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# CITY NOTES

MEETING TONIGHT. The Relief Engine com pany will hold a meeting tonight for the election of officers.

THIEL ARRESTED .- Charles Thiel was vesterday held in \$500 bail by Alderman Millar on a charge of perjury preferred by Lottie Smith. He

HANDSOME CALENDAR - Megargee Brothers, the wholesale paper dealers of Washington avetue, are distributing the handsomest calcular

DIED AT THE HOSPITAL, - Mrs. Blema, an aged woman, who fell down stairs several days ago, died carry yesterday morning at the Leckawanna losteital, as the result of injuries then re-

WHOSE HORSE AND BUGGYT-The police have in Bell's livery stable a light bay borse, blind in one eye, and a top beggy, found late. Thursday night on Ash strest. No claimant has as yet appeared for it.

MANAGERS WILL RECEIVE.-The managers and secretaries of the central Young Women's Christian association will receive the evening of from 7 to 10 o'clock. Come in to exchange the season's greetings.

A MECHANIC INJURED. -Julius Keepwold, employed as a mechanic at the Lackawanna car shops, had his left foot badly crushed yesterday by a heavy beam which fell upon it. He is vudergoing treatment at the Moses Taylor hospital.

CASE WAS DISMISSED. Thomas Ord, of West Scanton, was arraigned before Alderman Millar restorday atternoon, on a charge preferred by Esther Evans. The alderman considered the evi-dence to be insufficient and discharged the pris-

BUSSES TO GREEN RIDGE,-To account those who may desire to hear Dr. Partridge at the dedication of the Green Ridge Baptist church, Sunday busses will leave the postoffice at 10 a. and 7 p. m., returning at the close of each

STEREOPTICON RECOVERED.—The stereopti-con belonging to D. L. Murray which was lost from a wagon on Christmas eve, has been recov-It was found by Earl Day, of Easton, on lower Washington avenue, and taken by him to

the home of R. L. Pest, where he was visiting. MEET TOMORROW .- All members of Professor school are urged to be present tomorrow afterneon, as business relative to the annual reception and class banquet will be presented and dis-Souvenirs of the event will also be

MICHAEL M'DONOUGH ARRESTED -- Michael McDonough, who is wanted for robbing J. J. 1al-ly, on West Lackawanna avenue, a little over a week ago, was arrested yesterday afternoon by Patrolman McColligan, who was on his way over town and who saw McDonough on Lackawanna ayenne. He will be given a hearing this morn-ing before Alderman Millar.

MID-WINTER RALLY .- The members of the MID-WINTER RAILLY.—The members of the Railroad Young Men's Christian association have been invited to participate in a grand rally tonight at their building on Lackswanna avenue. The tamous Schubert Male quartette will give a concert and H. O. Williams, of Richmond, Va., will speak. Mr. Williams is an international secretary of the railroad association. The programme also announces light refreshments at the close. The raily has been carefully planned and a large representation is looked for.

For a Cold in the Head Laxative Bromo-Quinine Tablets.

### STRIKE MAY **BE SETTLED**

Negotiations Are Now Under Way to Bring About an Immediate Amicable Adjustment.

#### CONFERENCE HELD LAST EVENING

Committee of the Strikers and Timothy Burke, a Director of the Scranton Railway Company Meet in the Latter's Office in the Connell Building and Are in Session for Over an Hour-Proposition from the Company May Be Looked for Today. More New Men Arrive but Most of Them Are Corralled by the Strikers-Company Complains of the Insufficiency of the Police Protection Accorded to Their Men.

Negotiations for the settlement of the street car strike are on. They were begun vesterday afternoon.

A prominent Lackawanna avenue merchant, acting solely out of regard for business conditions, is the intermediary. He is a personal friend of Timothy Burke, of Burke Bros., who holds a large block of the stock and who is a director of the Trolley company. He is also a close friend of a number of the strike leaders and holds their entire confidence.

This merchant arranged for a conference between the strikers and Mr. Burke and it was held last evening in Mr. Burke's private office in the Connell building. The strikers' committee consisted of P. J. Messett, George Keglar and John Tigue, of Archbald,

They were in consultation for over an hour and while neither party would disclose what was arrived at, it leaked out late at night that a proposition for a settlement could be looked for today.

