Our Warships And Those of Spain.

The Difference Is Not So Greatly coast defence monitor is the Monterey, built of steel, having 4,138 tons disin Our Favor.

From the Philadelphia Bulletin.

At the present time a great number of American citizens are asking, with some anxlety, how the United States compares, in fighting strength, with that of Spain. This is a question about which naval experts in America and Europe differ somewhat. The facts are sufficiently interesting and important to make it worth while to give them in detail.

'n to within a few years ago Spain had no navy worthy of the name. In 1587, however-a little later than the date at which our own scheme of naval rehabilitation began-the Spanish government entered on an extensive pronaval construction and reorganization. As a result of the execution of this policy, Spain has today a pacy which, though of moderate size. is compact, formidable and homogeneous. She possesses in all ten armored fighting ships, equipped with the latest appliances of maritime warfare, fast and well armed.

The most important ship of Spain. only armored ship of the line, is othe Pelayo, built in France. Her offensive armament comprises a strong two 12.6-inch rifles, mounted in barbettes of nineteen inches of steel, two II-inch rifles in armored sponsons one 6-inch rifle in the bow and twelve 4.7-inch rapid-five guns in broadside. There are besides several machine guns and six tubes for launching Whitehead torpedoes. Her defence lies in an armored water-line steel belt, from seventeen to eleven inches thick. She displaces nearly 10,000 tons of water and carries 800 tons of coal. On her trial she made 16.8 knots. Her cost complete is said to have been only \$3,520,000.

Next in importance is the first-class armored cruiser Emperador Carlos V. She carries two H-inch guns in barbette towers, forward and aft; eight htp-inch rapid-fire guns, four 4-inch guns, four 6-pounders, four 2-pounders and two machine guns; also six torpedo tubes. Her complete protective deck is six inches thick on the slopes and half that on top. The outside armor plating is 167 feet long, five and three-quarters feet broad and two inch-Her barbette towers are nearly ten inches, and the ammunition tubes are nearly eight inches thick Her coal supply is very large-1.770 tons—estimated to take the ship 12,000 miles at a ten-knot speed. Her dimensions are: Length, 280 feet; beam, 67 feet; draught, 24.5 feet. Her displace-

BELTED CRUISERS

Then there are six powerful belted cruisers of about 7,000 tons each-the Viscaya, which has just made a visit to New York harbor; the Infanta Maria Theresa, the Almirante Oquendo, the Cataluna, the Cardinal Cisneros and the Princess de Asturias. These armored cruisers are built of with double bottoms and bulkheads. Each is 340 feet long, with a greatest breadth of beam at 65 feet and a mean draught of water of 22% feet. The armament consists of two H-inch rifles, one forward and one aft, mounted in barbette turrets and ten 514-inch capidfire guns, mounted in broadside, so that two of them can be trained to fire right ahead and two astern. The secondary battery comprises eight Nordenfelts, eight Hotchkiss and four mitrailleuses, and there are eight torpedo tubes. Each of these cruisers is pro tected by an armor belt twelve inches thick and six feet broad, which extends for a distance of 315 feet amid-ships, bolted to a heavy backing of six inches of teak wood. There is also a protective deck of steel covering the whole ship, two inches thick on the flat and three on the slopes. The barbettes for the heavy guns are ten inches thick, and where the ammunition tubes are above the protective deck they are made of eight inches of armor. On her trial trip the Infanta Maria Teresa made 20.24 knots, devel-

oping 13,722 horse power. These vessels were built in the Span-ish shipyards at Ferrol, Cadiz and Barcelona. Of later design are two fine cruisers, both armored, which were originally built in Italian shipyards. These craft, which have only very lately been ready for service, are named the Christobal Colon and the Pedro D'Arragona. They are of 6,680 tons each, with armored belts and steel projective decks. They each carry a battery of two ten-inch rifles, fore and aft, in armored barbettes; ten six-inch rapid-fire guns, besides the customary number of machine guns and weapons specially adapted for beating off torpedo craft.

