GREAT DEVELOPMENT

FIGURES WHICH READ LIKE A PAGE OF ROMANCE.

Statistics Which Tell the Story of the Almost Miraculous Progress Made in the Business of Transportation in the Past Few Years.

The following statements based upon the latest official reports and brought down to September 1, 1898, by means of ratios and by computations very carefully made by Mr. Duane Doty, of Pullman's Palace Car comcannot but be of interest to all men engaged in transportation. An instantaneous photograph of any domain of human activity, says Mr. Doty, constitutes an instructive study, and especially so, when it includes our own field of effort. From twenty-two miles of railroad in 1830, and in less time than the Biblical span of three score years and ten allotted to the life of man, our railroads have reached their present magnitude, though still in the morning time of their evolution. Had our country today, exclusive of Alaska, as many miles of railroad proportionately as the state of Illinois, it would have 600,000 miles of such roads, or considerably more than three times its present mileage. or, really, a greater mileage than that of all the existing railroads of the world. A good taborer able to earn two dollars a day, working as a carrier of freight does in Africa, could transport one ten, say of lead, one mile by working hard for four days. In other words eight dollars (\$8.00) would he a fair price for the work that would have to be done. But our railroads now carry one ton of freight one mile for eight-tenths of a cent, or for one one-thousandth of the cost of doing that amount of work by muscular ef-

THE DAWN OF PROGRESS.

Had the whole population of the globe the same amount of railroad mileage proportionately that we have in the United States, the world's railroad mileage would be four and a half rnillions (4,500,000) instead of one-tenth of that amount as now. Our periods of existence may well be looked upon as the childhood of the race. A retrospective review of our railroads, a glance at their present condition and glimpses afforded of their probabilities and possibilities fully illustrate the truth that we are only in the dawn of our material development. The habitable portions of the earth's surface, comprising only about two-fifths of its land masses, even with our present very imperfect agriculture, can easily support four times the present population of the world, or 6,500,000,000 human beings, and this number will be reached 250 years hence, or by the year 2150 A. D.

Length of roads now owned

and yard tracks, sidings and turnouts 58,000 mile

Total of all tracks in the United States today 244,500 mil VALUES.

The average value of our railroads is runs like this: usually placed at \$60,000 a mile, though roads, including capital stock, funded, unfunded and current debts can safely placed at \$11,500,000,000. Our population is now 73,000,000. If the wealth of our country has increased in the past eight years proportionately with the increase between 1880 and 1890, the wealth of the whole country today is \$84,000,000,000 or \$1150 for every man. woman and child of the population. The average wealth in 1850 was only \$308 per capita, the increase being nearly fourfold since then. The wealth of our country is now increasing at the rate of (\$6,000,000) six millions of dollars

of our population.

The railroads of the United States now employ 850,000 persons and the average annual pay of each is \$565. A few officials receive large salaries but the \$0,000 station men and track repairers, and the 70,000 switchmen, flagmen and watchmen all get small wages. though their pay is sure and their employment is, as a rule, uninterrupted. There are now 450 employes to every 100 miles of road or 414 to every mile,

a day. One-seventh of our wealth is

in rallroads or \$160 for every member

NUMBER OF CARS.

Exclusive of sleeping cars our railroads now have 1,325,000 cars of all kinds, or 37 cars to every locomotive, or seven cars to every mile of road. Inclusive of sleeping cars there are now 28,000 passenger, mail and express cars in use. Considering the life of a freight car twelve years, and its earnings after that length of service will barely keep it in repair, it is clear that about 100,000 of these cars now annually go into scrap. In other words, 100,new freight cars are needed every year to replace those which are worn out, to say nothing of the additional cars required for new roads and for the natural increase of freight business The following tabular statement is full of interest as well as of significance to car builders. It is a record of the freight cars built in the United States for the years indicated. This table was revised by the editor of the Railway

Freight cars built in the year 1891 ... 95,000 Freight cars built in the year 182... 25,000 Freight cars built in the year 182... 2,000 reignt cars built in the year 1854 ... Freight cars built in the year 1896. Preight cars built in the year 1897... 45.606

It is interesting to note in this connection that nearly forty per dent, of the coal freight cars constructed in 1897 were for the Baltimore and Ohio rail-

road. For the years preceding the World's Fair we built the normal number of ears needed, but since 1892, through the years of business depression, or for five years ending 1897, we built each year. There are indications that the year 1898 will show much greater activity in this line. The railroads of the country could use sto advantage 200,000 more freight cars than they now have. It is clear that renewed activity in freight car building must con-

GOOD DIGESTION Good Nerves and Good Health Horsford's Acid Phosphate

use, 10,000 of them being in passenger in a bicycle drama, entitled "A Twig service. All these passenger engines of Laurel" and the production is one of OF OUR RAILROADS are fitted with train brakes, and over half of them with automatic couplers. Each passenger engine handled upon un average over 50,000 passengers during the year and ran nearly a million and a quarter miles. Each freight locomotive on an average, drew 30,000 tons of freight.

