In exact response to his pressure, the air is admitted to work the plunger inside, and every one of the 20,000 blows a minute which the plunger strikes is graded absolutely by the hand of how compressed air is being used today | the operator. The oscillations of a to do man's hard work can find a fine plunger working crosswise are used in other tools to drive a cutter, and a horse elipping knife is made for use in this country and the same sort of tool is used in Australia for sheep shearing. One man with this knife car do as much as two or three men with the eld shears, and the elip is better and more valuable, because nearer being even.

PORTABLE TOOLS. Another class of portable tools has proved of great value in the shops. In it the air drives a rotary motor, and this operates drills, reamers and screwcutting taps. Two men with one of these machines will tap the holes and put in 700 stay bolts in a boller in a day. Many useful machines are operated by applying to them a simple cylinder and piston worked by air at fifty to eighty pounds pressure to the square inch. There are great shears worked in this way which will bite off the end of the big steel beams that are seen going into bridges or buildings and little shears which one man can use to cut out the old stay bolts on boilers. There are punches worked in this way and jacks for lifting car bodies and similar things, and presses which do all sorts of things, from forming the top of a tin can to putting car wheels on their axles. It is a simple contrivance of the same sort which operates the air brakes on railroad cars, and this is probably the greatest of modern improvements in railroad-

Compressed air serves many more purposes in operating railroads. The conductor signals to the engineer by its means, the fireman may ring the engine bell in the same way and the signals and switches along the line may be operated by it. There is at least one car which has seat cushions and mattresses made so that they can be in flated with air from the brake supply by merely opening a cock in the car and the seats thereby transformed at

Compressed air is one of the most important factors in keeping cars clean. After the sweepers and scrubbers have done their work, the duster comes There are crevices where a along. feather duster would not reach, but a jet of air ene-tenth of an inch in diameter will reach every place and, projected with force, will carry out every particle of dust. Some may have won

Sunday School Lesson for February 20.

The Twelve Sent Forth.

Matt. X; 2-15.

BY J. E. GILBERT, D. D., LL. D., Secretary of American Society of Religious Education.

INTRODUCTION.—The college of the as they went, becoming itinerant, not setpostles was formed gradually. We have tied ministers. Their preaching treated proach. In the street they must shake earned concerning the appointment of the same theme as that of John the Bapthe the dust from their feet—an Oriental verni of them, while others were ought in quietly and no mention made n the history. The number being com-plete Jesus determined to send them Several considerations may have induced Him to do this. He might have desired to be alone for Divine communings, as minds. Besides, by this method He increased the number of voices and agents in His cause, for they went out two and two (Mark vi., 7), and He took another direction (Matt. xi., 1), thus making seven parties engaged in evangelistic work. Today's lesson contains the instructions given before their departure. THE PERSONS -(Verses 2 to 4) -- Peter

and Andrew: James and John, Philip and Bartholomew: Thomas and Matthew; James, the son of Alpheus, and Labbaeus Thaddeus; Simon and Judas; these were the honored representatives of the Lord Jesus. Here are three pairs of brothers, The whole company represented every possible type of character—the impetuous and the strong, the loving and the true, the mercenary and the doubtful, the guileless and the wise. Here was the ex-perience of age and the vivacity of youth, with various ages lying between. But they were chosen men-they had not come of their own accord into this office, neither had they been thrust into it by their fellowmen, but Jesus, having seen in them some qualities which might be med to His purpose, invited them and commissioned them. In so doing He exerclaed His own high prerogative as the head of the church in selecting His sub-ordinates (John xv., 16) .

