## THE SCRANTON TRIBUNE- WEDNESDAY, JANUARY 9, 1901.



business-like state papers ever sent to he the public's own fault if the trac-

tion company shall not speedily be an American legislature, and a caremade to repaye in accordance with its ful reading of the message confirms contracts. The man who can make it this judgment. Mr. Odell laid his hand actual service.

live up to its agreements in this par- on well-nigh a hundred places where ticular is the mayor of this city, Hon, extravagance prevails in the use of James Moir.

The recent transactions in Wall street have made the proverbial lamb feel like a March lion. Shearing time is probably close at hand.

The Truth About China.

EFORE THE University club, of Syracuse on Saturday evening, Hon. Chester Holcombe, for twenty years

connected with the American legation at Pekin, delivered a lecture on the Chinese problem which, as summarized in the Post-Standard, makes instructive reading.

For 500 years, Mr. Holcombe contends, the policy of the western nations in China has been one of wanton depredation and utter faithlessness, The Chinaman has had no rights which the westerner was bound to respect. Beginning with Raleigh and Drake, the heroic freebooters of Elizabeth's time, the course of nations has been as if cruelly calculated to make China fear, hate and despise the Christians. Chief among the marauders has alweys been Great Britain, the nation which, Mr. Holcombe says, has been held to be the leader in Christian civilization, the nation which seized the island of Hong Kong and made China pay an enormous indemnity for trying to prevent by perfectly legal means the importation of opium into China; the nation which conducted a prevent them. long war with China in order to force her to allow opium to be imported. and the nation which, at the present day, derives a vast income from the fax on opium exported from India to China as an intoxicant. If anything prevents China from national recovery and rehabilitation, it will, in Mr. Holcombe's opinion, he the opium traffic, and Great Britain will be responsible. The behavior of some of the allied troops in Peking since the recent outbreak begin has been not less shameful than the records of the past. For instance, Mr. Holcombe says that for every white woman who suffered indignity at the hands of the Chinese rabble at least twenty-five Chinese women have suffered at the hands of the foreign troops. The wells of Peking are choked with the bodies of these women, who, according to their beliefs, when the criminal insult has been offered them, have no remedy and no prospect but suicide.

In contrast with all this, Mr. Holcombe asserts that we of the United States have reason to be proud of almost every step which the nation has taken in relation to China. President McKinley and Secretary Hay have saved China from dissolution. The open-door policy, which has now been agreed to by the powers, and which makes the rights of trade once their discretion as will score due regard to the Big improvements in bridge building were wishes of every locality and prevent the commission made. The bridge creeted by Telford at Craigei-

state funds and showed just how this could be stopped. It is estimated that to exceed \$1,000,000 in little leaks were pointed out in his message, but in its treatment of more general problems the message is equally efficient. The governor's reference to certain abuses connected with some savings and loan associations will have pleasurable in-

terest for many local victima: On the part of some of the savings and loan associations in the state, among those which are classified as "nationals," there has been a tendency to engage in business which brings disaster. Beside the payment of extravagant salaries to their officers and a waste of money college. in maintaining luxurious offices at a large cost for rent, abuses of the gravest character obtain in some of these associations. Real estate owned officers individually is purchased by such associations at prices advantageous to the management, but ruinous to the institutions. Specu lative dealing is undertaken in real estate, which, even where the intention is honest, is almost sure to cause a loss and embarrassment. Asso-ciations are given over to the control of a few men by agency contracts, under which all earn-ings above an agreed percentage are taken by the officers in lieu of salaries; and it goes with out saying that the managers realize their pro-portion regularly in cash, while the shareolders generally get only paper profits. With-trawals are paid upon a basis destructive to the uppes and interests of the persistent members, and similar methods which, when not ac ually dishonest, are at least unwise and unsafe, annot but wreck any institution which persists unot but wreck any institution which persists The Federalist representative from Vermont ab-employing them, and the record for the past aented himself and the two Federalists from year shows that several associations were sacri-Maryland put in blank ballots. ficed to them, having gone into isquidation a through a receiver or otherwise, and subjecting for president. many innocent investors to losses which mean embarrassment and hardship. Such practices ought not to be possible under the law, and section. regislation is recommended which will serve to averted by an amendment providing that hence