Our freight trains for the year ending September 1st, carried 760,000,000 tons of freight and every ton was carried on an average 125 miles, making in all 95,000,000,000 tons of freight carried one mile. While the average cost of carrying a ton of freight one mile was eight-tents of a cent it was only six-tents of a cent in some of the states. The cost of carrying freight has steadily fallen from two cents a mile per ton in 1867 to its present low rate. Our railroads last year had to carry a ton of freight 1,530 miles to make one dollar, and the freight work done was equivalent to carrying one ton 1,300 miles for every man, woman and child of the population. Over three-fourths of the receipts of our railroads are for freight.

Our railroads, with their 10,000 passenger engines and 38,000 cars for passenger trains, carried 550,000,000 passengers during the year ending Septem-1st, and received for this service \$275,000,000. The roads had to carry a passenger 500 miles in order to make dollar. The net earnings of the roads for the year were little more than a million dollars a day.

TRAIN ACCIDENTS. One passenger was killed for every 2,259,090 carried. Twice as many people are killed annually by falling from the windows of their dwellings as lose their lives while traveling as passengers on our passenger trains. average mortal, it would seem, is safer as a railroad passenger than he is at home. Two-thirds of those accidentally killed lose their lives at stations, highway crossings, and while trespassing upon tracks. The theory of probabilities required a passenger to travel 75,000,000 miles to be tolerably sure of getting killed. This is equivalent to riding continuously on an express train for over 400 years. One passenger was injured in every 4,500 miles of travel. It would be interesting to know to what extent the telegraph, the long distance telephone and our improved facilities for handling mails bad dimin-

To Cure a Cold in One Day.

ished travel on our railroads.

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c. The genuine has L B. Q. on each tablet.

IN THE PLAY HOUSES.

Fine Comedy Superbly Presented.

All too rarely has Scranton an opporunity of seeing real comedy presented as was "Because She Loved Him So," at the Lyceum last night. It was a distinct treat, and if the theatre is not crowded this afternoon and evening, when the comedy is to be repeated, it will be because Scrantonians for once fail to reach out for a good thing. The comedy was adapted from the

French of Bosson and Lectera by William Gillette. There is also an English version of the comedy called the "Love Cote." The story of Gillette's version Oliver West, a young artist, is marlites the worst features of

it is a little more than that; at this ried to a charming wife, but, with rate 186,500 miles of road is worth \$11,- a loving and charming disposition, she temperament. Nothing will convince her that he is wholly and solely devoted to her, and consequently the connubial disputes become more and more persistently acrid, and the finishing touch is given when she discovers on her husband's coat two silky golden hairs, and finds him on his return home. impregnated with the odor of patchouli, Then there are alarms and talks of excursions into the divorce court, and husband and wife set off in different carriages to tell their respective tale: to Mrs. West's parents, the Weatherbys. who have led a life of uninterrupted connubiat felicity for a full thirty

How it comes about that Oliver West brings with him into his wife's drawing room such barefaced evidences of an illicit friendship is due to the scheming talent of his wife's maid. She and the butler are desirous of taking a night off, but the news that five guests will be there to dine is death to their hopes of a festive evening, so Susan, knowing her mistress' weakness, plucks the hairs from her own head and produces the patchouli from her own pocket and with a waiting maid's ingenuity contrives to saturate and adorn her master's coat with the incriminating evidences of his supposed wrong-

A friend has hastened to the father and mother to acquaint them of the state of affairs, and between them it is arranged that the old couple shall pretend to quarrel, and so show Gertrude by practical example how stupid people took when engaged in unseemly disputes. The plot succeeds to perfection. although the elderly folks' quarrel eventually assumes something of a bona-fide character, owing to Eva's maladroit interference between her father and a captivating Spanish lady. This is the outline of the plot, and it has been treated with much delicacy by William Gillette.

The comedy had its first presentation in Albany about a week ago and is undergoing a polishing process through the medium of a short tour before it is presented in New York two weeks from Monday night. The company that produced the comedy last night was organized to present it in New York. otherwise Scranton and other one and two-night stands would not have an oportunity of seeing such a galaxy

In the company are J. E. Dodson, the leading character actor of Frohman's farces; Edwin Arden, who was Julia Arthur's principal support last season: Arnold Daly and Charles R. Gilbert, who particleated in the London production of "Too Much Johnson;" Conquest, who was a leading member of the Empire Stock company last season: Kats Meek, who was in the London east of "Secret Service," and Leonon the average only 41,000 freight cars ora Braham, brought over from Charles Frohman's Duke of York Stock company, London, to create the role of Donna Adelina Gonzales, which is but

a minor character, by the way. The presentation of the comedy by these people won the audience from the start and after the second act they were accorded a very hearty curtain call. It is a comedy untainted by suggestiveness and is acted with a delieacy that is in harmony with dialogue.