Then there are two fine unarmored cruisers of 5,000 tons each, the Lepan-to and the Alfonso XIII, craft, closely resembling our own cruisers, like the San Francisco and Philadelphia. These vessels are of 5,000 tons each and carry main batteries of four 7.8-inch rifles and six 4.7-inch quick-firing

Spain has also three fairly good steel cruisers of about 3,000 tons each, the Alfonso XII., Reina Christina and Reina Mercedes. These each carry six

TORPEDO CRAFT.

In torpedo craft she is strong. Besides the smaller torpedo boats for coast and harbor service she has several of the modern type of sea-going destroyers, and a squadron of torpedo gun boats, whose chief features are as ary battery. follows: Length, 190 feet; breadth, 23

Ask Your

feet; draught, 7 feet; tonnage, 570; speed, 20 knots; coal capacity, 125 tons; armament, two 4.7-inch rapid-fire guns and four 6-pounders. The boilers-a distinctive feature of these vessels-are four in number, of two different types, the forward pair being ocomotive and the after set cylindrical. The ships can serve as ordinary gun boats in time of peace and as fast torpedo boats in time of war, thus gaining in general utility. The same plans have been followed in the building during the last year or so of an improved type of torpedo vessel of

In addition to her modern craft Spain has several obsolete ironelads of small tonnage, and two large armored frigates of about 7,500 tons each, the Numancia and Vittoria. These vessels are, at least, a quarter of a century old, and although they have recently been re-armed and refitted, they would be useful only for purposes of coast de-

UNCLE SAM'S SHOWING.

As to the United States' new navy, it should be remarked, first, that the theories of construction upon which we have proceeded are essentially different from those adopted by Spain, and that, therefore, an exact comparison of the power of the two navies is rather dif-

Since the loss of the Maine the effective fighting force of our navy is as follows: We have four first-class armored kattleships-the Oregon, the Indiana, the Massachusetts and the Iown. The first three are sister ships of 10,300 tons each, with armored belts, whose maximum thickness is eighteen inches and with a sea speed of about fifteen knots. Each carries a battery of four thirteen-inch rifles in fifteeninch steel barbettes, hurling 1,100 projectiles; eight eight-inch rifles, hurling 250-pound projectiles, and four six-inch rifles, with twenty-four small rapid-fire guns and four Gat-

The Oregon was built on the Pacific coast, where she is stationed, and would probably not be withdrawn from the western seaboard in the event of war with Spain.

The fourth first-class battleship is the

Iowa, now with the North Atlantic squadron. The Iowa is of 11,500 tons, with a sea speed of sixteen knots and a free board forward of nineteen feet, as compared with the twelve-foot free board of the vessels just mentioned. This will enable her to fight her guns in almost any sea. Her main battery composed of four twelve-inch and eight eight-inch rifles, with six fourinch rapid-fire guns. Her main barbettes are fifteen inches, and her waterline belt is composed of fourteen inches of Harveyized nickel steel. Her coal capacity is 2,000 tons. This quartet of sea-going armor-clads are indisputably among the most powerful vessels of their class in the world. Their combination of armor protection and gunpowder is unequalled in any foreign

The second-class battleship Texas, of 6,300 tons, has two twelve-inch and six six-inch rapid-fire guns and adequate armor protection. She is a seventeen knot vessel, resembling the Maine in many respects. Her two barbettes are twelve inches thick.

ARMORED CRUISERS.

Next come our two armored cruisers: The New York, of 8,150 tons displacement and 16,500 horse-power, has a speed of twenty knots. Her barbettes carry ten inches of armor, her turrets five and a half, and her sides four, Six eight-inch rifles and twelve four-inch rapid-fire guns make up her main battery, and in the secondary are twelve small rapid-fire guns and four Gatlings. She has a heavy steel protective deck.

The Brooklyn, of 9,150 tons and slightly higher speed, carries eight eight-inch ritles and twelve five-inch rapid-firing guns, sixteen small rapid-fire guns and four Gatlings. She has nearly thirty per cent, more bunker capacity and twenty per cent, more coal supply at normal displacement than the New York. Both these fine craft are equipped with every modern device for safety and efficiency.