There is also a reference to public utilities and how to prevent their overloading with bogus capitalization which reads as if it might have been dency by the foulmean s of a Federal alliance. written with the Scranton Railway company for its text:

During the last few years there has been con siderable discussion in regard to the municipal ownership of public utilities. Undeubtedly cities have been benefited in the past from compet between private corporations, which time had the effect of lowering prices, which competition, however, usually results in a com-bination of such competing interests. They prices are raised again in order that dividenda may be made upon a capitalization far in ex-cess of that warranted by business possibilities. Then it is that dissatisfaction arises and the de-mand for municipal ownership is most urgent. This unsatisfactory condition could have been avoided had the power to authorize the for-mation of a new company been longed in some ompetent authority. This subject is one serving the wisdom and attention of men who may be specially charged with the duty of investigating the desirability for the creation of such corporations, as well as the question whether they are created for the purpose threatening or attacking existing corporations or created in their interests. The Railroad commission, if charged with this duty, could readily determine whether there was a necessity for an-other company, or whether the desired result could not be accomplished by enforcing a reduction of rates or compliance with other rea-sonable requests of citizens. I recommend, that gas and electric lighting comtherefore. panies, and the questions relating to their organization, administration and control, shall

pressure principle. had railway trains twenty-five years earlier, and automobiles nearly a century before they did.

