THE YOUSOF-ROEBER WRESTLING MATCH

L. M. Schoch the Well-Known Athlete Gives His Opinion of It.

ROEBER WAS VERY CAUTIOUS

Turk Kept Following His Opponent Around the Stage Until He Lost Patience and Then He Hit Roeber a Thump That Knocked Him Off the Platform -- Mr. Schock Thought That Roeber Was Not Injured to Any Great Extent.

Apropos the Yousof-Roeber farce at Madison Square Garden on Saturday night, a Tribune reporter was conversing with L. M. Schoch, the well-known athlete, who was present, and who expressed himself as heartly disgusted at the treatment which the Turk re-

"What about the bout?" said he. "Well, had it not been for its very serious and disheartening consequences to the Turk, I should call it a screaming farce. As you know, it was won by Roeber on a foul, by the Turk pushing him off of the platform. Technically, perhaps, to step off the mat and push an opponent, who was backing away would be a foul. But there were mitigating circumstances in this case which I will cite you. After Roeber had shaken hands with the Turk he backed off of the mat onto the board platform surrounding the mat and began what might be termed his "sizing-up" process; that is, he began shifting and side-stepping all around the platform, judiciously keeping off the edges of the mat and out of the reach of the Turk's gorilla-like arms.

"The Turk meanwhile kept following him, keeping right on the edge of the mat, with that anxious, fierce expression on his face. And thus it went for perhaps forty-five seconds, Roeber sprinting about the platform and not touching the mat, and the Turk on the edge of the mat following him. Suddenly one of his long arms shot out and he grasped Roeber by the arm. Roeber twisted himself loose, but when he was carried from the arena he still bore on his arm four finger marks red almost as blood.

QUIETED ROEBER DOWN.

"This seemed to take from Roeber all desire which he might have had to 'mix' matters. Farther and farther he backed away from the Turk, until Yousof, with the look of a demon depicted on his countenance, took one step forward and made a grab for Roeber's shoulder. It fell short but caught him with a thump on the breast, lifted him clear off the platform and deposited him on his shoulders in the soft tanbark surrounding the platform. Pandemonium reigned for a few minutes. You know how a New York audi-

"Roeber apparently lay in a dead faint. Martin Julian ran about the platform in his shirt sleeves, swinging his arms and calling the Turk a name which is almost a good defense for assault and battery. And perhaps lucky 'twas for Mr. Julian that the Turk understands no English. Bob Fitzsimmons walked about, calm and apparently pleased, playing with a spangle on his watch chain as large as the rear at the hissing crowd, the Turk did a captain took him by the arm and led him from the platform.

"Roeber was carried to his dressing room, and Billy Brady mounted the platform and on behalf of the Turk offered to allow Roeber one fall, continue the bout and take the loser's end of the money, if Roeber would continue in an hour. Under the circumstances, a fair proposition, certainly. But the crowd howled and hissed the louder. Then from Roeber's dressing room came the statement that Roeber could not continue-probably from policy rather than injury. Then followed an announcement that the Turk would g.ve an exhibition with his wrestling partner; but the kindly police refused to allow the Turk to appear. And thus ended what at its inception promised to be one of the most interesting athletic events ever arranged."

NOT SERIOUSLY INJURED. When asked whether he thought Roeber's injuries were really serious,

Mr. Schoch said: "Roeber fell within ten feet from where I was sitting; and being charitable enough to believe that he was trained to the minute, I cannot see how it was possible for him to seriously injure himself. His fall was only from a five-foot platform, into very loose tan bark; a fall which any foot ball player or prize-fighter would have taken and been back on the platform in a minute, if he cared to. And there's the point. I doubt whether he cared to face the Turk again. Nor do I think he ever will, if Julian's and Fitzsim-

mons' talking can prevent it.
"It would be difficult to give a description of the Turk. Those who think Fitzsimmons an anomaly among athletes ought to see Yousof. He is probably five feet eleven. His legs are small in size and perhaps the most undeveloped that I have ever seen on an athlete, though very long. His stomach gave no evidence of training, being somewhat flabby. His shoulders and arms, however, are something wonder-His arms remind one of Peter Jackson's in length. His hands drop below his knees, and are the largest I have ever seen. And when he goes ambling around the platform with his arms extended reaching for his op-

Ask your doctor how many preparations of codliver oil there are.