THE FIELD (Verses 5 and 6) .- Where were the apostles to go? Not among the Sentiles or Samaritans, but to "the lost sheep of the house of Israel," the Jews this limitation? The Gospel was inended for the world (John iii., 16), the apostles would ultimately be sent everywhere (Mark xvi., 15). But the Jews must receive it first, or, at least, they must have the first offer (Luke xxiv., 47). is to be used. Power stations are springing up everywhere, and with working tool when the tool is pressed to receive Him because they engine plants there comes a greater and the working of the steam engine. Which hold together steam bollers, the form working to the steam engine. The strikes blows on the head of the working to this strikes blows on the head of the working the limit to the unstance the limit offer through them (John iv. 22). They were best prepared to receive Him because they had the Scriptures (Rom. iii, 1), which hold together steam bollers, the formwork of item belows and of the working of the steam engine. among the Jews those who would become His first ministers, best able to carry forward His work. He was not willing now to devote time to the Samaritans, who were a mongre! race, a mixture of foreigners with a remnant of ten tribes (2 Kings xvi., 2b). Their religion was a compound of Judaism and idolatry, True, Jesus preached there once (John iv., 6), but nothing was done for them afterward, | xvi., 15). so far as we know, until the Pentecos

does it in many cases. They are tak-

en out of the car and a flat air nozzle

is run over them and every bit of dirt

blown away. The mats and rugs are

AT THE WORLD'S FAIR.

things has been taken advantage of

for many years in some forms, but

One of these is for painting and white-

washing. The World's Fair buildings

Manufactures building, covering thir-

ty-one acres, was kalsomined inside in

month by a double-spray machine

which covered 31,500 square feet of sur-

face a day. These machines are mere

ly big atomizers of the kind that wo-

men use for their toilet, but fed with

a continuous supply of air. With one

of these machines one man can paint

twenty-eight or thirty thirty-four-foot

coal cars in a day, or one car in ten

minutes, and the paint is driven into

every crack and crevice of the wood.

Men are using the same machines now

in painting the elevated railroad struc-

ture, and it is said a saving in labor of

50 to 75 per cent, is made by them.

By applying the same principle, an ar-

tist's air brush is made, and this is

used for decorating silks and satins,

china and porcellan, for coloring maps

and photographs, and even for making

entire pictures. The air blast carries

out the pigment in a stream which

makes a fine line when the brush is

held close to the paper, and a wider

and wider one as it is withdrawn, and

the quantity of pigment used is regu-

lated by the pressure of the artist's thumb on the side of the tool. It is

said that no other brush can produce

Substitute sharp sand for the paint

fed to the air blast, and you have a

tool which will destroy the most stub-born of substances. With the sand

blast steel ships are cleaned of barna-

cles, old paint and rust; castings are polished or letters and patterns are

carved into stone, patterns are ground

in glass, or a satin finish is produced

on articles of metal. On the railroads

the same blast is used to carry sand

to the tracks to keep the wheels from

slipping or to blow sand into the paint

OTHER USES.

A quarter of a century ago bakers

egan using compressed air to raise

bread instead of carbonic acid gas

from yeast growth, and aerated bread

is still sold. In sugar refineries a blast

of air is used to mix syrups, and paint

is mixed in the same way, while in

pressed air drives liquids from one tank

to another, and almost every saloon draws the beer nowadays from half

barrels down in the cellar and forces

it up to the tap by compressed air. Compressed air is used for ice-mak-

and dampening clothes in the laundry

for filling bicycle tires and working

elevators, and for operating the flaming torches which light the workmen

who repair the street railroad tracks

POLISHING PRECIOUS STONES

A Brief Description of a Very Inter-

esting Process.

The first thing necessary in polishing

placed in a horizontal position

a precious stone is to slit it; this is done by means of a thin sheet-iron

and made to revolve by very simple

machinery. Diamond dust is applied

to the edge of the disk, and sperm-oil

If properly managed a very small

is dropped upon it from a can.

From the Philadelphia Times.

ing and refrigerating, for beating eggs

chemical works and breweries com-

such shadings.

on the tops of cars.

at night.

The ability of rapidly moving air to

cleaned in the same way.

of them, while others were tist and of Jesus (Matt. ii., 1; iv., 17), the practice, signifying condemnation, there is no quietly and no mention made story. The number being comuse the proper preparation for it (Mark vi., us determined to send them 129. In unfolding their theme they doubt a short time, perhaps for a less interpreted the prophets (Dan. ii., 4), forth for a short time, perhaps for a month (Luke ix, 10), as missionaries. Several considerations may have induced time to do this. He might have desired time (Luke viii. 20; John Iv., 25). They come (Luke viii. 20; John Iv., 25). They to be alone for Divine communings, as was his frequent custom (Matt. xiv, 25). It is more probable that He sought to test them, and to prepare them for full-ward and spiritual (Matt. iii., 2: John III., ler instruction, for, when absent from 3; Rom. xiv., 17). The power which they Him, many questions would arise in their received and exercised (Acts ix., 36), was exhibit the benevolent character of the kingdom. This work was to be done freely, without price, even as they had re-ceived the grace of Christ. They were not to be hirelings.

