The Scranton Tribune

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SCRANTON, FEBRUARY 21, 1899.

In any event the city of Scrant's paust have better and cleaner streets.

The Result for Mayor.

Captain Moir's election is a natural rest it of the popular digsatisfaction with Democratic city rule. Mayor Balley d'ected Moir and thus unintentionally 1 spaid him for the help which Moir a nd his backers gave Balley three

Capte in Meir has before him a solendid opps riunity. He will lose it if he rails to recognize that he was chosen by the vo tes of men who have no sympathy wh alever with the narrow proscriptive thetion with which Moir has in the past been identified; men who are Republi cans from broad party principle and firm believers in fair play. These men a upported Moir in the hope and expectation that as mayor he will rise to the high plane of efficient and untrappeded administration and it is for blm to determine how wisely their confidence has been placed. If he shall evince the coen use necessary to enforce clean methods in the departments under his control and shall display the will and inclination of a man beholden to no class, clan or faction, they will stand by him to a man and help to make his administration a recordbreaker for success.

On the contrary. If he shall choose to draw inspiration exclusively from the small circle of discredited party werekers of the Fellows-Scranton type Who have tried to appropriate him as a political floater to keep themselves from sinking into deserved oblivion his administration will out-Bailey Bailey's.

Admiral Schley's defense is a strong document which throws doubt upon the justice of the strictures recently passes upon him; but, after all, his promotion to the rank of rear admiral satisfic the counties of the case and he can well afford to be content.

The Beef Inquiry.

The testimony thus far adduced be fore the army beef court of inquiry indicates unfitness in the meat supply but discloses no fraud. General Miles' explicit disclaimer of any intention to impute transfulent practices is creditable to his sense of fairness and pleasing to the country, which had no desire to lose confidence in the integrity of its war executive servants.

But the evidence as to the untitness of much of the meat supplied to the army warrants the investigation which Miles has forced. It makes little difference to the starving soldier on the fighting line whether the ment ration which his stomach cannot hold and which would not nourish him if it could be digested is inedible on account of fraud or on account of ignorance at headquarters. As a servant of his country ready to fight his country's battles and willing it necessary to die in his country's behalf at the hands of the enemy the soldier is entitled to food that he can eat if human enterprise can supply it to him. This great and rich nation owes it to him to give him fit food if there is any war under

heaven to provide it and forward it. The investigation should establish whether there was remissness or not on the government's part, even though there may not have been fraud or wilful culpability. The establishment of this fact is necessary to a proper management of army matters in future.

Coincidences.

There is a marked similarity between the cases of Stephens, the man who burned Pardee halt, and flombaugh, who twice burned Elin Park church in this city. Both men entertalaed delusions more or less real to them of grievanees for which they sought revenue. In neither case did the alleged injury bear the remotest logical reference to their crimes. In the church destruction. Hombaugh clung to the fancy that previous owners of the land on which the castly edifice was built had wronged him and his family. Stephens held a grudge against the college professors, which was his only excuse for the hideon crime. At the trials which followed the prisoners both were critically examined with a view to establishing evidenses of insunity. In both cases the penalty was imprisonment. Hombough receiving the full sentence of ten years and Stephens nine.

Oddly enough no special evidence was brought out at the Stephens trial regarding the streak of insanily running through his family. The martiage of a grandfather with his own niece and a progency mentally defecrive; besides several near relative thus affected, afford a reasonable syspleion that while the man is a dangerous crank and should be guarded for more than nine years he is still mentally irresponsible for the heroditary trait. Again the points of similarity are noted in the two cases under question, as the man Humanugh, who was so successful in destroying Elm Park church, comes from a family in which insanity was noted in several generations.

The election yesterday was one of the conventional "passed off quietly" kind.

For an Interchangeable Staff and Line.

Senator Proctor's proposed amendtrue in the navy, is favorably received that it would provide a corps of officers the military service.