He will answer, "Hundreds of them." Ask him which is the best. He will reply, "Scott's Emulsion."

Then see that this is the one you obtain. It contains the purest cod-liver oil, free from unpleasant odor and taste. You also get the hypophosphites and glycerine. All three are blended into one grand healing and nourishing remedy.

soc. and \$1.00, all druggists.
SCOTT & BOWNE, Chemists, New York.

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Forward to Headquarters National Volunteer Reserve, Washington Building, New York.

The United States of America

National Volunteer Reserve.

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., do hereby state and declare, that I am of proper age and believe myself to be physically and otherwise qualified to bear arms; that I am not enlisted in the National Guard or Naval Reserve of any State or in the Army or the Navy of the United States, but desire that my services shall be available to the United States in the event of war with any foreign power, I do, therefore, enlist in the "NATIONAL VOLUNTEER RESERVE" and ask that my name be enrolled as a member of said organization, and I do solemnly undertake and agree, in the event of war between the United States and any toreign power, if called upon by the constituted authorities of the State of

or of the United States through the lawful channels to enlist as a soldler in the National Guard or the Naval Reserve of said State or in the Army or the Navy of the United States for the length of time and upon the terms that may by law be provided, and I do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America and that I will serve them honestly and faithfully against all their enemies whomsoever.

Subscribed and duly sworn to before me this.....

I hereby certify that the above named man is between the age of 18 and 45, and that he is free from all bodily defects and mental infirmities which would in any way disqualify him from performing military

A person desiring to enlist if a sailor or waterman by occupation, or desiring to join the Navy or Naval Reserve may erase the word soldier and National Guard in the body of certificate and he will then be enrolled for the Naval Reserve, and Navy.

NOTE-This enlistment blank should preferably be signed before a magistrate, judge, county clerk, commissioner, notary public, or any official authorized to administer an oath, who, if properly loyal or patriotic, should make no charge for the service. In lieu of the availability of such officer, the enlistment blank may be signed and witnessed by two persons, who will add their addresses and also make declaration as to the physical qualifications of the applicant. When signed, forward to the Headquarters National Volunteer Reserve, Washington Building, New York. The idea is to give the patriotism of the American people a chance to make a practical showing.

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KATAHDIN IS A FIGHTER.

Commander Wilde Has High Hopes of the Ram in War.

Washington Letter in the Son. In the event of war with Spain a good many naval officers would be interested in the demonstration of what could be done in an actual engagement with the modern ram, and the belief prevails among some of them that the country would be electrified with the havoe caused among the enemy's fleet by such a vessel as the Katahdin. No modern vessel of this kind has ever been used in actual warfare, and, in fact, the Katahdin is about the only craft of her kind in the world. In the early days of our own civil war the Confederate Merrimac, crude as she was, according to present ideas of naval construction, did fearful mischief in the brief career which preceded the performance in Hampton Roads of her specially designed antagonist, the Monitor. The operations of the Merrimac were considered wonderful, and it was then that the effectiveness of the ram in naval warfare was first demon-