SPAULDING, 220 BROADWAY, NEW E. C. SCHOOL OF THE LACKAWANNA SCRANTON, The South African war has demor Pa. Course preparatory to college, law, medi-cine or business. Opens Sept. 12th. Send for catalogue. Rev. Thomas M. Cann, LL. D., prin-cipal and proprietor; W. E. Plumley, A. M., COUNTRY HOME WITHIN FIFTEEN MILES strated that the social favorite genof Scranton wanted to rent by the year. Healthy location; near depot; state rental and describe the place. Responsible Party, Trib-une office. Architects. eral is liable to lose his brilliancy in EDWARD H. DAVIS, ARCHITECT, CONNELL headmaster. ne office uilding, Scranto Seeds. REDERICK L. BROWN, ARCHITECT, PRICE Room Wanted. building, 126 Washington avenue, Scranton R. CLARK & CO., SEEDSMEN AND NURS-erymen, store 201 Washington avenue; green houses, 1950 North Main avenue; store tele-"THE WORLD \*\*\*\*\* GENTLEMAN WANTS LARGE, WELL FUR nished room; desirable locality, with o without board. Address E., Tribune. Cabs and Carriages. ONE HUNDRED YEARS phone, 782. RUBBER TIRED CABS AND CAPRIAGES; BEST AGO TODAY" A & & & & & of service. Prompt attention given orders by 'phone. 'Phones 2672 and 5332. Joseph Kelley Wire Screens. lachie over the spey, at the beginning of th century, showed a great advance in the conception of what was the safest form in which to 124 Linden OSEPH KUETTEL, REAR 511 LACKAWANNA [Copyright, 1300, by R. E. Hughes, Louisavenue, Scranton, Pa., manufacturer of Screens. ville.] apply cast iron to an arch. Dentists. . . . Sir John More, the only English general t DR. C. E. EILENBERGER, PAULI BUILDING RAILROAD TIME TABLES. NDICATIONS now pointed to an amicable ad gain lasting fame by the conduct of a retreat, in which he outwitted Napoleon in the winter of 1808-9, had just be n made colonel of the Fifty-Spruce street, Scranton justment of the political differences in the United States presidential muddle caused by Delaware and Hudson. DR. I. O. LYMAN, SCRANTON PRIVATE HOS pital, corner Wyoming and Mulberry. the tying of Jefferson and Burr, the Republi-can candidates for president and vice-president, In Effect Nov. 25, 1900. second British regiment at this time. Trains for Carbondale leave Scranton at 6.29, 7.53, 8.53, 10.13 a. m.; 12.09, 1.29, 2.44, 3.52, 5.29, 6.25, 7.57, 9.15, 11.15 p. m.; 1.16 a. m. For Honesdale-6.29, 10.13 a. m.; 2.44 and . . . DR. C. C. LAUBACH, 115 WYOMING AVENUE with a vote of seventy-three in the electora Denmark and Norway ceased to be governed b Settled that the house of represents DR. H. F. REYNOLDS, OPP. P. O. ne crown. Sweden had been ruled by he tives was to make the choice and that Adam own king since early in the Sixteenth century. 5.29 p. m. For Wilkes-Barre-6.45, 7.48, 8.45, 9.38, 10.43, 11.55 a. m.; 1.28, 2.18, 3.33, 4.27, 6.10, 7.49, 10.41, with sixty-five votes and Pinkney with sixty-four the Federalists candidates, could not win, the Lawyers. The Newfoundland fishery became of great im J. W. BROWN, ATTORNEY AND COUNSEL, lor-at-law. Rooms 312-313 Mears building. more rabid Federalists who had suggested the L50 p. m. For L. V. R. R. points-6.45, 11.55 a. m.; 2.18, ortance, over 50,000 scals being the catch for election of Marshall or Jay to the presidency as compromise and party victory at the same this year 127 and 11.30 p. m. For Pennsylvania R. R. points-6.45, 9.38 a. n; 2.18 and 4.27 p. m. For Albany and all points north-6.20 a. m. D. B. REPLOGLE, ATTORNEY-LOANS NECOtime, began to see the wisdom of Hamilton's at THE MONTH OF LEGISLATURES. tiated on real estate security. Mears building corner Washington avenue and Spruce street. peals in behalf of Jefferron as a man far better suited to the office than Burr, though both wer nd 3.52 p. m of an opposing party. Streaks of light began to fall across the dark of the horizon of the young republic and by the time congress took the SUNDAY TRAINS. From the Saturday Evening Post. WILLARD, WARREN & KNAPP, ATTORNEY For Carbondale-9.00, 11.33 a. m.; 2.44, 3.52, This is the month of the state legislatures and counsellors-at-law. Republican building Washington avenue. 47, 10.52 p. m. For Wilkes-Barre-9.38, 11.55 a. m.; 1.58, 3.28, More than thirty of them will begin matter out of the electoral college a full flood sions between the first and the middle of Janu-JESSUP & JESSUP, ATTORNEYS AND COUNof sunshine was beaming on the nation. 27, 8.27 p. m. For Albany and points north-3.52 p. m. The In size they range from the nine senators For Albany and points mortal 3.52 p. m. For Honesdale-9.00 a. m. and 3.52 p. m. Lowest rates to all points in United States and sellors-at-law. Commo ary. onwealth building, Room Constitution, sorely tried, had passed through and the twenty-one representatives in Delaware its baptism of fire. Civil war was averted. A better feeling pervaded all factions and the govto New Hampshire's unequaled body of nearly 400 members in both branches. Our legislatures EDWARD W. THAYER, ATTORNEY. ROOMS 903-904, 9th floor, Mears building. Canada J. W. BURDICK, G. P. A., Albany, N. Y. H. W. CROSS, D. P. A., Scranton, Pa. ernment at Washington still lived. On the sev-enth day of the balloting, Feb. 17, the long like some other American institutions, vary with the states. For instance, New Hampshire has a L. A. WATRES, ATTORNEY-AT-LAW, BOARD of Trade building, Scranton, Pa. anxiety was brought to an end and very happily representative to every 1140 of population, but Central Railroad of New Jersey. ratio in New York is only one member to Stations in New York-Foot of Liberty street, B and South Ferry. PATTERSON & WILCOX, TRADERS' NATIONAL every forty-six thousand seven hundred of popu Thus two states, N. R., and South Ferry. TIME TABLE IN EFFECT NOV. 25, 1960.
Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Al-lentown, Mausch Chunk and White Haven, at 8,50 a. m.; express, 1,10; express, 3,50 p. m. Sun-days, 2,15 p. m. For Pittston and Wilkes/Barre, 8,30 a. m., 1,10 and 3,50 m. Sundays, 2,15 p. m. lation. The variety is not confined in the ratio of representation. Rhode Island pays its legissufficient number, voted for Jefferson No one had changed sides C. COMEGYS, 9-13 REPUBLICAN BUILDING. lators only a dollar a day, but California and but the result had been achieved not by apostate Nevada pay eight dollars a day. Maine give A. W. BERTHOLF, ATTORNEY, MEARS BLDG. votes, but by the more agreeable process of abonly 150 a year, but New York and Pennsylvania The recurrence of the danger was soon pay \$1,500 a year. All the states except Dela-Physicians and Surgeons. ware and New Jersey pay mileage to the mem forth the electors should designate in their bal-lots their choice for president and vice-president nd 3.50 p. m. Sundays, 2.17 p. m. For Baltimore and Washington, and points outh and West via Bethlehem, 8.30 a. m., 1.10 hers, which generally means so much additional DR. W. E. ALLEN, 513 NORTH WASHINGTON for them personally, as most of them travel on Burr was elected vice-president, but unlike Jefferson, had come out of the fight with soiled South and West via bettimeter, e.so a. m., 1.10 and 3.50 p. m. Sunday, 2.15 p. m. For Long Branch, Ocean Grove, etc., at 8.50 a. m. and 1.10 p. m. For Reading, Lebanon and Harrishurg, via Al-lentown, 8.30 a. m. and 1.10 p. m. Sundays passes. DR. S. W. L'AMOREAUX, OFFICE 339 WASH-ington avenue, Residence, 1318 Mulberry, Chronic diseases, lungs, heart, kidneys and TO JESSIE'S DANCING FEET. He entered upon the duties of his office with genito-urinary organs a specialty. Hours, 1 to 4 p. m. How, as a spider's web is spun 2.15 p. m. For Potsville, 8.50 s. m. and 1.10 p. m. Through tickets to all points cast, south and west at lowest rates at the station. H. P. BALDWIN, Gen. Pass. Agt. J. H. OLHAUSEN, Gen. Supt. neither the respect of his party nor that of the Federalists. Before his term was at an end he With subtle grace and art, Do thy light footsteps, every one, accepted the nomination of the Federalists for governor of New York, and laying his defeat Hotels and Restaurants. Cross and recross my heart! Now here, now there, and to and fro, THE ELK CAFE, 125 AND 127 FRANKLIN AVE the active work Alexander Hamilton did Their winding mazes turn; Thy fairy feet so lightly go nue. Rates reasonable. P. ZEIGLER, Proprietor. igainst him, he challenged the great American to a duel which resulted in the latter's death. Lehigh Valley Railroad. They seem the earth to st Burr, now thoroughly despised by nearly the en-tire nation, attempted to establish an independ-CRANTON HOUSE, NEAR D., L & W. PAS-enger depot, Conducted on the European plan, VICTOR KOCH, Proprietor, In Effect Nov. 25, 1900. Yet every step leaves there behind In Effect Nov. 25, 1860. Trains kence Scranton. For Philadeiphia and New York via D. & H. R. at 645 and 11.55 a. m. and 2.18, 1.27 (Black Diamond Express), and 11.40 p. m. Sun-days, D. & H. R. R., 1.58, 8.27 p. m. For White Haven. Hasteron and principal points in the coal regions, via D. & H. R. R. 4.55, 2.18 and 4.37 p. m. For Pottaville, 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, 11.55 a. m. 2.15, 4.37 (Black Dia-mond Express), 11.30 p. m. Sundays, D. & H. R. R. 6.58, 8.27 p. m. For Tunkhannock, Towanda, Elmira, Hinea, Genesa and principal intermediate stations, via D. L. & W. R. R. Soll a. m.; 1.05 and 3.40 p. m. For Janesa Rochester, Buffalo, Niereas, Netta A something, in thy dance, ent empire in Northern Mexico with himself as That serves to tangle up my mind nperor. Suspected of the design of trying separate the country west of the Allegheny A REAL PROPERTY AND ADDRESS OF And all my soul entrance. mountains from the Union, he was arrested and taken to Richmond, Va., for trial, but his Miscellaneous. How, as the web the spiders spit DRESSMAKING FOR CHILDREN TO ORDER And wanton breezes blow guilt not being proved he was acquitted. Thy soft and filmy laces in also ladics' waists. Louis Shoemaker, Adams avenue. A swirl around thee flow! The first horseless carriage (a father of th The cobweb 'neath thy chin that's crossed A. B. BRIGGS CLEANS PRIVY VAULTS AND cess pools; no odor. Improved pumps used. A. B. Briggs, proprietor. Leave orders 1190 North Main avenue, or Eleke's drug store, cor-ner Adams and Mulberry. Telephone 954. utomobile later) was successfully operated in Remains demurely put, Maryland by Oliver Evans, a mechanic. Several years prior to this Evans had endeavored to While those are ever whirled and tossed That show thy saucy foot; secure patents in Pennsylvania, on the applica-tion of steam to land carriages, but failed. He That show the silver gravness of Thy stockings' silken she MRS. L. T. KELLER, SCALP TREATMENT, 50c. then sent drawings to England, but the same in-And mesh of snowy skirts above credulity met it there. Thoroughly disgusted at this lack of appreciation of ingenuity, he worked the machine on highways a few days and then shampooing, 50c.; facial massage; manicur 25c.; chiropody, 701 Quincy. The silver that is seen How, as the spider, from his web, BAUER'S ORCHESTRA-MUSIC FOR BALLS made use of it in connection with his flour mill. It was the first engine constructed on the highpichics, parties, receptions, weddings and con-cert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming avenue, over Huther's much approximation of the second Dangles in light suspense, Do thy sweet measures' flow and ebb Evana now turned his at-Sway my enraptured sense! Thy fluttering lace, thy dainty airs, ention to a steam dredging machine, which he Hulbert's music store. nade to also propel itself on land. Had every Thy ever charming nose MEGARGEE BROS., PRINTERS' SUPPLIES, EN body not believed Evana' inventions too absurd to merit consideration, the world might have pension Bridge. ROLLIN H. WH.BUR, Gen. Supt., 26 Cortland Warehouse, 13 velopes, paper bags, twine. Wa Washington avenue, Scranton, Pa.