"A Twig of Laurel." Eddie Bald, the dashing young professional cycle racer, four years champion and without doubt the foremost

American cycler, is reported a great

were notice observe monamoraries in success as an actor. He is starring of Laurel" and the production is one of the decided novelties of the theatrical year, as a drama built on the bicycle fad has not been exploited on the stage. No pains or expense have been spared to make the production an elaborate one. The company is a strong one and includes Lansing Rovan, Edith Fassett, Reia O'Neil, Alice Irving, Nat D. Jones, J. Lester Wallack, W. J. Canfield, Lawrence Merton and Harvey Dalton, with a number of others. The scenic accessories are such as to invest the production with unusual interest. For the bicycle race, interpolated in the third act, patented machinery by which a hotly contested event is realistically illustrated has been prepared, and other means are employed to give the rejuisite color and atmosphere. The production is under the personal supervision of Edward Rose for many years connected with the Boston museum. At the Lyceum Tuesday night.

"The White Squadron."

The Elroy Stock Company opens their engagement at the Academy of Music Monday evening with an elaborate production of the sterling naval play, "The White Squadron," The best scenic possibilities which have been taken advantage of, together with an exceptionally powerful story, make this play decidedly attractive as well as one of the strongest representatives given at popular prices. The company, headed by J. Harvey Cook and Miss Lottic Church, is equally as capable as in past seasons, while the specialties are said to be equal to the vaudeville features in other similar attractions. At the matinee "A Rough Rider" will be presented; Tuesday evening "Land of Midnight Sun." The company changes its bill at every performance, and between the acts specialties will be introduced, making two shows in one, for one price of admission. Ladies tickets have been issued for Monday evening's performance. Remember the prices, 10, 20 and 30 cents, Matinces 16 cents. Seats now on sale,

Hanford as "Othello."

Marie Drofnah, the talented young actress, who will appear here in the leading support of that brilliant young American tragedien, Charles B. Han ford, is a resident of Washington, D. C., and a great social favorite in the Capitol City. Miss Drofnah has appeared in the support of nearly all of the prominent stars of modern times with much success, and for the past two seasons with the late lamented Thomas W. Keene, appearing in the leading temale roles in that talented actor's repertoire. Mr. Hanford appears at the Lyceum on Wednesday evening in his great impersonation of

"The City Sports." Or "The City Sports" which will be een at the Galety the first half of next veek the Brooklyn Citizen says: Harry Stewart is the life of the perormance at the Star theatre, where Phil Sheridan's City Sports company s giving a very amusing entertainment, Stewart's "little Hebrew" act is deidedly a laugh-provoker. He is ably issisted in the fun-making by Crissie Sheridan, The burlesque features are attractive, and in some respects above the average. Joe Flynn, the original McGinty, sang his potpourri of parodies in his own inimitable fashion. The audeville features included Le Coil and Gaylor, in songs that are very attractive, the Monte Myro troupe of panformimists, Whitelaw and Stewart, the German and Celt: Arthur Filippi and Scranton Traction 8% bonds... Miss Sheridan assisted by twelve young ladies in a floral dance; Scanlan and Stevens in an amusing skit; Farnum and Nelson and Joe Flynn, The burlesque turns serve to introduce several specialties, songs and dances, which go to make up a good entertain-

THE MARKETS.

Wall Street Review. New York, Nov. 4.-There was som flutter amongst the shorts in Sugar this morning on the report that the American ompany has acquired the entire Ha-waiian crop. Operators who had been selling the stock on the benevolent intimations of an authority in the Hawalian sugar industry of the loss involved in the present rates for selling the refined sugar astened to cover their shourt contracts and rushed the price up 14 points. The erensed as the day prgressed so that e stock closed with a net loss in spile the dissemination of rumors that the misany was in a way to secure the outsiana crop also. Tobacco also, al-hough it rose in the early trading, ropped over three points before the close which was at a net decline of 2%. The rading in specialties was hardly as acive as of late, and the Federal Steel tocks were also rather neglected and actined to heaviness. In the railroad ist there were various points of aggres-dive strength and a broadening tendency. The division of business is somewhat squalized by the falling off in activity in the Grangers and Pacifics, especially the latter, the preferred stocks of which sid ot offer a single quotation until some time after the opening of the exchange Total sales were 25,400 shares. Furnished by WILLIAM LINN ALLEN