The third type of our armor clads consists of the Puritan, Miantonomoh, Amphitrite, Monadnock and Terror, five iron coast defence, double turretted monitors. The Puritan, of 6,060 tons and 12.4 knots speed, carries fourteen inches of armor on her sides and barbettes and eight inches on her turrets. while she has four twelve-inch rifles and six rapid-fire four-inch guns in her main battery, besides six small rapidfire guns, four Hotchkiss revolving er like the Viscaya under the weight

cannon and four Gatlings. The other four monitors are of 3,990 tons each. The Monadnock has the highest speed, fourteen and one-half knots, and the Miantonomoh has the lowest, ten and one-half; the two others each have twelve knots. The Terror and Miantonomoh carry seven-inch armor on their sides and eleven and one-half on the turrets, and have each four ten-inch rifles. The Amphitrite and Monadnock carry nine inches on the sides, eleven and one-half on the barbettes, seven and one-half on the turrts, with four ten-inch and tworapid fire four-inch guns. All four car-ry two six-pounder and two threepounder rapid-fire guns in the second-

A sixth improved double turret,

whose house is conspicuously clean, whose work worries

her least, whose leisure time is greatest, how she manages.

The chances are ten to one she will answer:

THE N. K. FAIRBANK COMPANY, St. Louis. New York. Boston. Philip

"I do all my cleaning with

placement and thirteen knots speed. She has thirteen inches of armor on her sides, fourteen inches on her forward and eleven and one-half on her after barbette, and eight inches on her forward and seven and one-half on her aft turret. Her main battery consists of two twelve-inch and two ten-inch rifles, and she has ten small rapid fire guns and two Gatlings.

OUR STEEL RAM.

A fourth type of our coast defenders is represented by the steel ram Katahdin, of 2,183 tons and seventeen knots speed, carrying six inches of armor on her sides and dependent for her offensive power on her steel spur, but having a small defensive battery of four six-pounders.

The Monterey and Monadnock, like the Oregon, are stationed on the Pacific coast, and would have to be counted out in the event of hostilities along the Atlantic seasoard.

In the matter of unarmored cruisers.

orimarily designed as commerce destroyers, this country is far ahead of Columbus and Minneapolis at the head, with batteries of one eight-inch, two six-inch and eight four-inch rifles each. The Olympia, of 5,600 tons, carries four eight-inch rifles and ten five-inch rapidfiring guns; the 4,600 ton Baltimore has four eight-inch and six six-inch rifles; the Charleston, of 4,000 tons, has two eight-inch and six six-inch rifles; the San Francisco, Philadelphia and Newark, of a little over 4,000 tons each, carry twelve six-inch rifles.

The Cincinnati and Raleigh, of 3,189 ons, and 19 knots speed, carry main batteries of one 6-inch and ten 5-inch rapid-firing guns. The 2,000-ton Montgomery, Marblehead and Detroit have nine 5-inch rapid-firing guns each. The Chicago, of 4,500 tons, when remodelled. will carry fourteen guns of the same type. The Boston and Atlanta, of 3,200 tons, have batteries of 2 8 and 6 6-inch rifles. Four or five of these cruisers, including the Chicago, Atlanta and Newark, are now dismantled and under epairs, but in case of necessity work in them could be pushed night and day, and they could probably be made ready or service before many weeks.

Several of our best unarmored crul-ers, the Olympia, Baltimore and Philadelphia, among the number, are on the Pacific, but they could, of course, be brought home if they were needed

GUNBOATS.

The United States also has fifteen marmored gunboats, which, while, useful for cruising and general police puroses, can hardly be classed as fighting craft. They are too slow to act as torpedo vessels, their speed in most cases not exceeding twelve or thirteen knots, and their batteries of light ranid-firing guns are not strong ento make them formidable antagons

for larger vessels. Spain has many vessels of about the same class. In the matter of torpedo boats the United States is at present inferior to Spain. We could, probably, put in active service about a dozen of these craft within thirty days, if recessary, but none of them are of the large seagoing type.