The amicable settlement of the differences between the Wyoming Valley Traction company and its employes will have a tendency, it is generally belleved, to hasten an adjustment of the trouble here.

General Manager Silliman said yesterday that he could not see any hopes for a compromise. It is not a matter of choice, but an actual necessity that the company is allowing itself to be subjected to this conflict. The only choice in the matter, he said, was to turn the road over to the men and be content with their earnigs or else fight it out to a finish. A company whose earnings decreased 40 per cent, in a year, he contended, would be commitent, the very next year, with the next year offering not only no hopes of increased earnings, but positive assurance of continued decrease.

Referring to the strike activities he said the company would establish a complete service just as soon as it can secure police protection. If it was not for the absence of this, he declared, the cars would be running on every line in

Mr. Silliman wanted it stated that he was complaining more of the inadequacy of the force than of any inefficiency on the part of its members.

In response to a telegram from Mr. Burke, President C. M. Clark, of the Scranton Railway company, took the first train to this city from Philadelphia, arriving here at 11.35. He was met at Wilkes-Barre by General Manager Silliman and escorted to Hotel Jermyn. He did not register and it was not until early this mornig that his presence here was known.

#### Halted at Wilkes-Barre

Word was received here by the strikers yesterday afternoon that twentyfive men had been recruited in Philadelphia by the trolley company and that they were en route for Scranton. Martin D. Flaherty, president of the Central Labor union, went to Wilkes-Barre to watch for them, and, accom-

panied by a squad of Wyoming Valley Traction company employes, met every train from the south. Their vigil was rewarded at 11.13 o'clock, when the Pennsylvania train arrived. There, sure enough, were twenty-five men, and that they were the twenty-five men the strikers were looking for was shown to be the case

by the approach of Special Agent Morgan Sweeney, who had come to meet them. Mr. Flaherty and the Wilkes-Barre union men boarded the car and, going among the men, pleaded with them to go back. Their pleadings were in vain. The Philadelphians turned their backs on The petitioners and left in a body

for a nearby restaurant to get something to eat before coming on to Scran-Mr. Flaherty and his Wilkes-Barre allies followed them and when the Philadelphians were nicely seated in the restaurant waiting to be served, Mr. Flaherty went to the proprietor and informed him of the identity of his guests. The proprietor turned them out. They tried to buy some drink, but the bartender put chase to them. They went to another restaurant, but Flaherty was there with them and they could not get as much as an oyster cracker. They tried several places, but with the same ill success. Three of the crowd thought to sneak away and quietly satisfy their hunger, but a

Wilkes-Barre trolley man was on their heels and wherever they went he would slide in ahead of them and give the proprietor the tip and when the trio would ask for something to eat the proprietor would say: "Too busy to serve you. Come around after the strike in Scranton is over," or some-

The Philadelphians got together, it seems, and decided that their recep-

tion in Scranton would likely be no more hospitable than it was in Wilkes-Barre, and that they had better cut Scranton out of their Itinerary. At all events, they refused to take the connecting train for Scranton and the last heard from them they were hanging around the Lehigh Valley station platform in Wilkes-Barre, trying to keep warm and wondering where they would get their yesterday's supper

this morning.

Word of their presence spread rapidly through Wilkes-Barre, and a big crowd assembled. They were hooted and jeered and told if they went on to Scranton they would be dumped into a mine shaft.

President Clark, of the trolley com-

pany, who came up on the same train, was met there by General Manager Silliman, and the two came on to Scranton Special Agent Sweeney remained pehind to look, after the

#### Sent Back Home

phians.

Of the fifty-two me who were imported from New York, on the 11.30 Delaware, Lackawanna and Western, Thursday night, thirty-three returned on the 1.40 train, at the solicitation and expense of the strikers. They admitted they knew there was a strike on here, but did not know of the conditions surrounding it. The fact that the police force, even if so disposed, could not hope to cope with the crowd of active strike sympathizers and the further fact that there is no chance for "looting" fares, because no one rides on the cars, were chiefly instrumental in turning back the New Yorkers.