& CO., stock brokers, rooms, 705-706 Mears

Open- High- Low- Clos-Am. Tobacco Co 111/2 177 11/4 Am. Spirite Southern .11 Chic., R. I. & P 188 1684 #116 5254 5854 1676 Delaware & Hud Manhattan Elle Mo. Pacific 115 114% 115% 114% Nor. Pacific. In Pacific Matt Phil. & Read ... P. & R., 1st Pr Southern R. B. Southern R. R., P. Tenn., C. & Iron Texas & Pacific 'nion Pac., Pr 7. S. Rubber 7. S. Rubber, Pr 611 6614 754 Leather . S. Leather, Pr Wabash, Pr

CHICAGO GRAIN MARKET.

The People's Exchange.

POPULAR CLEARING HOUSE for the Benefit of All Who Have Houses to Rent, Real Estate or Other Property to Sell or Exchange, or Who Want Situations or Help-These Small Advertisements Cost One Cent a Word, Six Insertions for Five Cents a Word-Except Situations Wanted, Which Are Inserted Free.

FOR RENT

O RENT - SECOND AND THIRD floors, 23 Lackawanna avenue. Apply T. R. Brooks, Traders' Bank Building. FOR RENT-STORE ROOM, 508 LACKA wanna avenue, formerly occupied by the Five Bires. Since Co. Inquire of Boyle & Mucklow, clothlers, 416 Lackawanna evenue, city.

HOUSE ON AVENUE-MODERN CON-

FOR RENT-I EEK ROOM OR SHARE of offices second floor front, Coal Ex-change. Call at room 15.

FOR RENT - SECOND FLOOR, 701 Quincy

FOR SALE

FOR SALE-HORSE, HARNESS AND buggy; very cheap; or would exchange for good upright plane, Call or address 1533 Capouse avenue.

FOR SALE-ONE DOUBLE LUMBER wagon; new. Apply 324 N. Bromley MINNESOTA VENISON-T. E. CARR & Son, at Washington Market, opposite Court House, will have on sale today some very line venison.

FOR SALE-A SECOND-HAND PAYNE center crank high speed engine it first class condition. For further par-ticulars apply at this office.

FOR SALE-TEN R-I-P-A-N-S FOR

	May	1986	Marin.	SHITS:	61774
	CORN. December	1414	1990	HYTA.	2376
)	May		24	2274	5379
	OATS.	31	24%	24	21
1	December May PORK.		217*	21%	24%
	December	8.00	8.07	7,95	5.00
9	May	9.10	9.15	9.96	4.7
	December,	4056	5,02	11.35	1229
ū	May	7.05	5,10	5,00	5,0
9	Scranton Board	ton Board of Trade		Exchange	

Quotations-All Quotations Based on Par of 100.

١	STOCKS.	Bid.	Asked.
١	STOCKS. Scranton & Pittsten Trac. Co.	414	20
١	First National Bank	800	444
1	Elmhurst Boulevard		100
Ì	Scranton Savings Bank		17.6
1	Scranton Packing Co		95
	Lacka, Iron & Steel Co	25	414
	Third National Bank	385	***
	Throp Novelty Mig. Co		80
	Scranton Rallway Co	25	
	Dime Dep. & Dis. Bank	165	
	Economy Light Heat & Pow-		****
	er Company		46
	Scranton Huminating, Hea		770
	& Power Company	85	200
	Seranton Forging Co		300
	Traders' National Bank	130	140.00
	Lacka, Lumber Co		150
	Lack, Trust & Safe Dep. Co.	150	2407711
	Moosie Mountain Coal Co	1 11/04	115%
	Moosic Mountain Coar Co		80
	Scranton Paint Co		au
	BONDS.		
	Scranton Pass. Railway, firs	١	
	mortgage, due 1920	. 115	***
	People's Street Rallway, fits		
	mortgage, due 1918	. 115	***
	People's Street Ranway, Gen		

eral mortgage, due 1921 115
Dickson Manufacturing Co
Lacka. Township School 57.....

New York Produce Market.