The amendment provides that when a vacancy occurs in the staff depart-

grade, but shall not become a permanent member of the staff at any time. The vacancy in the line is to be filled by appointment to the lower grades. As the present staff officers retire the staff positions will be filled by line officers, who will serve simply by detail. Senator Proctor's amendment will in time consolidate the Adjutant General's and Inspector General's departments; also the Quartermaster General's and Commissary General's departments. The Medica! and Pay departments will not be affected by the amendment. Senator Proctor befieves that the system of permanent sunff in our army is an antiquated one. and was responsible for many of the delinquencies in the last war. His proposition is in line with the bill of Representative McClettan of the house. and the suggestions of General Miles in the bill presented to the senate, looking to a steady transfer of officers from line to staff and their return to regiments after being trained in staff

duiles. It is possible that in the brief time emaining to the present congress necessary study of details in army re organization cannot be secured. But the experience of Senator Proctor, who was secretary of war under Harrison. and the recommendations of practical soldiers in the army commands should go far toward inclining the senate in favor of the Proctor amendment,

The Superior court has decided that where individuals are injured by reason of defective pavements damages are collectible not from the city or borough but from the property owners fulling to keep the pavements in proprepair. This is a reversal of precedent and custom but it accords with continen sense.

The One Thing Needed.

Just before departing from Pittsburg for the south Hon. B. F. Jones, of the firm of Jones and Laughlins, one of the lest posted authorities in the iton trade in the world, was asked by a Pittsburg Times representative for an opinion upon the business outlook. This is what he said:

I find business along all lines of the on and steel trade satisfactory, with a good demand for all classes of manufacured material. Prices are low, and have ever ever since 1892, but notwithstanding conservative management of the in istry has made it possible for manufac-rets to secure a satisfactory profit and here are no grounds for complaint. The cresum condition of the trade is all that could be asked, except probably a little dvance in prices for manufactured me rial; but a heavy advance in prices al-ays results disastral sly to this interest, eating panicky speculation that is hurt.

1. As to the future of the business is more than promising and manufacture. rs rould not wish for anything better. Here is a large volume of business in ght that will keep manufacturers busy r a long time and new business is de loping all over the country every day se conditions are largely due to a wisprotective tariff and a stable national ad-ministration on the baris of a sound na-tional finance that has re-established the action's credit. Instilled life into investments and set to work the many great indostries of this country which so long
stood idle. What is true of the iron and
steel trade is also true in all other mess
of husiness. Whenever you find this
whatever the government of China says,
whatever the feeling of the Chinese pecphe may be one thing is absolutely cerbarometer that indicates the conditions. I look for continued presperity and a rious countries—your own country in particular—have obtained creessions for baroling in the work of the following restrictions of the country of the countries of the eclipse anything so far recorded in he annals of our manufacturing, farm-ng and other interests. This will create demand that will keep every mon in e country busy at good living wages for long time to come

Mr. Jones is a man cautious of speech and not given to over confidence. His statement can be relied upon implicitly. What he says is said in substance by other prominent businces men elsewhere. It is the opinion of the best judges of business in Scrapton. One of them recently made a we ger with a friend that the output of anthracite coal for 1899 would be nearer 50,000,000 than 45,000,000 tons-an expression of confidence which, if it means anything, means much more than the recent average of employment to local labor in the mines and more prosperous conditions in all local trade channels. It is a fact now generally known that the local steel rail plant has orders booked ahead to keep its mills busier for many months to come than they have been for a number of years past, and the meaning of this to the business life of the community at large does not have to be

Altogether the immediate future is bright with promise and it is to be hoped that this happy condition will prolong itself indefinitely. The perpetuation of it can be assured, however, only in one way and that in the manner pointed our yesterday. The industries of Scranton must be further filversified. Plants must be established which will represent a varied production, so that even when dull times come some of them will be busy all the time and serve as bulwarks against local depression. Scranton has the fuel. It has the shipping facilities, It has the labor. It is a popular and progressive city with a continually increasing prestige. All that it needs to leap forward into the forefront of the onward procession is more active capital ready for the proper encouragement of new enterprises.