Twelve men arrived from Syracuse at 9 o'clock yesterday morning, over the Lackawanna, to take the strikers places. Nine of them were corralled by the strikers' scouts and prevented from going to the company's offices. Four were returned home and the other five concluded to remain and visit for awhile. The three who refused to be converted are supposed to be detec-

A New York importation, who has been working for two days as motorman, informed one of the officers of the strikers' union that the new men are very much disgusted with their jobs and are quitting every hour. He and six others, he said, would demand a settlement from the company, last night, and then quit in a body.

Four New York men quit last night and went to strike headquarters. They said they were going home, and that many of the others would do the same tomorrow. They do not like the brand of police protection furnished in a city which has only half a hundred patrolmen to cover twenty square miles of territory day and night.

Thirteen cars were taken out of the barn yesterday, but the company was not able to run more than six or seven of them at one time, owing to the necessity of sending out five or six men on each car to make sure that there would be enough left to

bring it back to the barn. No attempt has been made as yet to run any cars outside the city limits. When cars do start to run up and down the valley it will taken several days to open up the roads, as many of them are buried for miles beneath several

inches of frozen mud. The company officials could give no definite idea, they said, as to how many men they had. The strikers claim that there are only twentyseven men in the company's employ and that half of those are threatening to desert. Many of the men who came here, and who refuse to be sent ting business suicide to attempt to increase the wages of its men 28 per the company's offices, it is claimed, but scatter about the city to have at making an honest or dishonest dollar, as the case may be

The company officials practically admit that they are having very poor success with the imported men. The possible results to them, in case there should be an outbreak of serious dimensions, are not pleasant to contemplate, they say, and before such an outbreak comes they want to be safely

away. An aged man, who is here peddling tracts, and who has been taking what might be considered an unwarranted interest in the strike, has been spotted by the strikers as a detective employed by the company to watch

he police officers. William Walters, one of the men whom the strikers sent back to New York, wrote the committee yesterday that he went to the Drummond Detect ive agency's recruiting station and made a speech to the men assembled there urging them not to go to Scranton. A big crowd commenced to gather and the police called him off. He says he will do all he can to dissuade men from coming here.

#### Much Excitement

The scenes of the previous days on Lackawanna avenue were re-enacted yesterday, though there was no one incident quite of the magnitude, in the matter of excitement, of that which culminated in the assault on Superintendent Patterson.

The snow that fell yesterday was especially adapted to snowballing and that it was adapted to that particular use can well be believed. The average boy believes he has a license to throw a snowball at almost anything that offers itself as a target. He, yesterday, evidenced that he had a sort of feeling that there was nothing but licenses for him to make a target of the tabooed cars and their imported

crews. General Manager Silliman made anther complaint to Mayor Moir yesterday of the seeming inactivity police who were assigned to do duty in the territory about the trolley company's offices. Mr. Silliman seemed to think that the officers should do more to prevent boys from throwing missles at the cars and pulling at the trolley

The mayor and Mr. Silliman were standing together on the Coyne house corner when the complaint was being lodged by the latter. In the midst of the conversation, Mr. Silliman interrupted with: "See there! It seems everyone can see those things excepting those who ought to see them." referred to a boy who had just pelted an imported conductor in the face with

a hard snowball. There were no police officers handy at the time, so his honor ran over, placed the boy under arrest and took him to the Center street police station The boy was discharged after his name

John Moore, a Park Place painter, who was overheard making some remarks tending to incite an attempt to rescue the boy, was arrested by Patrolman Karius and lodged in a cell,

to await a hearing. Superintendent Patterson was about yesterday, little the worse for his exciting experience of the day before, He has expressed himself as deeply

grateful to the strikers who protected and rescued him from the mob. The men are filled with sincere regret at the unfortunate occurence. They are desirous that there shall be no violence and especially none that will have Superintendent Patterson as its target, for he is extremely

popular with the men. The proposition to compel the imported men to be vaccinated is one that will permit of serious consideration, especially in the case of the inportations from New York, where smallpox is prevalent. Should the board of health decide upon adopting this precautionary measure, it will have a tendency to help the strikers, as a man with a vaccinated arm will in the course of a few days be unable to run a car, providing the vaccine "takes," and as sympathy for the strikers extends very generally it is not at all improbable that the docters who do the vaccinating will see

#### To the Public

The following was issued yesterday by the strikers:

We, the motormen, conductors, barn men, and all other employes of the Scranton Street Railway company, desire at this time to extend our thanks to the generous public which has given to our efforts, toward securing a just and fair consideration of our claim, of a right to

We desire also to say that we deprecate and regret any acts of those who are our friends, in the direction of violence or turbulent conduct. We are very grateful for all the sympathy and support such as has been so fully expressed, and we are determined to so conduct ourselves that we will be warranted in asking a continuance

That the company may have no excuse nvoking the authorities, we do by this mean respectfully and urgently request those who have our interests at heart, to abstain from any and all violence. While we intend to use every legitimate means to secure living terms from ou employers, we protest against injury to person or persons, or interference by force with vested rights; and pledge ourselves to at all times give noral and physical assistance toward maintain ing law and order and solicit the hearty co-operation of all our friends in this direction. (Signed) Executive Committee.

At a meeting of the Iron Moulders' Union, No. 34, of Scranton, Pa., the following resolutions were adopted: Whereas, The street car employes of this city are out on a strike for an advance in wages; and

Whereas, The Traction company requires men of skill and intelligence to operate their plant; Whereas, Men of intelligence and skill should receive fair and equitable wages for their ser-vices; therefore, be it Resolved, That we, the members of the Iron Moulders' union, offer our sincere sympathy to

the street car employes in their present struggle for a fair day's wages, and Resolved, That the members of this union who ore regular patrons of the Traction company have withdrawn their patronage and that of their families, and will use all legitimate means in range of their influence to assist the traction com-

pany's employes in their present struggle.

Arthur Sweet, President.

Alex. B. Marsh, Secretary. Ten locals of the United Mine Workers have already passed resolutions expressing sympathy with the street car men and proferring finan-

cial support. The Woodworkers and Bricklayers sent resolutions of sympathy to the strikers yesterday and the latter accompanied their resolutions with a contribution of \$25.

#### Incidents of Day

Owing to the largely increased number of wagons and carriages on the central city avenues and streets, the trolley cars find great difficulty in making very rapid headway. The teamsters, too, have lately contracted to go into effect Jan. 1, 1901, and cona fondness for the center of the street tracks are, and the horses, possibly from overwork, have a very tired gait.

It is also very remarkable how many acquaintances some of the teamsters have. Yesterday one of them stopped to shake hands and talk with no less than a dozen persons in one block. The fact that he was at the head of a procession of wagons, which in turn were at the head of a trolley car that was being pelted with snowballs, did not seem to make him a whit less sociable. Every time anyone came out to shake hands with him, he shook hands and when some one would indicate a desire to exchange a few words with him, he exchanged. The police knew of no law against slow driving.

One reckless motorman, who was blocked on Washington avenue, near the court house, ran his car into the light delivery wagon that was immediately in front of him. It looked for awhile as if trouble would ensue, but a police officer who happened along prevented any assault upon the crew. The officer also informed the motor man that if he did any more such reckless running he would find himself in jail. The car then proceeded up the avenue in the wake of a big drav wagon, on the seat of which was a big. husky teamster, who looked as if he would just like to have his wagon run into by one of the tabooed cars. The crowd that collected lustily cheered the

A wagon was crossing the street car tracks in front of an approaching car on Spruce street, yesterday afternoon, when by some mischance a barrel toppled out of the wagon and landed directly in front of the car. The teamster sent for a "skid" and then, with the assistance of six of the onlookers, proceeded to put the barrel

back on the wagon. A dozen times they had it halfway up the "skid," but their combined strength was unequal to the task and back it would slide to the pavement.

After waiting ten minutes for the obstruction to be removed, the motorman called a patrolman and demanded that the wagon and barrel be gotten out of the way. The patrolman told the teamster he had better roll the barrel out of the way, if he could not get it back into the wagon. "Well-all right," said the teamster, smilingly, and picking up the barrel with one hand, he tossed it itno the wagon and

A car was run on the Green Ridge People's line yesterday for the first time since the strike began. It only made a few trips, however. Beer kegs, railroad ties, rubbish and various other obstructions were encountered for the whole length of Capouse avenue in Pine Brook and as fast as the company's men removed them the strikers' sympathizers put them back.