Briefly summing up the situation, then, this country could make available on the Atlantic coast ten armorelads in opposition to Spain's ten-assuming that the Spaniards would take the offensive. Four of these armorelads are slew, double-turretted monitors, in capable of going far to sea, but valuable for defending seaports. They are, in fact, floating batteries. The other six armored vessels are sea-going. The four battleships are greatly superior to Spain's armored cruisers in fighting power, but inferior to them in speed: while the New York and Brocklyn may be fairly considered slightly superior all-around vessels to the Spanish cruis-

Spain could only bring against usome five or six unarmored cruisers, to which we could readily oppose on the Atlantic seaboard at least twice as

many vessels of the same class, Taking the two navies as they stand, and taking into account also the proved skill of American seamen in gunnery, it seems probable that the odds would be on our side. The loss of the Maine at this functure is a serious blow, but the government could readily replace her if congress saw fit to do so by purchasing an armorelad in some foreign

ship yard. It should be borne in mind that Spain has little money or credit with which to buy new vessels at the present time. If we should promptly add to our fleet by purchase an armorciad equivalent in fighting power to the Maine we should have a superiority over the Spanish navy which would be marked.

A vessel like the Iowa or Indiana could quickly crush an armored cruisof her gun fire, if the cruiser were in a position where she was unable to escape. Each of our big battleships carries twelve armor-piercing guns of large calibre, against the Viscaya's two 11-inch rifles. On the other hand, the Vizcaya and her sister cruisers with their high speed of twenty knots could readily get away from our fifteen or sixteen-knot battleships. So the ques-tion as to which type is most valuable in warfare must largely depend on the estimate of the relative importance of speed as compared with practically impenetrable armor protection and nendously heavy batteries, such as those which our big ships carry.

As regards the crews-"the man be hind the gun"-there is no doubt that the Yankee sailors are more formidable fighters than the Dons. Spain has never won laurels in naval combat against men of northern climes

He Got His Wooden Leg Back. From Answers.

The manager of a shop in Lewes stood in the doorway the other day when a man with a wooden leg and a crutch came dong and said:

"I want you to do me a favor. I want to leave my leg with you for a few min-tutes and go around to the next street and work a house for half a crown. I've an idea that the folks are very sympathetic. If I go with one leg I'm sure of it."
"Very well," said the shopkeeper; "just leave your leg here and I'll take care of leave your leg here and I'll take care of

The wooden substitute was unstrapped and handed over, and the cripple used the crutch to help himself down the alley. Five minutes later he rang the door bell

Five minutes later he rang the door bell of a house is the next street, to have it opened by the man he had just seen.

"Wh-wha-what!" he gasped.

"Very sympathetic family lives here," quietly replied the other. "You seem to have met with a sad loss, and I'm anxious to help you. Here is a wooden leg which may fit you."

The leg was banded over. The men set. The leg was handed over. The man

down on the steps and strapped it on, and us he got up and stumped through the gate he said to himself:
"I've heard of coincidences ever since I was a youngster, but this is the first one

COMBINED AGAINST AMERICA. Reasons Why the United States Is Unpopular Abroad.

From the Independent.

Of the fact there can be no dou. every visitor, more than a mere hasty traveler in Europe, will testify to the fact. It is not true, we think, of other American countries, at least to the south of us. But Americans do not travel much on their hemisphere, and the Monroe doctrine has made us to be regarded as a kindly elder brother who can be called on for help in the last emergency. But in Europe we probably have not one cordial friend among the nations of Europe. Indeed, we are much in the position of Great Britain, whose isolation is more "spiendid" than agreeable. The causes of this growing unpopularity would make an interesting study, and we note some of them.

