

upon all friends of law and order to suppress them. This demand was indorsed by thousands of good citizens who sympathized with the strikers but who recognized that superior to any temporary dispute between capital and labor is the reputation of the city as and vain. a place where property rights receive due respect and where the officers of the law enforce the law without fear or favor. It is fair to add that the strikers themselves officially indorsed

be remembered that The Tribune con-

demned them unsparingly and called

this position. But while up to this point there cannot be reasonable dissent from the views expressed by Mr. W. F. Mattes in last evening's Truth in the letter which we have taken the liberty to re-print, it is open to very pointed along the line marked out by the spequestion whether the best interests of cial tax commission in New York state the city are in the long run to be sub- which has recently submitted a voluserved by tame acquiescence in im-

minous report. position. The Scranton Railway company. Mr. Muttes tells us, had the communities the right to fix the basis nerve to come in here and take risks of their own taxation. Thus one comwhich local capitalists were unwilling munity might elect to raise all its revto continue. We concede its nerve, enues by means of a single tax on land We concede also that its running values; and another might put the of cars both over lines estab- entire burden on personal property, lished before its entry and along while a third might elect to tax everylines since opened has contributed not thing in sight. a little to the convenience and devefopment of our city. But does that plan is the paralyzing derangement constitute adequate warrant for it to and uncertainty it would cause while arbitrarily threaten to cancel one of the able statesmen in the various comthe conditions, certainly moral and munities were making up their minds probably legal, of its occupancy of our as to which particular form of taxation would shove the big end of the streets-namely, the granting of transfers? Simply because incidentally to burden upon some other fellow. its speculation in free franchises it has done some good by facilitating suburban growth and urban intercommuniment than the caprice of the community. Better let well enough alone. cation, ought the community, which has already given millions almost without condition, now, at the company's demand, put hand in pocket

and give more? By all means let outside capital be of yellow journalism. encouraged to come to Scranton if it comes honestly and honorably, intending to deal fairly as it would be dealt by. To this end, all forms of mob violence must be frowned upon and suppressed; and respect for law and order be inflexibly enforced. This is as neccalls upon it to decrease the represenessary to labor as to capital, so that tation of states practicing negro diseach may hold what is its due and refranchisement came after a general ceive the stable and impartial protecand earnest discussion and had, it is tion against outrage which is the said, the tacit support of the adminprime purpose of government. But it istration. It may therefore fairly be is also necessary in the public interest to let alien holders of public franchises know that the people, too, have rights. frage has been abandoned. As time If in the past they have been careless in safeguarding their rights; if in consequence of their carelessness they are now involved in a tangle of legal comin those communities now dominated plications and embarrassments likely by fear of negro political supremacy, to impose exemplary discipline and it is possible that the edge of the prescorrection; if, in short, the sowing of ent intensity of southern feeling on neglect is culminating in a harvest of trouble-then all the more necessary scales of political justice will once is it that public opinion should be aroused and allowed to ferment until the citizen on his merits, irrespective it reaches the level of effective action of color. This at least is left as a hope. In the meantime the congress In the direction of justice and selfprotection.

Honest capital does not fear honest constituents and before history in the discussion. On the contrary, watered posture of having snapped its finger in investments resting in part on corrupt the face of as distinct and emphatic of note that in one point that is covered by the

ing the coal in tubs or hutches swinging freely from the end of the drawing report was being tions he will get from the Mugwump element. Is their present gradually superseded by the adoption of cages chorus of praise merely a transient sliding between fixed guides, which allowed the load to move freely up and down, while checkflutter or is it deep rooted and sining lateral oscillation. This was the invention cere? This is to be shown. But we of John Carr, of Sheffield, two years before. advise him not to bank much on its . . . constancy. The average Mugwump Newspapers rarely contained more than the is picturesque but, alackaday, futile

Go Slow.

The idea is to grant to the various

The worst objection we see to this

The concensus of the commonwealth

The End of Negro Suffrage.

accepted as indicative that the experi-

ment of unrestricted male negro suf-

goes on and as industrial development

shall put a new leaven into the work-

ings of public enterprise and education

this point will wear down and that the

more approach equilibrium, weighing

of the United States stands before its

the plain mandate of the

Federal constitution which

MOVEMENT is noted by the

harest outline of any speech or public address delivered in or near the towns where they were published. Jobs for the reporters were few and far between, and a few stenographers (though The senate will doubtless be willing there were several systems in vogue) went a that the canteen in the capital shall long ways. . . . continue business at the old stand.

Modern auchors did not come into use until the present century. Up to the close of the eighteenth century what was termed the "oldplan long-shanked" anchor was generally used. . . .

Johnstown Democrat to urge This period was generally marked for its great the present legislature to equatorial and Arctic journeys, which resulted in an accumulation of knowledge of flora, present take steps looking to the and past, of the earth that is unsurpassed adoption, of local option in taxation . . .

following prominent persons of the nine teenth century were born during the first year Frederick Watts, American jurist.