Replying to a reporter who had queried him as to a reported quarret between himself and Governor Rooseveit. Senator Platt the other day said: "I have to smile some times at these stories of quarrels between Governor Roosevelt and myself, for the reason that they are so old-fashioned. If I were a political writer for a newspaper I would forsake that old style of political journalism and try to get at the facts. How can any man with an cunce of common sense quarrel with Governor Rossevelt" He is thoroughly upright and honorable in all his methods, political, social and business; he isn't a political bunco steerer. He difment to the Hull army bill making fers manfully and in straightforward staff and line interchangeable, as is fashion and tells you so; then we all get to work and try to find out what by army experts and has the merit is for the best interests of the Republican party of the state of New York." tamiliar with all sides and phases of What a delightful contrast to Pennsyl-

The Troy Times has issued an clabment, a line officer shall be detailed to orate supplement with half-tone ilius-

Troy with admirable thoroughness. The Times in vigor, enterprise and influence is easily the leader in the interior journalism of the Empire state.

The fact so studiously brought by the investigating committee that General Miles are some of the embalmed eef is nothing in its favor. Up in the Klondike hunger has recently forced prospectors to eat shoe strings and otter skin coats.

Agoncillo's mission to Europe will at east suffice to inform him of the fact tha; no European nation is anxious to tread on Uncle Sam's corns.

A prominent minister is delivering ectures on Ananias at Honesdale, and the citizens do not know whether to feel flattered or not.

Admiral Schley appears to have kept little ammunition in reserve.

TOLD BY THE STARS.

Daily Horoscope Drawn by Ajacchus, The Tribune Astrologer.

Astrolabe Cast: 4.08 a. m., for Wednes day, February 22, 1886.

8

A child born on this day will notice that everal promising candidates of vesterday ow have a numb feeling about the solar Although it is not her birtiday Martha

off be very much in evidence at ten paries and dinners today. Speaking of Washington's birthday, archets etc., we are reminded that several persons seeking office in Seranton tot it where the chicken encountered the

There is a carvature in the backbone of The political groundhous exhibited con iderable timidity yesterday.

Ajacchus' Advice.

Do not lawent from the house ton i election results are unsufficiency. The minority voter should always think grive and saw hickory.

Urgent Need of an Open Door in China.

Trum Sir Charles Beresford's Addres Before the Chicago Board of Trade,

The natural resources of the country are simply coormous. They are perfectly incalculable. The possibilities of trade in the fature are limitless. Even now, with the energy and enterprise of the foreigner in Chira, we foreigners have barely scratched the surface of that great country with regard to the possibility of trade in the future. There are three rea-sons. One is the extraordinary exclu-siveness of the Chinese, the distrust of the foreigner going into the country. Another is the dislike of the foreigner con-erally. And the third and most impor-tant is the antiquated form of government which is existent in that country. Those three causes really prevent those developments which are only natural in

ranch of industry prospering the gen-ral business of the country is always cod. The iron and steel business is a an era of prosperity that will prob-ellipse anything so far recorded in concession to do a thing he is very certain ilding rallways; and I reed not toll to do it. Therefore China is certala to be opened up in the near future by means of these railways. Given, then that China will be opened up, how is it to be opened up for the benefit of all nations, for toe up for the benefit of all nations, for the benefit of the Chinese themselves, in the interest which trade represents, the in-terest of civilization and the interests of humanity and trade and commerce? But more than all, how is it to be opened up in a peaceful manner with regard to the claims and the wishes of all nations?

> I have a suggestion to make as to this. My suggestion is this: First and fore-most, it is necessary for commercial enterprise and industry and investment that China should hold the open door all through that empire. Now, what is the open door? The open door in China is no new suggestion. It is merely that the treaties as they stand and exist should he held to at this moment and not altered. What are the existing treaties? They are treatles that no country is to annex territory, no country is to an-nex territory, no country is to have jov-ereign rights in China. The open door means, as you know, a fair field and co-favor to all nations. It is well expressed by one of our leading statesmer at home. Arthur Balfour, an equal opportunity for traders of all nations. That policy as you are very well aware, has always been the policy of Great Britain. It is better to be honest and straight. Why do we hold that policy? Because we know it is old that policy? Because we know it is