It is easy to see why we are unpopular in Spain. Spain is unpopular with us. We naturally sympathize, all of us, with the Cubans struggling for their independence. But it is a matter of the intensest pride with the Spanlards to hold their choicest possession. They know the Cubans depend on our Spain. We have sixteen of these ves-sels, with the splendid 7,350-ton flyers, stores from our coasts, and that our government has made it clear that we cannot allow the cruel wrong to the Cubans and the injury to our own interests to go on indefinitely. We are Intensely unpopular in Spain, and the residences of our minister and consuls have to be guarded against popular at-

We are not popular in France, notwithstanding the hereditary friendship. For years there has been a large American colony in Paris, but its members find it difficult to get any entree into French society. French ideals differ from ours as much as they do from the English. Besides, the natural sympathy of France is with its neighbor, Spain, which has a large colony in Paris, and Spanish bonds are held in France and would be almost worthless if Cuba were to secure inde-The French believe what pendence. the Spaniards tell them, that the United States is hungering to annex Cuba. We need not argue the ill-will of Germany; it is too plain to be missed.

It is caused partly by the operation of our protective tariff and partly by the loss to the United States of so many German citizens and possible soldjers. But still more the cause is in that which is seen all through Europe, the growth and prosperity of this country, the development of its manufactures and commerce, which excite general apprehension. What Germany feels is what the Austrian premier, Goluchowski, startled us by proclaiming, that the twentieth century must see the union of Europe against America, to shut out American products and in-fluence. The yellow peril, from China, is not so much feared as the American peril. This apprehension affects all Furope, though just now most clearly expressed in Germany and Austria. But Italy feels it as well, although she has her special grievance in the New Crieans lynching case.

Of the great powers there remain Russia, which has no public epinion, and Great Britain, President Washburn thinks that the mother country remains our friend. We trust this is

ONE THING TO BE HAD.

The merchant was puzzled and thought-

"That's a pretty hard proposition," he said to the young man. "As I understand it you complain because your hat, your coat, your overcoat, your vest, your shirt, your cellar, your recktie, your shoes, your golf stockings and even your trousers are duplicated in the wardrobe of the up-to-date girl and you are auxious now to get something that is essentially and uestionably masculine.

"That's it," said the young man, "I should like to feel that I had discovered something in the clothing line that per-tained exclusively to man."
"I don't think of anything of that sort

just now." said the merchant, "and even if I did, and fitted you out the chances are that some woman would have it duplicated inside of twenty-four hours, unless-unless-just the thing! Strange I never thought of it before! Just step down to the shoe department and I'li fit you out with a pair of heavy calfskin boots with three-inch soles and cavalry tops."-Chicago Post.



There are three periods in all life—the time of the bud, of the flower and of the perfect fruit. It is thus that girlhood emerges into womanhood and we into motherhood. Almost all of the ills from which women suffer have their inception in weakness and disease of the feminine organism, which bears the burdens of
wifehood and motherhood. These disorders usually begin with puberty, childbirth
or with the "turn of life." Thousands of
women suffer silently for years in this way,
rather than undergo the examinations and
local treatment insisted upon by the majority of physicians. This is unnecessary.

An eminent and skillful specialist, Dr.
R. V. Pierce, for thirty years chief consulting physician to the Invalids' Hotel and
Surgical Institute, at Buffalo, N. Y., long
since discovered a wonderful medicine
that will cure all troubles of this nature
in the privacy of the home. This medicine is known as Dr. Pierce's Favorite Prescription. It acts directly on the delicate tion in weakness and disease of the femi

scription. It acts directly on the delicate and imporant organs that make wifehood and motherhood possible. It makes them strong, healthy and vigorous. It allays instrong, neating and vigorous. It allays in-flammation, heals ulceration, soothes pain and tones up the nerves. It banishes the indispositions of the period of impending maternity, and makes baby's advent easy and almost painless. It transforms weak, sickly, nervous invalids into happy, healthy wives and mothers. All good medicine wives and mothers. All goo dealers sell it, and no best

br. Pierce's Pellets constipation.



MAXINE ELLIOTI

"I am a faithful believer in JOHANN HOFF'S

MALT EXTRACT It improves my appetite and

digestion, and gives a healthy color to the skin."



JUNIUS M. HALL, M.D., Inspector, Chicago Board of Henlth, writes: "I have been acquainted with in my practice. In slow convalescence, after acute diseases, I have found it especially valuable, and have been pleased with the results."