THE OUTFIT (Verses 9 and 10) .- What shall these men take with them in doing their work? "Neither gold, nor silver, nor brass")—the three kinds of money then used must be retused. "Nor script" -that is bag or knapsack, commonly made of skin or coarse cloth, in which provisions were carried (I Sam. xvii., 40). "Neither two ceats, nor extra shoes, nor more than one staff." In short, they were to go in light marching order, without money, without provisions, without extra clothing. Nearly the same command was afterward given to the seventy (Luke x. 1-11). But why? Not because that would be the permanent out-fit of a minister, for Jesus Himself subsequently gave other directions (Luke sequently gave other directions (Luke xxii, 25). But now He intends that apos-tles shall be unincumbered, and that they shall live on the people to whom they go (Matt. x., 10; 1 Cor. ix., 14). Besides, a company of ministers lightly attired, possessing none of the world's goods, bearing a heavenly message, would more quickly gain public confidence and more easily and surely win success.

THE HOSPITALITY (Verses 11 to 13) .-The direction concerning their outfit required some instruction in regard to the support of the apostles. How and where shall they abide? "Enter a city and seek sociation with plous families, pastoral visitation, is excellent service for the Master. By observing this rule every one knew where the missionary might be found (Acts x., 6). And great blessings would come in this way to many households (Acts xxi., 8). And so it came to pass that the first churches were formed in homes (Acts xvi., 31; Rom. xvi., 5), among those who were expecting the Messiah (John i., 45; Luke xi., 25). And

THE REJECTION (Verses 14 and 15) .-THE WORK (Verses 7 and 8).—What were the apostles to do? Five things—preach the kingdom of heaven, heal the sick, cleanse the lepers, raise the dead, tast out devils. They are the dead, if their mission were unimportant and their message, what shall they do? east out devils. They were to do this their rejection a small matter? Oh, no,

day, and not much of it will be lost.

In order to prevent appreciabe loss, a

table with a raised edge all around it is provided. The diamond-dust used in

polishing stones is made from bort, or

After being slit, the stone is ground

wheels are called "laps," and the work-

man who cuts and polishes stones in a

ius. Lapidaries acquire great facility

dexterity. Diamond, emery, agate or

corundum powder is spread on the laps;

gradually the powder becomes imbed-

ded in the laps and the stone yields to

The stone is held either with the fingers or by wax in the hollow at the end of a stick, and is pressed against

the revolving laps. For the last pol-

ish the laps are covered with cloth,

leather or hard brushes. The facets,

or flat surfaces that give brilliancy to

transparent stones, are cut by means of a horizontal grinding wheel by the

side of which is placed an upright, club-

Into this heavy piece of wood, in dif-

ferent places, a rod is stuck, at one end of which the stone is fixed with

cement. As the wheel revolves the

stone is pressed egainst it and a facet

is cut; to make a new facet, the rod

holding the stone is simply stuck in

another hole in the club-like piace of

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Not a town in Maine, we venture to

say, but can point to the names of a

score or so of distinguished sons or

make quite the showing of Paris Hill,

whose roster is thus given, omitting

many names of holders of county and

Postmaster General Horatio King.

United States Judge Albion K. Par

United States Senators Albion K

Representatives to Congress Levi

Vice President Hannibal Hamlin.

Comptroller Albion K. Parris.

Parris and William K. Kimball.

Parris, acting, and Sidney Perham.

Judges Albion K. Parris, Charles W.