The Katabdin is almost as little like the old ram Merrimac as she might have been if the dates of their construction were separated by a hundred years. The only points they have in common are the use of armor, the employment of steam and the pointed steel prow. The Katahdin was the idea of Admiral Daniel Ammen, now retired, and she is regarded as a sort of monstrosity in naval construction. She was built at Bath, Me., in 1892, by the Bath Iron Works. The vessel has a length on the load water line of 250.9 feet, and her beak or ram, which is below the water line, gives her an extreme length the vessel are: Displacement under normal coal supply, 2,155; tonnage, 582; extreme breadth, 43.5 feet; mean draught, 15 feet; indicated horse power, 5,068; speed, 16.11 knots; capacity of coal bunkers, 192.70 tons. The Katah-

din is propelled by twin screws. Her full complement consists of ninety men. The most peculiar feature of the Katahdin is her concealment under water. Only her smooth turtle back, covered with armor plate and surmounted simply by a small conning tower and a smokestack, are visible. The tower is made of steel, eighteen inches thick, and unless squarely his by a heavy shot at close range, is proof against any attack. Aside from her dangerous sharp beak of steel and her covering of armor plate, the Katahdin is equipped with slight means of offensive or defensive character. She carries four six-pounder rapid-fire guns, which are intended as defence against torpedo boats and boarders. Her speed is low, hardly higher than that of a battleship; but with her tre-mendous momentum and powerful propelling force behind a sharp steel prow the Katahdin is calculated to do a lot of mischief among the enemy's fleet.

wanting. The commander of the Katahdin. Captain Wilde, says: "I believe that the Katahdin would prove to be a most formidable fighter in case she could have the opportunity to show what is in her. She lies under the water, where her offensive power is located, and the small part which is exposed to the enemy's fire is practically invui-

The ram, being situated below the

water line, is directed at the most vul-

nerable part of a battleship or cruiser,

where armor is either thin or altogether

sprocket on a bleycle. Shaking his fists ponent he reminds one of nothing so nerable. She can carry 235 tons of PRAISED THE JUDGE'S MARE. coal, which would last four and one-"The Katahdin would be a formidable vessel for an opposing vessel or fleet to cope with in battle, because though not of high speed as compared

with cruisers and torpedo boats, no ordinary shot can make an impression on her. It is a physical impossibility for a projectile to obtain direct impact on her sloping turtle back. Even at close range the enemy's guns could not harm her. "The only thing I should fear in an

engagement would be torpedoes. From the nature of her work she cannot be protected against these. It would be my purpose, however, to make the most of her four 6-pounder rapid-fire guns. and torpedo boats might be afraid of these. I believe these guns should be kept in use all the time that a charge with the ram is being made.

The work of a ram in actual conflict, Commander Wilde believes, should begin after a naval battle between fleets has got well under way. Meantime she could be lying under the lee of a battleship, as nearly out of sight as possible, until the smoke of battle, even in these days of smokeless powder, partly conceals her presence. Then she should be made to steal forth quickly on her work of destruction.

MAKE SHOES LAST. An Observant Man Gives Some Point-

ers to His Fellow-Men. A man who is a city man and has been a patron of boot stands for thirty years has learned something about shoes and how they should be cared

for, says the Chicago Times-Herald. "I do not buy the most expensive footwear." he said, "because I considof about 254 feet. Other statistics of er it to be a waste of money, but a pair of shoes will last me two years before they show a sign of a break. They have to be reheeled always and sometimes half-soled, but the uppers are good generally when I get tired of them and throw them away. It is all a matter of supplying the leather with the oil that is got from the animal in a natural way when it was hide and untanned. If you will remember, tannic acid is used on the hide in preparing it for commerce, and that is very drying. Indeed, leather in which too rauch of it has been used can never be made durable. It cracks and breaks in a little while. I am talking now of black shoes. I do not wear tans or greens I am not so foolish as that.

"Insist always that your bootblack shall use a slight quantity of oil when giving you a shine. Rubbing a little of it on with a rag will do. It sinks in readily, and, as it prepares the surface, you get a better and more lasting shine. No bootblack will do this unless you tell him, because the bootblack is about the most trifling human being that lives. It is his idea always to get through the world with as little trouble as possible to him. He has an easy and lucrative way of making a living, and he does not propose to change it in any way unless you make

"After the oil and blacking have been out on see that the final polishing is done with a piece of canton flannel. Erushes have a tendency to roughen the leather, and the cloth works the oil 'nto the shoe more perfectly. A shine of this kind obtained from a competent man will last two days, and look well at the end of the second day, in dry weather,