> But it does happen to be a policy that s not inimicable to any other nation, and by which traders of all rations can so and divide very great advantages in any country where we hold the domina-tion or where we have colonies. Such a policy as the open door must be for the general good of the whole world, but naturally it is for the general good test and foremost of the commercial world. car the British trader saying: "Oh, ach and such an individual, a German o an American, is underselling my in-ustry." Well, that is not our business-idividual industries. Our business is the volume of trade, and it is to the advantage of our colonies if any number of Germans or any number of Americans no o these colonies and carry out their usiness under the laws of those col-onies, which are open to all, because that ncreases the volume of British trade. It is the volume of British trade we have to look to, and not the individual industries.

During once or twice in my visits to China I found some British merchan's complaining very bitterly about their industries. I said: "My dear man, I cannot help you at all. We have made our great riches, we have benefited by this question of the open door. If your indus-try is hart I am sincerely sorry for you. it you must go and try something else go on the same lines as the man who crowding you out. We as Britishers cannot interfere with this bold, free policy of the open door wherever we have any power." The result of that policy is that there is not one of our colonies which costs the British taxpayer one single shilling. They all work single shilling. They all work on their own lines, they work in their own way but they are of enormous importance us, because they increase our trade at commerce at home, whether it is by the Britisher is immaterial, but our volume of trade is increased at home by the policy which we carry out with regard to

fill the vacancy created in the lower trations which pictures and describes door open? I went very carefully into all the opinions of my countrymen. I went to the American equally, and I shall ever be grateful for the way the American merchants received me in China. I went to the Germans, and I shall be equally grateful to the Germans; and I went very often to the Japanese. But I came to this conclusion, that the opportunities of great trade in China are certainly gathered by four countries—that taining athered by four countries—that is, Great Britain—I should say Great Britain—I should say Great Britain last by courtesy—let me say America Germany, Jaran and Great Britain. My suggestion was that there should be some sort of commercial affiance or commer-cial understanding between these countries, that own the trade, with regard to the future development of that trade, and with regard to the security which should exist in China for the trade that there is at present.

> It may be said to mc, why am I not courtsous? Why do I name these four countries and leave out Russia and France? I don't want to be discourtcous to any nation, and I never am, but I look upon this from a business point of view and why, when Russia and France have no trade—that is, import trade—into China, are they to be first considered." That is the reason I have suggested these four countries in the nature of an alli-ance. The two countries, Russia and ance. The two countries, Russia and France, will naturally say they have trade. So they have. They have an export trade, Russia has a very mrasmount of ten and France has a very large amount of silk, but both of those commodities are carried in British hottoms. My point is the import trade. The development of trade in China must be by import trade to begin with, and the four countries that have that import four countries that have that impor-trade should do something in order to keep the door open for the future. Now these four countries also are the four countries that do not wish to have any territory whatever. What they want is simply commercial freedom. I do not want to say anything ungraceful about France and Russia, but in the past his-tery has about to the the countries that France and Russia, but in the past history has shown us that they are countries which like territory. I do not blame France and Russia a bit. But the point is that the four countries I name do not want territory. They want a commercial freedom, and therefore in my opinion they are the four countries that are to talk out what is best with regard to keeping the door own in China. ing the door open in China.

SAMUEL SLOAN

from the Chicago Times-Herald. President at different times of sever teen distinct railroads, but never a sufordinate transportation official. This the extraordinary railroad career of Samuel Sloan, who has just retired from the presidency of the Delaware, Luckawarn, and Western, giving way to one of the best transportation men of the west, a Chicagonn, W. H. Truescale. Office boy derk, merchant king, statesman, million sire, railroad ruler. This is an epiton of his activity. Slean rose like a come and during a business career of half century the star never waned. He re tired at the age of 82 commanding the spect of all, his brilliancy and ability no way impaired. In energy and phys cal endurance only is he impaired as com-pared with the Sloan men knew in his

prim-Combative when opposed, stendfast ! opinions and friendships, wonderfully adept in absorbing facts and figures gruff in business, the extreme of democracy, hating demonstration and shan cautious, conservative, persistent but no obtrusive. Samuel Sloan won his way t the top of the ladder and from the lower rung. At 13 he was an office boy, at 27 he was partner in a big mercantile estab-ishment, and at 38 he was president of a big railroad. In all his half-century of business life his way has been unevent-ful. His habits were as regular as clock-work, and the fruit of his living is his hale old age. Only once, it is said of him, was he tempted from the narrow path. That was in 1858, when he neglected his business long enough to neglected his husiness long enough to serve a term in the New York legislature He soon recovered from this, however and has been a model ever since