New York, Nov. 4.—Flour—Very quiet Wheat—Spot easy; No. 2 red, 76%c., f. o affoat; No. 1 northern Duluth, 75%c., o. bz., afloat; No. 2 do. do., 74c., f. o., afloat; No. 2 hard New York, 73%c., o. b. affoat; options at first were weak and lower, following bearish Liverpool cables, foreign selling, big spring wheat receipts and light export inquiry; a sub-sequent spurt on big clearances, coverand a reported large export trade Chicago was succeeded by a late reaction under sales by holders, closed %a'ge, net lower; No. 2 red, December, closed 72%c. March, 74%: May, 71%c. Corn-Spot casy; No. 2, 28%c., f. o. bz., affont; op-tions opened weak, later ralled but detions opened weak, inter-rained out of clined again and closed 'ac, not lower; December closed 37%c; Moy. 38%c. Oots—Spot quiet; No. 2, 29%c. No. 5, 28%c.; No. 2 white 30%c.; No. 5 do. 29%c.; track white western, 30a.32c.; track mixed, western. 28031c.; track white, state, 20032c.; options dull. Butter-Steady; western creamery, 15011c.; factory, 1112a141c.; Elgins, 23c.; imitation creamery, Balle.; state dairy, Malle.; do, creamery, bat 224ge, Eggs-Firmer; state and Pennylvania, 22a224c.; western tresh, 214c.

Chicago Produce Market.

Chicago, Nov. 4.-When Russia's ener us wheat aton was officially announced today the urgent foreign demand and everything eise of a bullish nature dropped out of sight and prices dropped back to the law point of the session. December closed 'safec, under last night's prices, Corn lost 'sc.; outs 'sc.; pork and ribs unchanged and lard a shade lower, Cash quotations were as follows: Flour-Steady; No. 2 spring wheat, 65 gattle. No. 2 do. do. 62,65c.; No. 2 red. 63,675c.; No. 3 do. do., 62a65c.; No. 2 red, 67a67bgc.; No. 2 corn. 32c.; No. 2 yellow, 32bgc.; No. 2 oats. 25a25tje.; No. 2 white 25a25tje.; No. 3 de. 25a25e.; No. 2 rye, 525je.; No. 2 barley, 55a 50c.; No. 1 flax seed, \$1.00; prime timoth sced, \$2.35; mess, \$8a5.05; lard, \$5.025ga5.65 short ribs, \$5a5.29; dry salted shoulders Uga455c; short clear \$5a5.10; whiskey \$1.25 sugars, unchanged.

Chicago Live Stock.

Chicago, Nov. 4.—Cattle—Active: choice steers, \$5,30a5,75; medium, \$5,75a4.95; beef steers, \$5,90a4.70; stockers and feeders, \$5 124 steers, \$5.304.75; medium, \$5.754.95; beef steers, \$5.904.70; stockers and feeders, \$5.304.70; bulls, \$2.504.20; cows and heifers, \$114, \$5.304.30; calves, \$547; western rangers, \$65; \$2.604.50; western fed steers, \$165.40; Texas 1 grass steers, \$1.2021.90 Hogs Steady: fair to choice \$1.2021.75; packing jois, \$1.2021.20 at 1575; mixed, \$1.3021.675; butchers, \$1.552 14 1.75; light, \$1.2521.675; pigs, \$2.5021.50. [524] Sheep-Weak; western sheep, \$5,3034.5
 [165] Jeeders, \$3,5934; muttons, \$434.25; inferior to choice lambs, \$5,595.59; feeders, \$4,50 5; yearlings, \$1,25a4.75. Receipts—Cattle, 1,500 head; hogs, 27,000 head; sheep, 5,000 20% head.

East Liberty Cattle Market.

East, Liberty, Pa., Nov. 4, -Cartle-Steady: extra Sa5.26; prime, \$1.90a5; com mon. \$1,25a3.60; bulls cows and stags, \$2.5ca3.80. Hogs-Slow and lower; prime heavy and good medium weight, \$3.6003. heat Yerkers, \$1.55a.1.0c; common to fair Yorkers, \$1.50a.1.5c; rigs, \$1.00a.1.5c; skins and common pigs, \$2.50a.2.25c; coughs, \$2.70a 1.40. Sheep-Steady; choice wethers, \$1.30 a4.40; common, \$2.5003.50; choice lambe, \$5.2505.50; common to good, \$3.3002.10; year

East Buffalo, N. Y. Nov. 4.—Cattle—Nothing doing. Hogs-Slow; arime light Yorkers, \$155a3.00; roughs, common to good \$155a2.50; pigs good to choice \$1.5a 3.55. Sheep and Lambs—Duil; lambs, chocle to catta, \$5.5ba.60; cuits fair to good, \$1.25a4.75; sheep choice to selected wethers, \$1.5a4.75; cuits and common.

HELP WANTED. WANTED-MAN OR WOMAN OF EN-ergy and business ability to travel for established firm. \$40 a month and all ex-penses. P. W. Ziegier & Co., 225 Locust street, Philadelphia, Pa.

MALE-HELP-FEMALE.

WANTED - EXPERIENCED TAILORS or tailoresses on ladies coats, and fin-ishers on furs. Call at Breschel's, 226 Lackawanna avenue.