Walton, William Wirt Virgin, Thomas H. Haskell, Joseph G. Cole, and Steph-

en Emery.
Presidents of Senate Virgil D. Parris

Speakers Hannibal Hamlin, Charles

Secretary of State Sidney Perham. Executive Counsel Thomas Crocker

Brigadier General William K. Kim

Surgeon Thomas H. Brown.

and William Wirt Virgin.

ball, Federal army.

militia

Andrews, and Sidney Perham.

Parris and Hannibal Hamlin.

From the Lewiston (Me.) Journal.

daughters; but not all, perhaps,

wood and is thus given a new inclina

like piece of wood.

tion or angle.

other offices:

but counted out.

Rawson at Eastport.

These

cheap, coarse diamonds.

kept so clean and bright; it is air which | quantity of diamond-dust will last all

has been applied in new ways recently. | lapidary, from the Latin word lapidar-

them.

pick up and carry particles of other | iron, and sometimes of wood.

when God judges that city, not the gen-eral judgment of the world at the last day (Rev. xx., 12), but at the time when He estimates a city's character and sends retribution, the rejectors shall be deemed more guilty than the people of Sodom and Gomorah, who were destroyed by (Gen. xix). Fearful retribution. T words were designed to make the apos ties feel the dignity and the solemnit received and exercised (Acts Ix., 26), was of their mission and to lead them into designed to attest their commission and the most realous performances of duty. A life and death errand was committ

THE CHARGE .- (Verse 16). The opposition which the apostles would encounter appears to have come vividly to the Sav-iour's mind, as well it might, because of His own experiences. Hence He forewarns them by declaring, "Behold, I send you forth as sheep in the midst of wolves," a beautiful tribute to them, a scathing derunciation of their enemies. On that account He enjoins them to be "wise as serpents and harmless as doves." No animal counts the serpent in its rapidity and skill in escaping from injury. None is more worthy to be an emblem of a purpose (Gen. iii, 1), best with diffi-culties. To all that must be added simple, inoffensive uprightness, such that no one can justly bring any accusation. briefly, harm no one, but be very careful not to be harmed. In these few words our Lord did not enjoin what some now teach—a careless presumption upon Di-vine providence—but rather that circum-spection and innocence which Providence always employs in the protection of

CONCLUSION. - Note these instrucions. 1. The minister should go where Jesus sends him. There is a right order and direction in religious effort; there are strategic points to be taken first (Acts xvi, 9). 2 The compassion of Jesus survives all the ill-treatment He re-ceives. Though many turned against Him, yet, like a good shepherd (John x, a worthy family, salute it, there abide, and let your peace, or blessing, come upon it." They must enter the homes of good people after a little inquiry. This was a very important direction. Home life would be better than public life. Antias good as that of those to whom he min-isters (I Cor. ix, 14). They may take him home and divide with him or supply home for him. 4. The best lodgings for a minister are in the homes of the pious not in the place of worldly pride and wealth There he may bless blessed free from criticism and tempta-tion. 5. An urgent cause demands sacrition. fice. He who goes to the poor may best go poor. But woe to the rich who suffer God's ministers to want (Gal. vi, 6). There there, in good soil, the seed, early planted, germinated and bore fruit (Acts are two proper measures of a minister's income, two extremes between which it may vibrate—that pittance which he cheerfully accepts for the Master's sake when necessity requires, that abundance which grateful wealth may bestow. In every work for Jesus men ought to combine wisdom and harmlessness. This world must be saved through the instrumentality of sanctified brains.

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> BEST LIGHT HE WORLD AND IS ABSQLUTELY SAFE FOR SALE BY THE

Major General Levi Hubbard, State

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10.15 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sun-bury, Harrisburg, Philadelphia, Baltimore, Washington and Pitts-

burg and the West.

12 p. m., daily, for Sunbury, Harrisburg. Philadelphia, Baltimore, Washington, and Pittsburg and he West. 5.00 p. m., week days, for Hazleton, and Pottsville.

J. R. WOOD, Gen'l Pass. Agent. J. B. HUTCHINSON, General Manager.

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Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN EFFECT NOV 14, 1897.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30a. m., 12.45, 2.90, 3.05, 5.90, 7.10 p. m. Sundays, 9.00, a. m., 1.09, 2.15, 7.10 p. m. For Lakewood and Atlantic City, 8.20 a. m.