Law Student Thus Skipped Examina-

tion and Got His License. From the New Orleans Picavune "Counsellor" Bill Brien tells the following story of how he passed his examination as counsellor-at-law and obtained his license: "I had my papers filled out and walked over to Judge Joe C. Gill to pass my examination and have my papers signed. It was in the forenoon, and Judge Gill, who, as everybody who knew him was aware. was an ardent and successful turfman, at that time had Orphan Girl in train ing for the Maxwell House stakes, to be run at Nashville, and Brakeman, who was thought to have a pretty good chance of winning the Merchants' stakes at St. Louis, both races being set down for the same day.

"I walked into his office with my papers in my hand, and looking up pleasantly the judge greeted me as follows: 'Good morning, William, I understand you want to pass your examina-

tion and be a lawyer? 'Yes, sir, That's what I'm here for this morning." "'Were you out at the track this morning to see the horses taking their

work? " 'Yes, sir," "'Did you see that Kentucky crack, Lelox, and my mare, Orphan Girl, work?

'Yes, sir. They both went a mile and you know the track was a bit slow. Orphan Girl finished up strong and swinging all through the last furlong in 0.47, and Lelox was all out and had the boy kicking him in 0.4714. "I reckon my mare has a pretty good chance for the Maxwell."

"It looks like a certainty. Lelox is all she has to beat, and he's as good as done already." "What kind of a plan would it be to send Akcock to St. Louis with

Brakeman for the Merchants' stakes?' "The horse is good now, and he has nothing to beat over there. Land him in St. Louis all right, and it's as good "'I think I'll send him. Let me see ah! I thought I was forgetting some-

thing. We forgot all about your examination. Hand me your papers, William, and see me sign them." "Counsellor Bill" walked out with his duly attested license, and a short time later Judge Gill won the Maxwell House stakes and the Merchants' stakes with Orphan Girl and Brakeman.

DEFINITIONS.

From the Chicago News. Drink-A noun that is seidom declined Poverty-A matrimonial but not a moral Nothing-Something one degree above

Snob-A man who overrates himself and inderrates others. Epitaph-Something that perpetuates n unmade reputation. Matrimony-The postgraduate course of woman's education.

Drunkard-A man who commits suicide n the installment plan. Dissipate-A word that is synonymous with dizzy-pate the next morning. Ignorance-The bliss that prevents me people from acquiring wisd Originality-The art of arranging old words in an entirely new form.

Erie and Wyoming Valley.

Trains leave Scranton for New York and intermediate points on Eric railroad, also for Hawley and local points at 7.05 a. m. and 2.25 p. m.

Arrive at Scranton from above points at 19.23 a. m., 3.15 and 9.38 p. m.

Our Kid Glove Dept. On a New Basis

We have just acquired the Agency for Scranton of the celebrated "H. T. E. JOUVIN GLOVES."

This glove is known the world over as being made from the finest skins obtainable, and the most perfectly fitting glove that is manufactured. We place these on sale for the people of Scranton and vicinity in all the new spring shades, with 3 clasp fasteners,

At \$1.50 Per Pair.

We also direct your attention to our extensive line of One Dollar Kid Gloves for Ladies.

We have these in all the staple and fancy shades with 2 clasp fasteners, and we recommend them, as they are the very best one dollar gloves that can be had.

> If you buy your Easter Gloves here, you are assured of entire satisfaction.

(onnolly & Wallace

127 and 129 Washington Avenue.

RAILROAD TIME TABLES

Schedule in Effect Nov. 28, 1897. Trains Leave Wilkes-Barre as Fol-

7.30 a. m., week days, for Sunbury Harrisburg, Philadelphia, Balti-more, Washington, and for Pittsburg and the West. 10.15 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sun-bury, 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: Express for New York and all points East, 149, 3.00, 5.15, 8.00 and 19.05 a. m.; 12.55 and

1.40, 3.00, 5.15, 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 19.20 a. a., 12.55 and 3.33 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, 12.10, 2.55, 2.00 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, 1.65 p. m.
Nicholson accommodation, 5.15 p. m.
Binghamton and Elmira express, 5.55 p. m.

p. m.