> THE WILKES-BARRE RECORD CAN BE HAD street.

6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and for Pittsburg and the West. 38 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sun-bury, Harrisburg, Philadelphia, B ltimore, Washington and Pittsburg and the West. 2.18 p. m., week days (Sundays, 1.58 p. m.) for Sunbury, Harris-

burg, Philadelphia, Baltimore, Washington and Pittsburg and the West. For Hazleton, Pottsville, Reading, &c., week days. 27 p. m., week days, for Sunbury, Hazleton, Pottsville, Harrisburg, Philadelphia and Pittsburg.

J. B. WOOD, Gen. Pass. Agt. J. B. HUTCHINSON, Gen. Mgr.

Delaware, Lackawanna and Western. In Effect Dec. 2, 1900.

South-Leave Scranton for New York at 1.40, 5.00, 5.50, 8.00 and 10.05 a. m.; 12.55, 3.33 p. m. For Philadelphia at 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m. For Stroubsburg at 0.10 p. m. Wilk accommodation at 3.40 p. m. Arrive at Hoboken at 0.30, 7.18, 10.28, 12.08, 3.15, 4.18, Milk accommodation at 3.40 p. m. Arrive at Hoboken at 6.30, 7.18, 10.28, 12.08, 3.15, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.66, 3.23, 6.00 and 8.22 p. m. Arrive from New York at 1.10, 4.03 and 10.23 a. m.; 1.00, 1.52, 5.43, 8.45 and 11.39 p. m. From Stroubslung at 8.05 a. m. North-Leave Scranton for Buffalo and inter-mediate stations at 1.15, 4.10 and 0.00 a. m.; 1.25, 5.48 and 11.35 p. m. For Osvego and Syra-cuse at 4.10 a. m. and 1.65 p. m. For Utica at 1.10 a. m. and 5.55 p. m. For Nicholson at 4.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 a. m.; 1.25, 3.48 p. m. For Nicholson at 4.00 and 0.15 p. m. For Binghamton at 10.20 a. m. Ar-rive in Scranton from Buffalo at 1.25, 2.55, 5.45 and 10.00 a. m.; 5.50 and 8.00 p. m. From Os-wego and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m. From Nicholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.20 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.50 and 8.00 p. m. From Micholson at 7.50 a. m.; 3.50 and