For New York, Newark and Elizabeth, 8.20 (express) a. m., 12.45 (express with Buffet parior car), 3.05 (express) p. m. Sunday, 2.15 p. m. Tain leaving 12.45 p. m. arrives at Philadelphia, Reading Terminal, 5.19 p. m. and New York 8.00 p. m.

For Maunch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a. m., 12.45, 2.05, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m.

For Baltimore and Washington and points South and West via Bethlehem, 2.20 a. m., 12.45 p. m.

For Long Branch, Ocean Grove, etc., at 8.20 a. m. and 12.45 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 12.45, 5.00 p. m. Sunday, 2.15 p. m.

For Pottsvile, 8.20 a. m., 12.45 p. m.

For Pottsvile, 8.20 a. m., 12.45 p. m.

Returning leave New York foot of Liberty street, North River, at 9.30 (express) a. m., 1.10, 1.30, 4.15 (express with Buffet parior car) p. m. Sunday, 4.39 a. m.

Leave New York, foot Whitehall street, South Ferry, at 9.68 a. m., 1.00, 1.25, 3.55 p. m. Passengers arriving or departing from this terminal can connect under cover with all the elevated railroads, Broadway cable cars, and ferries to Brooklyn and Staten Island, making quick transfer to and from Grand Central Depot and Long Island Railroad.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.25 a. m.

a. m.

Through tickets to all points at lowest rate may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN.

Gen. Pass. Agt.

J. H. OLHAUSEN, Gen, Supt.

Del., Lacka. and Western. Effect Monday, Nov. 21, 1897.

Effect Monday, Nov. 21, 1897.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 3.90, 5.15, 8.99 and 19.05 a. m.; 12.55 and 2.33 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.90 and 19.29 a. m. 12.55 and 2.33 p. m.

Washington and way stations, 3.45 p. m. Tobyhanna accommodation, 6.19 p. m. Express for Binghamton. Oswego, Elmira, Corning Bath. Dansville, Mount Morris and Buffalo. 12.19, 2.35, 9.00 a. m., and 1.35 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Binghamton and way stations, 1.05 p. m. Nicholson accommodation, 5.15 p. m. Binghamton and Elmira express, 5.55 p. m.

Express for Utica and Bichfield Springs

Binghamton and Elimita express, cosp. m.
Express for Utica and Richfield Springs
2.35 a. m. and 1.55 p. m.
Rhaca, 2.35, 9.00 a. m., and 1.55 p. m.
For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bioomsburg and Dan-ville, making cose connection at Northumberand for Williamsport, Harrisburg,
Baltimore, Washington and the South,
Northumberland and intermediate stations, 6.00, 10.05 a. m., and 1.55 and 6.00 p.
m.

m. Nanticoke and intermediate staions, 8.08 and 11.10 a. m. Plymouth and intermediate stations, 3.35 and 8.50 p. m. For Kingston, 12.45 p. m. Pullman partor all express trains.

For detailed information, pocket timeFor detailed information, pocket timeFor detailed information, pocket timeLight of the control of the contr trict Passenger Agent, depot, ticket of-

RAILROAD TIME TABLES Lehigh Valley Railroad System

Anthracite Coal Used, Ensuring Cleanliness and Comfort.

IN LEFFECT JAN. 46, 1838.