Mr. Stoon came to this country at the stated, though subsequent developmen must have convinced him that his parent made a wise move. He was born "of a Christmas morning" in 1817, in a little town seven miles from Betfast Ireland His parents were Scotch Preshyterian Young Sloan was sent to the first regu far public school established to New You and he was known as "No. L" Leav ing there, he was an attendant upon th grammar school of Columbia college whils father died, leaving the family endent. There were four boys beside himself, and the struggle for existence was not an easy one. He went to work in an office, his duties being chiefly in wield the broom. He worked hard from the start. At 17 he was a clerk in the house of McBride & Co. McBride was the merchant king of New York. He had a reputation for business ability, honesty and integrity. Young Sloan took him for

At 27 Sloan had saved a little money. He became a partner in the great house of McBride & Co. He made money. He invested his earnings in railroad proper ties. In 1855 the Hudson River Railway ompany, now a part of the New York 'entral, wanted a president. Sloan was chosen. He entered upon his railroad career without ever having served the usu: apprenticeship. The choice was well made The railroad met storms of financial adversity, but its president carried it through them all. The stock was worth \$17 a share when he became the chief caecutive. When the road was sold to th Vanderbilts in the early '60's the stoc brought \$100 a share. His reputation as railroader was thoroughly established. He was made commissioner of the trunk lines, including all of the leading roads of the east. He managed with ability all of the association affairs, During the war he became a director of the Delaware, Lackawanna and Western, shortly after the return of peace he was mail-its president. In 1897 he also was presiaturally it is for any following the commercial world, and foremost of the commercial world, it may say with regard to our policy of the open door, the British policy, that we have extensive colonies all over the world. Where those colonies are—I have losen to every single British colony—I have the process of the policy of the process of the policy of the process of the policy Port Wayne and Jackson, the Green Eay Winona and St. Paul, the Newark and Bloomfield and the Chester and Watten At different times he has been presiden of the Rome, Watertown and Ogdensburg the Michigan Central, the Fort Wayne, Jackson and Sagiraw, the Marquette, Houghton and Ontonagon and the Intertational and Great Northern.

Mr. Sloan lives with the regularity o clockwork. He rises at 7 o'clock in the norulng. He has breakfast at 7.30. At 0.30 he starts for his office. At 1 o'clock he has lunch. Promptly at 1 he starts for home. At 6.30 he dines. At 11 he is in bed. His business affairs are attended to with the same methodical care. Fe years he kept thoroughly abreast of the times, though he was in many ways verpeculiar. His ideas of Sunday were of the Scotch Presbyterian order. He would not permit the running of trains on Sur day if it could be avoided. For this reson the suburban service of the road was operated but six days in the week Through trains had to be run. His finandal ability is marked by the fact that the read has not paid less than 7 per cen per annum in dividends for many years

NO FREE SHIP BILL.

from the New York Sun.

The minority of the house committee of the morehant marine have submitted report against the Hanna-Payne shi bounty bill, declaring that at \$8,250.000 year for the prescribed twenty years would cost \$165,000,000. But what subst tute for bounties do the minority pro-pose? Free ships. In other wards, the would reverse a policy which has It is no use putting forward a lot of theories to practical gentlemen like your-selves. The great question is the practical point, how are are we to keep this tical point, how are are we to keep this to government, and is embodied in registing still on the statute book. The pose of the law of 172 was to give us sisted almost from the foundation of the government, and is embodied in registry laws still on the statute book. The pur-