PLEASANT HOME WORK FOR MEN or women, day or evening; % to 312 weekly: no canvassing or experience needed; plain instructions and work mailed on application. Brazilian Co., Nex

HELP WANTED MALE.

WANTED-A YOUNG MAN AS STIN-ographer and typewriter. Address, stating age, experience and salary ex-pevted, P. O. Box 65, Scranton, Pa. WANTED-TWO COATMAKERS AT 201 Washington avenue. Charles Nelson.

HELP WANTED-FEMALE. WANTED-AN EXPERIENCED GILL for general housework. Good references

required. Call on, or promptly address Mrs. Pierce, 342 Mifflin avenue. LADIES EVERYWHERE TO MAIL circulars, samples and copy home. Reply with stamped Peerless Co. South Bend, Ind.

PROFITABLE HOME WORK - WE PROFITABLE HOME WORK — WE, want a few men and women in every town to make noveltles for us at their homes; can work day or evening, and make \$6 to \$15 weekly, according to the time devoted to the work; experience unnecessary; steady employment the year round; no canvassing; full particulars and work malled on application. Exagillan Mfg. Co., New York city.

LADIES-WE CAN PROFITABLY EM ploy you at home in your spare time 5 to \$12 weekly; no canvassing required experience unnecessary. Full informa-tion and work mailed upon application imperial Supply Co., Philadelphia, Pa.

AGENTS WANTED.

AGENTS - OUR PERFECT STEAM Heater is a success, is in demand, sells rapidly, big profits. Perfect Mfg. Co. Fort Wayne, Ind.

800 A MONTH GUARANTEED AGENTS. Send for circular. Franklin Book Co.,

AGENTS-WE WILL PAY \$100.00 PER month, and railroad expenses, to any man who will faithfully represent us in man who will faithfully represent us in taking orders for the most reliable Por-trait Copying House in the World. We pay strictly sulary. Address at once. G. E. Martel, New York city.

AGENTS - BOTH SEXES, EVERY AGENTS - BOTH SEXES, EVERYwhere, to introduce our investment
books. A \$5.00 pair, hand-made shoes for
10c. We can do it by our endless chain
system. Big commissions, reliable house;
established eight years. Write for particulars. Manufacturer's Shoe Co., 364
Washington street, Room 58, Boston,
Mass.

SALESMEN WANTED.

SALESMEN-3200 PER MONTH GLAR-anteed selling Brooks Oil Gas Gener-ators for generating gas from coal oil for heating or cooking stoves, ranges, furnace or steam bollers. No make, odors, dust, coal, kindling or ashes. Territory free, Brooks Burner Co., Cincinnati, O.

REAL ESTATE.

FOR SALE-MY RESIDENCE AT 2 FOR SALE-MY RESIDENCE At 25 Colfax averue; just e mpieted. At modern improvements. Hardwood finish sanitary plumbing, electric lights, etc Price reasonable. Address Frank T Okell. 220 Broadway, New York city.

MONEY TO LOAN. 3700, 8900, \$1.500, \$1.500 ON CITY PROP-orty, straight. Any sum on monthly payments. Brown, attorney, Mears build

FURNISHED ROOMS.

FOR RENT-FIRST CLASS FUNISHED rooms with city steam heat and al modern conveniences. Inquire 546 Wash ington avenue. FOR RENT-PLEASANT FURNISHED

rooms; conveniences, Rooms from 31.5, up. 522 Mulberry street.

BOARDERS WANTED.

BOARDERS WANTED-NICE ROOMS and all improvements, 350 Garfield avenue.

BOARDERS WANTED-ROOMS WIT! board, suitable for single gentlema or man and wife; location very conve-ient and choice, Primrose, 326 Monroe av

PRACTICAL FURRIER. MAURICE D. BRESCHEL, 225 LACKA wanna avenue one flight up. See adv

SITUATIONS WANTED SITUATION WANTED-BY A YOUNG man; would like to work on a farm or any kind of work. Address, 615 Stone

MARRIED MAN WANTS LOSITION AS

SITUATION WANTED - WASHING ironing or any kind of house cleaning by the day, or will take washing home. Side door, 420 Franklin avenue. SITUATION WANTED-BY A MIDDLE

aged woman as housekeeper in smal family, 217 living avenue, Scranton.

SITUATION WANTED DOING SITUATION WANTED-BY A MARsiti ation wanted—by a Mar-ticol man as fireman, stationary engi-heer or pump runner; thoroughly under-stands electricity and refrigerator lee machines; is well experiences, and can give first class references. J. D. W., 337

man who desires position in the or grocery story special five languary furnish good references, understitle care of horses. Address T. J., time office. SITUATION WANTED-BY A YOUNG

SITUATION WANTED-BY A YOUNG lady for light housework, little South Wyoming avenue.