 Biomshurg Division-Leave Scranton for Biomshurg Division-Leave Scranton for Northumberland, at 6.45, 10.05 a. m.; 1.55 and 5.50 p. m. For Plymouth at 1.05, 3.40, 8.50 p. m. For Kingston at 8.10 a. m. Arrive at North-imberland at 9.35 a. m.; 1.10, 5.00 and 8.43 p. m. Arrive at Kingston at 8.53 a. m. Arrive at Plymouth at 2.00, 4.32, 9.45 p. m. Arrive at Plymouth at 2.00, 4.32, 9.45 p. m. Arrive at Scranton from Northumberland at 0.42 a. m.; 12.25, 4.50 and 8.45 p. m. From Kingston at 11.09 a. m. From Plymouth at 7.55 a. m.; 3.59, 5.15 p. m. 25 p. m.

25 p. m. SUNDAY TRAINS, South-Leave Sciention 1.40, 3.00, 5.59, 10.05 a.

m.; 3.33, 3.40 p. m. North-Leave Scranton at 1.15, 4.10 a. m.; 1.55, 5.48 and 11.25 p. m. Bloomsburg Division-Leave Scranton at 10.05 m. and 5.50 p. m.

New York, Ontario and Western R.R.

For Geneva, Rochester, Buffalo, Niagara Falls,

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago, and all points west, via D. & H. R. R. H.55 a. m. 3.53 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 11.55, 8.27 p. m. Pullman parlor and sleeping or Lebigh Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Sus-pension Bridge.

street, New York. CHARLES S. LEF., Gen. Pass. Agt., 26 Cortland

in Scranton at the news stands of Reisman Bros., 406 Spruce and 503 Linden; M. Norton 22 Lackawanna avenue; I. S. Schutzer, 211

TIME TABLE IN EFFECT SUNDAY, NOV. 4. 1000 North Bound Trains. Leave Carbondale. Arrise Cadosta Leave formation. 10.40 a. m 11.20 a. m. Arrive Carbondale oth Bound. 1.05 p. m, 6.40 p. m, 6.00 p. m South Bound. Leave Carbondale. 7.00 a. m. Arrive Leave Cadosla. Scranton 7.49 a. m. 4.20 p. m. 2.05 p. m. Sundays only, North Bound. Arrive Leave Carbondale. Leave Cadosta. Carbondate, Catonia, 9,10 a.m. 19,45 a.m., Arrive Carbondale 7,40 p. m. Leave Arrive Carbondale, Scranton, 7,00 a.m. 7,40 a.m., 5,54 p.m. 6,35 p.m., Scranton at 10,00 m. daily, 8.00 a. m. 7.00 p. m. Leave Cadesia. 4.50 p. m. 5.04 p. m. Trains leaving Scianton at 10.40 a. daily.

nd 8.30 a m., Sundays, make New York Middistewn, Walton, Sidney, Norwich, Middistewn, Walton, Sidney, Norwich, , Litea, Oncida and Oswego connections. further information consult ticket agents. AND/RSON, Gen. Pass. Agt., New York. WELSH, Traveling Passenger Agent, Scrap-WELSH, Traveling Passenger Agent, Scrap-

## Erie and Wyoming Valley.

Time Table in Effect Sept. 17, 1900. Trains for Hawley and local points, connect-ag at Hawley with Eric railroad for New York, lewhungh and intermediate points, leave Scran-on at 7.09 a, m, and 2.25 p. m. Trains arrive at Stranton at 19.30 a. m. and , New York. NONNEMACHER, Div. Pass. Agt., South Bethlehem, Pa. For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa. on at 9.10 p. m.

There are not more alloring snares To bind me with than those. Swing on! Sway on! With casy grace Thy witching steps repeat! The love 1 dars not-to thy face--

l offer at thy feet. -William D. Eliwanger

placed in the hands of the Railroad commission, care being taken to provide such limitation of