merchant marine that is not dependent on foreign shipyards. That policy was successful for seventy years, our tonnage in 1881 having risen to the great total of 5,539,812 tons. Then came the civil war, with the raids of Anglo-Confederate cruisers, which nearly ruined our foreign carrying trade. Nevertheless, congress, against appeals to resort to free ships for recovering lost ground, clung to the registry laws, and on June 20, 1887, our total documented tonnage had reached 4,783,029 tons, or about one-eighth short of the high mark of 1891

of the high mark of 1861,

What protection for the American ship yard can do has also been shown by the working of the law passed about a dozen ears ago, which required that all was ships should thereafter be made wholly of American material. For a time the price of our war vessls was high, but it haz since been steadily falling, and sev-eral years ago Secretary Herbert was able to declare that the price per tor for the gunboats Nashville, Helena and Wilmington, built at Newport News, seemed "fully as low as is paid for similar work in France and England." The reduction on the cost of battleships in the last eight years has been no less remarkable, while recently we have seen Ameri-can ship armor underbidding the foreign product for use in Europe, and cruisers and battleships ordered in Philadelphia and in San Francisco for the navies of Russia and Japan. Our transatlantie shipment of American steel rails is one of the great industrial wonders of the hour, and it would be hard to set a limit to the prospects of the steel industry.

The commissioner of navigation believe the time is not many years distant when we shall build ships of iron or steel betfer and more cheaply than they can be built anywhere in the world," and cor-tainly the tendency is that way. The free ship proposition, then, is out of the ques-tion. Instead of being a movement o-progress it would be one of retrograde Whatever other policy may commend it-self to congress, it deserves no considera-tion. The law of May 19, 1892, admitting foreign built ships on the construction of a like amount of tonnage here, has been benefit, and an extension of it feature of the Payne-Hanna bill. But in no case should any free ship bill, in the full sense of that term, be passed,

PESSIMISM.

From the New York Sun,

It is very remarkable that at this time when there is so much pride in American university development there are appar-ent no evidences of collection and corre-sponding progress in any department of intellectual effort, more especially in eur rent literary discussion. In science cieve men are turned out, and they begin the careers with some paper which is full of promise, but almost invariably they stop there. We should make an exception in the field of medicine and surgery, for in it original and progressive minds are giving distitction to this country; but nowhere else do we find them. The pre-vailing indications are of smartness and shallowness; and in literature no successors ranging with the more notable writers who had won a right to serious literary consideration a generation ago are making their appearance. In both form and substance the new writers are wanting. They do not seem to have feached the singe of mature intellectual development. If in this younger genera-tion of literary aspirants there has ap-peared a mind of distinction we have faffed to discover it. Never since there began to be a considerable American literature has it seemed at so low an ebb as it is now, never a time when raw and untrained minds were so impudent in putting themselves forward as leaders in thought and masters in art.

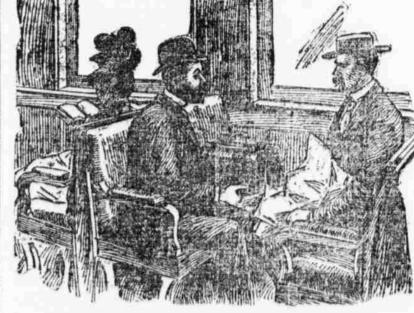
Our journalism, too, has never before made so deplorable an exhibition of shallowness, insincerity, intellectual feeble ness and moral debasement as it is mak ing now, and among the examples of greatest degradation are newspapers of the greatest pretensions to superiority. They seem to be incapable of understanding the difference between evidence and assertion, proof and surmise, and keep up senseless cries on the theory that the pub-lic also is incapable of reasoning.

LARGEST ASSORTMENT OF RANGES

IN THE CITY.

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I very well remember the evening I arrived at Madison. My cousin Bertha was to meet me there, coming up from Milwaukee. She was not used to traveling and had, when she arrived, what she called a sick headache. I induced her to swallow a RIPANS TABULE and in half an hour she was well enough to join me at supper at the hotel. I heard no more of the headache, but next day Bertha bought some RIPANS TABULES for herself and I know that she has not had one of those attacks for nearly a year now.

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