TRAINS LEAVE SCRANTON.
For Philadelphia and New York via D.
&. H. R. R. at 645, 7.50 a. m., and 12.05, 1.25, 2.21, 4.41 (Black Diamond Express) and 11.50 p. m.
For Pittston and Wilkes-Barre via D.
I. & W. R. R., 6.00, 8.08, 11.10 a. m., 1.55
3.25, 6.00 p. m.
For White Haven, Hazleton, Pottsvile, and principal points in the coal regions Sos. 6.00 p. m.
For White Haven, Hazleton, Pottsvile, and principal points in the coal regions via D. & H. R. R., 6.45, 7.50 a. m., 12.05, 2.1 and 4.41 p. m.
For Bethlehem, Easton, Reading, Hartisburg and principal intermediate stations via D. & H. R. R., 6.45, 7.50 a. m., 12.05, 1.35, 2.21, 4.41 (Black Diamond Express), 11.30 p. m.
For Tunkhannock, Towanda, Elmira, Ithaca, Geneva, and principal intermediate stations via D. L. & W. R. R., 6.00, 10.05 a. m., 12.46 and 2.35 p. m.
For Geneva, Rochester, Buffalo, Niagrara Falls, Chicago and all points west via D. & H. R. R., 12.05, 3.33 (Black Diamond Express), 10.28 and 11.30 p. m.
Pullman parlor and sleeping or Lehigh Valley parlor 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., Philia, Pa. Pa.
A. W. NONNEMACHER, Asst Gen.
Pass, Agt., Philadelphia, Pa.
Scranton office, 399 Lackawanna avenue.

Delaware and Hudson.

On Monday, Jan. 17, trains will leave Scranton as follows: For Carbondate—6.20, 7.55, 8.55, 10.15 a.m.; 12.00 noon; 1.21, 2.30, 3.52, 5.25, 6.25, 7.57, 9.15, 11.00 p. m.; 1.16 a. m.
For Albany, Saratoga, Montreal, Boston, New England points, etc., 6.29 a. m., 250 n.m. For Albany, Saratoga, Montreal, Boston, New England points, etc., 6.29 a. m., 2.20 p. m.
For Honerdale—5.20, 8.55, 10.15 a. m.; 12.00 noon; 2.20, 5.25 p. m.
For Wilkes-Barre—6.45, 7.50, 8.45, 9.38, 10.45 a. m., 12.05, 1.25, 2.21, 3.33, 4.41, 6.00, 7.50, 10.28, 11.30 p. m.
For New York, Philadelphia, etc. via Lehigh Valley R. R., 6.5, 7.50 a. m., 12.05, 1.25, 4.41 p. m. (with Black Diamond Express) 11.30 p. m.
For Pennsylvania R. R. points—6.45, 9.38, a. m.; 2.21, 4.41 p. m.
For vestern points via Lehigh Valley R. R., 7.50 a. m., 12.05, 3.31 (with Black Diamond Express), 10.28, 11.30 p. m.
Trains will arrive at Scranton as follows: Trains will arrive at Scranton as follows:
From Carbondale and the north—6.49, 7.45, 8.49, 9.34, 19.49 a. m., 12.90 noon; 1.29, 2.18, 3.25, 4.37, 5.45, 7.45, 19.25, 11.27 p. m.
From Wilkes-Barre and the South—6.15, 1.59, 8.50, 10.19, 11.85 a. m.; 1.16, 2.14, 3.48, 5.29, 6.21, 7.53, 9.05, 9.45 p. m.; 1.13 a. m.
Complete information regarding rates to all points in the United States and Canada may be obtained at the ticket office in the depot
Special attention given to Western and Southern resort business.
J. W. BURDICK, G. P. A., Albany, N. Y. H. W. CROSS, D. P. A., Scranton, Pa.



In Effect December 19th, 1897. North Bound. Stations Stations

G Z (Trains Daily, Ex-P MArrive Leave 25 N Y, Franklin St. 7 10 West 42nd street 7 00 Weehawken P MArrive Leave cadosia
Hancock
Starlight
Preston Park
Winwood
Poyntelle
Orson
Pleasant Mt.
Unlondale Forest City Carbondate Carbondale
White Bridge
Mayfield
Jermyn
Archibald
Winton
Peckville
Olyphant
Priceburg
Throop
Providence
Park Place
Scranton All trains run daily except sunday.

sengers,
secure rates via Ontario & Western before
purchasing tickets and save money. Day and
Night E-press to the West.
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T. Filteroft, Div Pass, Agt Serenton Pa.

Great Bargain Sale of Carriages

BLUME & SON'S CARRIAGE REPOSITORY

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Owing to the damage caused to our work by water and smoke at the recent fire in the Keystone Building, we will offer the same at GREATLY REDUCED PRICES. Come early and get the best selection.

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GENERAL OFFICE—Board of Trade Building, Scranton, Pa. Telephone No. 4014.

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