Detective Weiner, alias Daites, who rought the last batch of recruits from New York Thursday night, became engaged in an altercation with one of the strikers at the Lackawanna avenue station, and, it is alleged, made an as-

The crowd was for returning the assault with interest, but the strikers restrained the turbulance and invoked Weiner was held a prisoner by fear in the station until a constable with a warrant from Alderman Ruddy's office came along and took him into custody. He was hustled down to the Twentieth ward, where Alder-

man Ruddy is magistrate, and after a brief hearing was committed to jail in default of \$600 ball. He spent the night in the county jail and was released yesterday morning on ball furnished before Alderman Millar by Tim-

othy Burke. Contributions to the strikers' campaign fund continue to pour in. Their soliciting committees are received cordially everywhere and many of those who make contributions tell the solicitors to call every week while the strike lasts.

A merchant on upper Lackawanna avenue whose teamsters came in and reported that they were being called opprobrious names made an investigation and learned that there was a report current that he was selling groeries to the company. He sent an emphatic denial of the story to strike headquarters and accompanied his nessage with two boxes of cigars and a liberal cash donation.

The steam railroads are doing the handsome thing by the strikers, A special rate, which is very moderate, is given for the transportation of the imported men whom the strikers send

It has been proposed to the board of health that because of the prevaence of smallpox in New York and Oshkosh the imported trolley men ought to be vaccinated. board comes to consider the matter, one of its members says it will not be deterred from doing what it concludes should be its full duty out of consideration for the fact that the vaccination may incapacitate these

The funeral of James P. Collins president of the street car men's union, was attended yesterday by the strikers from all over the valley. A large floral piece was sent by the union as a token of its sympathy and sorrow.

#### WILL BE NO STRIKE AT WILKES-BARRE

Proposition Submitted by the Officers of the Trolley Company Is Accepted by the Men.

"The trouble between the employes and officials of the Wilkes-Barre and Wyoming Valley Traction company ver certain demands relative to wages and hours of labor, which threatened tie-up of the system, was amicably djusted early this morning by the men eccepting a proposition of President Rigg for a settlement of their grievances," says last evening's Wilkes-

Barre Times. "The grievance committee and the raction officials have a conference yes erday afternoon and President Rigg submitted two propositions to the men. The first was \$2 a day for a day o welve hours and 17 cents an hour for overtime. The second was two ninehour shifts at \$1.65 per day and 18 1-3 ents per hour for overtime. Under ooth propositions the men would receive an hour's pay for any fraction of an hour over ten minutes.

"The report of the grievance committee with President Rigg's propositions was submitted to the traction men at meeting held at midnight last night. About 3 o'clock this morning the second proposition was adopted by an unanimous vote. The men agreed to work nine hours a day at \$1.65 and be paid 18 1-3 cents an hour for overtime. "The men were jubilant over the result and marched about the streets cheering for President Rigg and the traction company. The agreement is

tinue one year. "Under the shifts there were three men to a car for the eighteen hour day, but under the new agreement each car will have four men, two crews of nine hours each. There are 184 motormen and conductors employed at present on the various lines of the company and under the new system forty-four new men will be given employment. This will mean a great additional expense to the company, but it will be offse n a measure by the shorter hours of he men, which will reduce their wages about \$8 a month, or nearly \$100 a year less than they receive at present."

#### TRAVEL SIXTY YEARS AGO.

Comparisons Which Illustrate Modern Development.

From the Chicago Record. A man may go to California today by any of a dozen routes. The fare over any of them is \$110 from Chicago. He may go by any route he desires to select and come back by any other route which may please his fancy. He may leave Chicago and go to San Francisco, thence south to Los Angeles, then north to Portland, and back to Chicago, for \$133. He may stop oft at will both going and coming, with a final return limit of nine months. He may take sixty days to reach the first point on the Pacific coast. He may