WANTED-ANY KIND OF WORK: GO out by the day or take washing home. Rear 420 Franklin avenue, up-stairs. SITUATION WANTED-BY A GIRL. who can speak English and German, as dressmaker; good worker and will work for low wages. Address 1990 Gibson street, city.

A YOUNG LADY WOULD LIKE A place to work for her board and go to school. Inquire at 423 Adams avenue. Earn Good Wages

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SUPERFLUOUS HAIR WARTS AND moles removed by electricity; painless, permanent; charges moderate; consulta-tion free. Helen Buchanan, Dermatolo-gist, 312 Washington avenue.

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RAILROAD TIME TABLES PENNSYLVANIA RAILROAD

Schedule in Effect May 29, 1893. 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. 10.15 a. m., week days, for Hazleton, Potteville, Reading, Norristown, and Philadelphia; and for Sun-bury, Harrisburg, Philadelphia,

Baltimore, Washington and Pitts-burg and the West.

3.12 p. m., daily, for Sunbury, Harris-burg. Philadelphia, Baltimore, Washington, and Pittsburg and the West. 6.00 p. m., week days, for Sunbury, Harrisburg, Philadelphia and

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

Del., Lacka, and Western.

Effect Monday, June 20, 1898. Trains leave Scranton as follows: Ex-press for New York and all points Bast, 140, 300, 540, 830 and 1835 a. m.; 1235 and 133 p. m.;

1.40, 3.00, 5.10, 8.20 and 19.05 a. m.; 12.35 and 3.33 p. m.
Express for Easton, Trenton, Philadelphia and the South, 5.10, 8.00 and 10.05 a. m., 12.55 and 3.33 p. m.
Tobyhanna accommodation, 5.10 p. m.
Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansylle, Mount Morris and Buffalo, 12.10, 2.25, 8.00 a. m., 1.35 and 5.59 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.
Binghamton and way stations, 165 p. m.

Northwest and Southwest.

Binghamton and way stations, 1.65 p. m.
Factoryville accommodation, 4.66 and
Nichelson accommodation 6.60 p. m.
Express for Utica and Richfield Springs,
2.55 a. m., and 1.55 p. m.
Ithaca, 2.25, 9.60 a. m., and 1.55 p. m.
For Northumberland, Pitiston, WilkesBarre, Plymouth, 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 5.40 p.
m.

m. Nanticoke and intermediate stations. SoS and 11.10 a. m. Plymouth and intermediate stations, 2.25 and 8.50 p. m. For Kingston, 12.55 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.

in Effect May 15, 1898. TRAINS LEAVE SCRANTON. For Philadelphia and New York via D. & H. R. R. at 6.45 a. m., and 12.05, 2.18, 4.37 Black Diamond Express) and 11.30 p. m. For Pittston and Wilkes-Barre via D., & W. R. R. 6.00, 11.10 u. m., 1.55, 3.35, p. m. or White Haven, Hazleton, Pottsville,

2.18. 4.27 (Black Diamond Express), 11.59 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations via D. L. & W. R. R. 8.98 a. m., 12.45 and 1.35 p. m.

For Geneva, Rochester, Buffalo, Niagrar Falls, Chicago and all points west via D. & H. R. R., 12.05, 2.33 (Black Diamond Express) 19.28 and 11.39 p. m.

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

ROLLIN H. WILBBUR, Gen. Supt. CHAS. S. LEE, Pass. Agt., 25 Cortlandt street, New York.

A. W. NONEMACHER, Division Passstreet, New York. A. W. NONEMACHER, Division Pass-enger Agent. South Bethlebem, Pa.

Delaware and Hudson. On Sunday, July 3rd, trains will leave Scranton as follows: cuanton as follows: For Carbondale-8.20, 7.53, 8.53, 10.13 a. 1, 12 noon: 1.23, 2.20, 2.52, 5.25, 6.25, 5.57, 15, 11.00 p. m.; 1.16 p. m. For Albany, Saratoga, Montreal, Bos-on, New England points, etc.—6.20 a. m. . m. Honesdale—6.20, 8.53, 16.13 a. m.; 13 1.20, 5.25 p. m. Wilker-Barre, 6.45, 7.48, 8.43, 9.38, n. m.; 12.62, 1.23, 2.18, 3.33, 4.27, 6.16, 143 n. m.: 12.62, 1.23, 2.18, 3.33, 4.27, 5.19, 18, 19, 41, 11.39 p. m.
For New York, Philadelphia, etc., via chigh Valley Railroad—6.15 a. m., 12.03, 28, 4.27 p. m.: with Black Diamond Express, 11.39 p. m.
For Pennsylvania Railroad points, 6.45,

lows:
1. Carbondale and the North-6.49.
1. Carbon Carbondale and the North-6.49.
1. Carbon Carbondale and the North-6.49.
1. Carbon Carbondale and the South-6.15.
1. Carbon Wilkes-Barre and the South-6.15.
1. Carbon Carbon Carbon Carbon Carbondale
1. Carbondale Carbondale
1. Carbon SUNDAY TRAINS. For Carbondale-9.07, 11.33 a. m.; 1.55, 52, 5.53, 9.53 p. m. For Wilkes-Barre-9.38, 11.43 a. m.; 1.58, 28, 5.43, 7.48 p. m. Lowest rates to all points in United