Express for Utica and Richfield Springs, 2.35 a. m., and 1.55 p. m.

Ithaca, 2.35, 9.09 a. m., and 1.55 p. m.

For Northumberland, Pittston, Wilkes-Barre, Plymeuth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South, Northumberland and intermediate stations, 6.00, 10.05 a. m., and 1.55 and 6.06 p. m.

m.
Nanticoke and intermediate stations, S.08 and H.10 a. m. Plymouth and intermediate stations, 3.35 and 8.50 p. m. For Kingston, 1245 p. m.
Pullman parlor and sleeping coaches on all express trains.
For detailed information, pocket timetables, etc., apply to M. L. Smith, District Passenger Agent, depot ticket office.

Central Railroad of New Jersey (Lehigh and Susquehanna Division,)

Stations in New York-Foot of Liberty treet, N. R. and South Ferry Whitehali street.
Anthracite coal used exclusively, insur-Ing cleanliness and comfort.

TIME TABLE IN EFFECT FEB. 20, 1838.

Trains leave Scranton for Pittston,
Wilkes-Barre, etc., at 8.20, 10.10 a. m., 1.20,
2.35, 3.20, 7.10 p. m. Sundays, 2.00 a. m.,
1.00, 2.15, 7.10 p. m.

For Lakewood and Atlantic City, 8.20 For New York, Newark and Elizabeth. For New York, Newark and Elizabeth, 8.29 (express) a. m., 1.20 (express) with Buffet parlor car), 3.20 (express) p. m. Sunday, 2.15 p. m. Train leaving 1.20 p. m. arrives at Philadelphia, Reading Terminal, 7.17 p. m. and New York 7.05 p. m. For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a. m., 1.20, 2.29 p. m. Sundays, 2.15 p. m. For Baltimore and Washington and points South and West via Bethlehem, 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 Reading, Levanon and Harrisburg, via Allentown, 820 a. m., 1.20 p. m. Sunday, 2.15 p. m.

For Pottsville, 8.20 a. m., 1.29 p. m.

Returning, leave New York, foot of Liberty street, North River, at 4.00, 2.10 (express) a. in., 1.30 (express) with Buffet parlor car) p. m. Sunday, 4.30 a.m.

Leave New York, South Ferry, foot Whitehail street, at 2.08 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. BALDWIN, Gen. Pass. Agt.

J. H. OLHAUSEN, Gen. Supt.

Delaware and Hudson. On Monday, Feb. 21, trains will leave leranton as follows: For Carbondate—6.20, 7.55, 8.55, 10.15 a. m.; 12.00 noon; 1.21, 2.20, 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., 6.20 a. m., 2.20 p. ton, New England points, etc., 6.29 a. m., 2.29 p. m.
For Honesdale—6.20, 8.55, 19.15 a. m.; 12.09 noon; 2.20, 5.25 p. m.
For Wilkes-Barre—6.45, 7.59, 8.45, 9.38, 19.45 a. m.; 12.05, 1.25, 2.21, 3.33, 4.41, 6.10, 7.50, 19.28, 11.39 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), 11.39 p. m.
For Pennsylvania R. R. points—6.45, 9.38 m.; 2.21, 4.41 p. m.

11.50 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., 7.50 a. m., 12.05, 3.33 (with Black
Diamond Express), 19.28, 11.30 p. m.
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, 19.25, 11.27 p. m.
From Wilkes-Barre and the south—6.75,
7.50, 8.50, 19.10, 11.55 a. m.; 1.15 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.

ness and Comfort.
In Effect Feb. 29, 1528.
TRAINS LEAVE SCRANTON
For Philadelphia and New York via D.
& H. R. R. at 6.45 a. m., and 12.65, 2.21, 4.41
(Black Diamond Express) and H.30 p. m.
For Pittston and Wilkes-Earre via D.,
L. & W. R. R., 6.69, H.10 a. m., 1.55, 3.35, 5.00 p. m. 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 For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6-35 a. m., 12-95 2.21, 4.41 (Black Diamond Express), 11.3

2.21, 4.41 (Black Diamond Express), 11.29 p. m.