EISNER & MENDELSON OO., Solo Agents, New York

RAILROAD TIME TABLES

Schedule in Effect Nov. 28, 1897.

Trains Leave Wilkes-Barre as Follows: 7.30 a. m., week days, for Sunbury Harrisburg, Philadelphia, Balti-more, Washington, and for Pittsburg and the West.

IO.15 a. m., week days, for Hazteton, Pottsville, Reading, Norristown, and Philadelphia; and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.

3.12 p. m , daily, for Sunbury, Harris-burg, Philadelphia, Baltimore, Washington, and Pittsburg and the West. 5.00 p. m., week days, for Hazleton and Pottsville.

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

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

Trains leave Scranton as follows: Ex-press for New York and all points East, 40, 200, 5.15, 8.00 and 10.05 a. m.; 12.55 and

1.40. 2.00, 5.15, 8.00 and 10.05 a. m.; 12.55 and 2.33 p. m.

Express for Easton, Trenton, Ph!!adelphia and the South, 5.15, 8.00 and 10.20 a. m., 12.55 and 2.33 p. m.

Washington and way stations, 3.45 p. m.
Tobyhanna accommodation, 6.10 p. m.
Express for Binghamton, Oswego, Elmira, Corning Bath, Dansville, Mount Morris and Buffalo, 12.19, 2.35, 8.00 a. m., and 1.55 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Binghamton and way stations, 1.95 p. m.
Nicholson accommodation, 5.15 p. m.
Binghamton and Elmira express, 5.55 p. m.

burn thinks that the mother country remains our friend. We trust this is so, certainly we are her friend; but the Venezuela incident, and the charges that our diplomatic correspondence lacked courtesy, have cooled the feelings.

Bingnamics and Ended Springs P. m.

Express for Utica and Richfield Springs 2.55 a. m. and 1.55 p. m.
For Northumberland, Pittsten, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making cose connection at Northumberland for Williamsport, Harrisburgh, Baltimore, Washington and the South, Northumberland and intermediate stations, 6.00, 10.05 a. m., and 1.55 and 6.00 p. m.

Nanticoke and intermediate stalons, 8.68 and 11.19 a. m. Plymouth and intermediate stations, 3.35 and 8.59 p. m. For Kingston, 12.45 p. m.

Pullman parlor and sleeping coaches on all express trains.

For detailed information, pocket timetables, etc., apply to M. L. Smith, Diatrict Passenger Agent, depot, ticket of-fice.

Delaware and Hudson.

On Monday, Feb. 21, trains will leave scranton as follows:

For Carbondale—6.29, 7.55, 8.55, 10.15 a.m.; 12.00 noon; 1.21, 2.29, 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., 2.29 p. m. For Honesdale—6.29, 8.55, 10.15 a. m.; 12.00 noon; 2.29, 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, 6.10, 7.50, 10.28, 11.30 p. m. For New York, Philadelphia, etc., via Lehigh Valley R. R., 6.45 a. m., 12.05, 1.25, 4.41 p. m. (with Black Diamond Express), 11.20 p. m. For Pennsylvania R. R. noints—6.45, 9.38 11.39 p. m.
For Pennsylvania R. R. points—6.45, 9.38 a. m.; 2.21, 4.41 p. m.
For western points via Lehigh Valley R. R., 7.59 a. m., 12.95, 2.33 (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—6.40, 7.45, 8.40, 9.34, 10.40 a. m., 12.00 noon; 1.20, 2.18, 3.25, 4.37, 5.45, 7.45, 10.25, 11.27 p. m.
From Wilkes-Barre and the south—6.15, 7.50, 8.50, 10.10, 11.55 a. m.; 1.16, 2.14, 2.48, 5.20, 6.21, 7.53, 9.05, 10.05 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.

Lehigh Valley Railroad System Anthracite Coal Used, Ensuring Cleanli-ness and Comfort.