make a straight run to the coast and

get there in three days. People stop to consider the accomplishment only when the mind goes back to the method of the '49-er, or of the traveler of two decades later. Fifty years ago California travelers started on a steamboat which carried them from hundreds of towns along the Mississippi and Ohio rivers and landed them with their motiey mule and oven outfits at Weston, where the Indian trail was struck. The trail was followed until at South pass the Rockies were crossed. Some of these outfits traveled via Salt Lake City. Others took the "cut-off" to Soda Springs, at the big bend of the Bear river, thence by the California road across Goose Creek mountains and down Humboldt river, then across the desert via Antelope, Rabbit Hole, Deep Hole, and Black Rock. Hot Springs to the foot of the Sierra Nevadas. The train was then in the Lawson cut-off and travel was mostly at night to avom the intense heat. From Rock Springs the route lay south across Mud lake to Granite creek, then through the bushy foothills to Horny lake valley, where the animals had to be recruited. Then the Sierra Nevada mountains were crossed and Fort Redding reached. It then took five months to make

trip now made in about seventy hours. Then the trip was attended by the dangers incident to Indian warfare or death from the wearying privations of the overland trail. The only other route in those days was by steamer to Panama, which required months of time and about \$600 cash.

For Sale.

Two heavy and one light delivery wagons; one buggy pole; cash register; two pipe-cutting machines; one four horse-power engine; \$1,500 worth gas fixtures and supplies; \$2,500 plumbers' and steam-fitters' supplies, and one and steam-necessated open wagon.
Hunt & Connell.

# HAMMAN HAMAN HAMMAN HAM

**Great Strike** can buy one for \$3.50. The soft, burnished effects are very much in vogue. Many new lamps have been received in the new colors of Amber and Moorish-red. The latter have the Oriental

wrought iron filagree work which is not duplicated.

China Wall.

Geo. V. Millar & Co. 134 Wyoming Avenue THE PROPERTY OF THE PROPERTY O



#### Extracted Absolutely Without Pain.

Our system of PAINLESS Dentiatry is far superior to the old method of doing work. We both fill and extract teeth without the least particle of pain. Our prices for the present are extremely low, and if you are in need of any Dental work. Call and have your teeth examined.

Gold Crowns..... Gold Fillings..... 

## Schimpff, the Jeweler.

That's the name. You've heard it a good many timesmost every time in fact, when jewelry is the topic of conversation, for the one implies the other.

## Schimpff, the Jeweler,

Has much to show you in the Gift li e-more than you'll see in most other stores. Not only more, but something "different"-novelties that appeal to you, because of their

## Schimpff, the Jeweler,

Has everything going in the jewelry line. Think of what you want; it's there. Prices, too, are less than you think, when you consider that no matter what you buy, quality is apparent.

317 Lackawanna Avenue.

## \$XXXXXXXXXXXXXXXXXXXXXXXXXXXX

The New Neverslip Asphalt Removable

HORSESHOE CALK.

Horse cannot slip and will outwear three sets of any other calk

manufactured.



BITTENBENDER & CO., Franklin Ave. SOLE AGENTS. 

# **MERCEREAU** & CONNELL

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NOW OPEN IN OUR NEW STORE WITH A

Diamonds Watches Silverware

NEW STOCK FOR THE HOLIDAYS . . . . . Fine Jewelry Cut Glass Leather Goods

OUR STOCK FOR EXTENT, VARI-ETY AND FINENESS IN EVERY DEPARTMENT IS NOT EXCELLED

IN THIS LOCALITY. . . . . . . . OUR WELL-KNOWN GUARANTEE GOES WITH EVERY ARTICLE. . .

ALL ARE WELCOME. . . . . . .

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Avenue

WE experienced a very busy Christmas season; our sales in Fancy pieces of Furniture and Rugs going away beyond what we could have expected. This busy order of things left us

#### Holiday Prices on Furniture and Rugs which we desire to Take a Tumble

with many little odds and ends on hand, dispose of at once. and in order to do so,

have attached very special prices that we think will call for a quick response on your part. Bear in mind these are standard makes of Furniturethe very best we can buy, and that the Holiday prices—which in themselves are low enough have been Cut Away Down in order to move them quickly.

In Our New Store. 406 Lackawan 1a Ave.

& Furniture Co.

Scranton Carpet

Milk Dealer Killed By Exclusive Wire from The Associated Press.

going his rounds today, was struck by a locose ive on the Philadelphia and Wilmington and Baltimore railroad, and was so badly cut and bruised that it was necessary to amputate his West Chester, Pa., Dec. 28.—Joseph Menden-hall, milk and butter dealer of this place, while was smashed and his horse killed.