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

press) a. m., L. bergress p. m. Sanaa, 1.20 a. m.
Leave New York, South Ferry, foot Whitehall street, at 2.68 a. m., 1.25 p. m.
Passengers arriving or departing from this terminal can connect under cover with all the character of the code. Broadway cable cars, and ferries to Brooklyn and Staten belands, making quick trainfer to and from Grand Central depot and Loag Island ratiroad.

Leave Philadeiphia, Reading Terminal, 2.21 a. m., 150 p. m. Sunday, 6.15 a. m.

Through tokets to all points East, South and West at lowest rate at the station.

H. OLHAUSEN, Gen. Supt. H. P. BALDWIN, Gen. Pass. Agt.

Time table in effect Sept. 15th, 1898.
Trains leave Seranton for New York,
Newharg and intermediate points on
Drie railroad, also for Hawley and local
points, at 7.62 a. m. and 2.25 p. m. Trains
arrive at Seranton from above points at
10.22 a. m., and 5.15 and 9.68 p. m.

Ontario and Western Railroad. Ontario and Western Kailroad.

Time Table in Effect Threeday, Nov. 1, 1938.

Train leaves Stranton for Carbondale and Cadosic at labels, m., connecting with through trains North and South Train leaves Cadosia for Carbondale and Stranton at 2.05 h. m. leaving Carbondale et 121 h. m. Striving at Seranton at 4.20 p.m. Sundays only Por Cadosia, connecting with main line trains North and South at 8.20 s. m. arriving at Cadosia at 4.30 h. m. Returning, baves Cadosia at 4.30 h. m. Returning Carbondale at 5.54 p. in., and Seranton at 6.25 p. m.

J. C. ANDERSON, G. P. A. New York, T. FLITCROFT, D. P. A., Stranton.

Lehigh Valley Railroad System Anthracite Ccal Used, Ensuring Cleanit-ness and Comfort.

and principal points in the coal regions via D. & H. R. R., 6.45, 2.18 and 4.27 p. m. For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations via D. & H. R. R., 6.45 a. m., 12.65, 2.18, 4.27 (Black Diamond Express), 11.59 p. m.

Press, 11.39 p. m.
For Pennsylvania Railrond points, 6.45, 9.38 n. m. 2.18, 427 p. m.
For Western Points via Lehigh Valley Railrond—7.48 n. m. 12.03, 2.23, with Black Diamond Express, 10.41, 11.30 p. m.
Trains will arrive in Scranton as follows:

Stations in New York-Foot of Liberty street, N. R., and South Ferry, Whitehail Anthractic coal used exclusively, insur-ing cleanliness and comfort.

TIME TABLE IN EFFECT SEPT. 13, 1888.

Trains leave Scranton for Pittston,
Wilker-Harre, etc., at 8.30, 10.10 a. m., 1.29,
2.55, 5.29, 7.10 p. m. Sundays, 5.90 a. m.,
1.90, 2.15, 7.00 p. m.

For Lakewood and Atlantic City, 8.50

For Lakewood and Atlantic City, 8.50
a. m.
For New York, Newark and Elizabeth,
5.20 (express) a. m., 1.29 (express), 5.20 (express) p. m. Sunday, 2.15 p. m. Train
leaving 1.20 p. m. arrives at Philadelphia,
Reading Tarminal, 7.05 p. m. and New
York 7.65 p. m.
For Mauch Chunk, Allentown, Betalehem, Easton and Philadelphia, 8.50 a. m.,
1.20, 2.20 p. m. Sundays, 2.15 p. m.
For Balaimore and Washington, and
points South and West via Bethlehem,
8.50 a. m., 1.20 p. m. Sundays, 2.15 p. m.
For Long Branch, Ocean Crove, etc., 5.5
8.50 a. m. and 1.20 p. m.
For Reading, Lebanon and Harrisburg,
via Allentown, 8.50 a. m., 1.29 p. m.
SurPartsville, 8.50 a. m., 1.29 p. m.
Returning, leave New York, foot of Libsery street, North River, at 4.09, 3.19 (express) a. m., 1.20 (express) a. m., 1.2

Eric and Wyoming Valley.