In EFFECT FEB. 20, 1898. TRAINS LEAVE SCRANTON
For Philadelphia and New York via D.
k H. B. R. at 6.45 a. m., and 12.05 2.21, 4.41
Black Diamond Express) and 11.30 p. m.
For Pittston and Wilkes-Barre via D.
& W. R. R., 6.00, 11.10 a. m., 1.55, 2.35, For White Haven, Hazleton, Pottsville. and principal points in the coal regions via D. & H. R. R., 6.45, 12.05, 2.21 and 4.41

m. For Bethlehem, Easton, Reading, Harrisburg and principal intermediate sta-tions via D. & H. R. R., 6.45 a. m., 12.65, 2.21, 4.41 (Black Diamond Express), 11.36 For Tunkhanneck, Towanda, Elmira, Ithaca, Geneva, and principal intermediate stations via D., L. & W. R. R., 8.08 a. m., 12.45 and 3.35 p. m.

For Geneva, Rochester, Buffalo, N'agara Falls, Chicago and all points west via D. & H. R. R., 12.65, 3.23 (Black Diamond Express), 10.28 and 11.20 p. m.

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

CHAS. S. LEE, Gen. Pass. Agt., Philadelphia, Pa.

A. W. NONNEMACHER, Asst. General Pass. Agt., Philadelphia, Pass. For Tunkhannock, Towanda, Elmira

Central Railroad of New Jersey (Lehigh and Susquehanna Division.) Stations in New York-Foot of Liberty reet, N. R., and South Ferry Whitehal

Anthracite coal used exclusively insuring cleanliness and comfort.

TIME TABLE IN EFFECT FEB. 29, 1898.

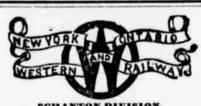
Trains leave Scranton for Pittston.
Wilkes-Barre, etc., at 8.29, 16.10 a. m., 1.29,
2.35, 3.20, 7.10 p. m. Sundays, 9.00 a. m.,
1.00, 2.15, 7.10 p. m.

For Lakewood and Atlantic City, 8.20
a. m. For New York, Newark and Elizabeth, 120 (express) a. m., 1.20 (express with Buffet parior car), 2.20 (express) p. m. Sunday, 2.15 p. m. Train leaving 1.20 p./m. arrives at Philadelphia, Reuding Ter.

For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a. m., 1.20, 3.20 p. m. Sundays, 2.15 p. m.
For Baltimore and Washington and points South and West via Rethlehem, 8.20 a. m., 1.20 p. m. Sundays, 2.15 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 a. m. and 1.20 p. m.
For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 1.20 p. m. Sundays, 2.15 p. m.
For Pottsvide, 8.20 a. m., 1.20 p. m. Sundays, 2.15 p. m.
For Pottsvide, 8.20 a. m., 1.20 p. m.
Returning, leave New York, foot of Liberty street, North River, at 4.00, 3.10 texpress) a. m., 1.20 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.
Leave New York, South Ferry, foot Whitehall street, at 9.08 a. m., 1.25 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 p. m. Sunday, 6.25 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. BALLDWIN,
Gen. Pass, Agt.
J. H. OLHAUSEN, Gen. Supt.

Eric and Wyoming Valley. In effect Sept. 19, 1897. Trains leave Scranton for New York and intermediate points on Erie railroad, also for Hawley and local points at 7.05 a. m. and 2.25 p. m.

Arrive at Scranton from above points at 10.23 a. m., 3.15 and 9.38 p. ta.



SCHANTON DIVISION. In Effect December 12th, 1897.

North Bound. Cept sunday.) P MArrive Leave 7 25 N Y Franklin St. 7 10 West 47nd street 7 00 Weehawken P MArrive Leave 7 00 H Arrive Cadosia Hancock Starlight Preston Park Winwood Poyntelfo Orson Forest City Carbondate Carbondare
White Bridge
Mayfield
Jermyn
Archibald
Winton
Peckville
Olyphant
Priceburg
Throop
Providence
Park Place
Scranton A M Leave Arrive

All trains run daily except sunday.

1. signifies that trains stop on signal for pas sengers
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Night E-press to the West.
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