For Tunkhannock, Towanda, Eimira, Ithaca, Geneva and principal intermediate stattons, via D., L. & W. R. R., 8.08 a. m., 12.45 and 3.35 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west via D. & H. R. R., 12.05, 3.22 (Black Diamond Express), 19.23 and 11.26 p. m.

Pollman parior and sleeping or Lehigh Valley parior 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., Philadelphia, Pa.

delphio, Pa. W. NONNEMACHER, Asst. General Pass. Agt. Philadelphia, Pa. cranton office, 359 Lackawanna avenue.



North Bound.

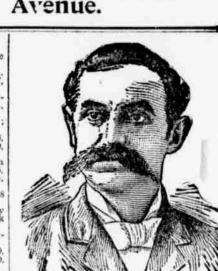
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Right Express to the West.

J. C. Anderson, Gen. Pass Agt.

T. Flitterett, Div Pass. Agt. Seranton. Pa.



E. GREWER Old Post-Office Building, Cor. Spruce St. and Penn Ave., Scranton, Pa

Has returned from his Western Trip, and will now remain permanent-ly at his home office. THE DOCTOR IS A GRADUATE OF
THE UNIVERSITY OF PENNSYLVANIA. FORMERLY DEMONSTRATOR OF PHYSIOLOGY AND SURGERY AT THE MEDICO-CHIRURGICAL COLLEGE AT PHILADELPHIA. HIS SPECIALTIES ARE CHRONIC, NERVOUS. SKIN, HEART
WOME AND BLOOD
DISEASES.

The doctor and his staff of English and German physicians make a specialty of all form of Chronic Norvous Diseases, Skin, Womb, Blood Diseases, including Epileptic Fits. Convulsions, Hys

teria. St. Vi us' Dance, Wakefulness, BRAIN WORKERS, both men and wo-men, whose nervous systems have been broken down and shattered from over-work, no matter from what cause, can work, no matter from what cause, can be restored by my method.

All who call upon the Doctor from now on will receive advice, examination, service and examination free. Dr. Grewer's high standing in the State will not allow him to accept any incurable cases. If they cannot cure you they will frankly tell you so.

Diseases of the Nervous System.

The symptoms of which are dizziness, lack of confidence, sexual weakness in men and women, ball rising in the throat, spots floating before the eyes, loss of memory, unable to concentrate the mind on one subject, easily startled when spoken suddenly to, and dull, distressed mind, which unfits them for performing the actual duties of life, making happiness impossible, distressing the action of the heart, causing flush of heat, depression of spirits, evil forebodings, cowardice, fear, dreams, melancholy, tire easy off company, feeling as throd in the morning as when retiring lack of energy, nervousness, constipation, weakness of the limbs, etc. Those so affected should consult us immediately and be restored to perfect health. Discuses of the Nervous System,

Lost Manhood Restored, Weakness of Young

If you have been given up by your physician call upon the doctor and be examined. He cures the worst kind of Nervous Debility, Scrofula, Old Sores, Catarrh, Piles, Female Weakness, Affections of the Eye, Ear, Nose, Throat, Asthma, Deafness and Cripples of every description. Tumors, Cancers and Golfers removed without the use of knife or paintal cause. without the use of knife or painful caus-tics by our newly devised absorbent meth-od known as the "ELECTRO-GERAII-CIDE."

CIDE."
And our OZO-NITE; GAS sures Catarrh and Catarrhai Deafness.
Consultation free and strictly sacred and confidential. Office hours dully from 19 a. m. to 8, 29 p. m. Sunday from 12 p.