Brigham Young, Mormon high priest. George Shall Verger, American lawyer. William George Williams, American engineer. Benjamin Hall Wright, American engineer James Pleasants Wadden, American educator. Ehenezer B. Williston, American educator and William Wilson, Scottish poet and publisher in

Louis Morris Wilkins, Canadian jurist and Robert James Walker, American economist and

statesman Melancthon Worcester, American Samuel than the average citizen or councilman in Theodore D. Woolsey, American scholar and The legal tangle alone is one that needs clergyman.

president of Yale college. Samuel Wells, American jurist and statesman. Daniel Kimball Whittaker, American lawyer and

TAXATION OF FRANCHISES.

makes a more stable basis of assess-From the New York Tribune.

journalist.

A special francisse is a valuable property right in a public street, and should pay taxes the same as any other property, whether the The man who said American humor was dead should not read the Philadelphia North American's denunciation chise is bought and sold often many times be-tore a spadeful of carth is dug to improve it. It it is property to sell it is justly property for purposes of taxation, and should be assessed on value compared with other similar property, not upon the basis of its actual earnings, as man-HE REFUSAL of the house of representatives to heed

aged or mismanaged or held lille for "uncarned increment." Such a rule of assessment does penalize the owner of the unimproved fran-chise, and it should. Public policy should discourage the blanketing of territory with mortgages to transportation companies, and encour-age franchise holders to operate every line they own as fully as patronage will warrant, and to branch out with permits no faster than with tracks.

THE CHARTER PROBLEM.

Pittaburg Commercial-Gazette. from the Scranton, it appears from the statement of its services, is in a real dilemma. It finds taelf a city without a charter. Having grown to the required population for second class cities, it discovers the charter for such citics to be ir complete, owing to the circumstance that existing second class cities found themselves with so many special laws antedating the constituso many special laws antedating the constitu-tional prohibition of such things that they did not require a complete code when the law gov-erning second class cities was enacted. Scran-ton, therefore, lags in the third class through the forbearance of Governor Stone, who does not deare the orderly administration of the city's municipal affairs to be interfered with. Scranton wants the act governing second class cities per-toted hefore stemping into the second class cities peris really a city without a charter. An appeal is made to Pittsburg and Allegheny for co-oper-

small boys in mobbery. We gave them garten lessons in disrespect for law and It was a season, out of due scason, for a by Scranton Public Opinion; and we sow wind. Probably we shall reap the twist Today it looks very much as if we were

We encou

good may come."

ing ourselves up into a fine frenzy and prep to carry the mob spirit into the city co and give further deplorable evidence of p hostility, or what will inevitably be con as such, to incorporated capital. I cannot the time, nor ask your space, for anything discussion of this subject; but will or three brief suggestions.

First-It is passionately asserted that the made a free gift of its franchises to the R company and has not itself prefited by That statement is a misleading and dan half-truth. The city may not have profit-rectly, but indirectly it has profited enorm Second-Those franchises were granted time when the investment of adequate capi construction under them was uncertain-in very risky. They were granted to our own citizens; our "bravest and best,"

posed to have the welfare of the commun heart. But they, apparently, considered th to be such that it was prefemble to unloa pocket an immediate profit, rather than tak ther chances. If our street car system has turned over to strangers, it is because the nore nerve than our local capitalists. Third-It is asserted that the Railway

pany has debauched our councils. Would be equally just to say that our councils

These suggestions are offered merely for purpose of reminding angry men that this is like most others in that it has two sit it, and that our dignity and sense of just mand it be approached in a judicial spiri I beg to further state that the issues in

are much more complicated and far-re consideration before rash action to taken. the most serious phase, to my mind, is th city has reached a turning point in its

when it can easily be seen that we are the carried along bodily by the developm the iron and steel works and the open new mines, all done for us by the old-tim panies, but it is up to Scranton's own citiz

pull together harmoniously and make the attractive for the investment of capital. If this statement be true, then let thou men and women consider whether the cou-so-called "public opinion" in and about ton for say the past two years has no such as to alarm and repel capital, rathe invite it. Is the lesson of granger railro islation in the western states so ancient have forgotten it?

AN OHIO VIEW.

It is said that the reason Mr. Quay is ble in Pennsylvania is because he has been the friend of new and untried men course there is much more to be con when the success of Quay as a leader of licans is explained. But he has alway cyal to his partisans and he has been fro the narrowness and envy which have many other political leaders in this count

Quay has watched the birth and gro young Republicans in all parts of his sta has studied countries and villages and

formed himself in respect to the men wh stood for the principles of his party and who have helped to carry elections. These men do not need to hunt Quay and sit around in his hall or on his doorstep waiting to have brief inter-views with him. He looks them up. Very often he sends for them and when they come into his presence he treats them well. Frequently he writes to them letters of encouragement and

fected before stepping into the second class, and hold office is not from heaven. Reformers may having no right to remain in the third class, it how! and alarm bells may be rung, but Quay' methods of getting into the affections of the voters of his party in his own state are so orig-inal and • refreshing that he remains unbeaten and unbeatable

Secretary.		
PROFESSIONAL.	Hotels and Restaurants.	
Certified Public Accountant.	THE ELK CAFE, 123 AND 127 FRANKLIN AVE nue. Rates reasonable.	
E. C. SPAULDING, 220 BROADWAY, NEW York.	P. ZEIGLER, Proprietor. SCRANTON HOUSE, NEAR D., L. & W. PAS	
Architects.	SCRANTON HOUSE, NEAR D., L. & W. PAS enger depot. Conducted on the European plar VICTOR KOCH, Proprietor.	
EDWARD H. DAVIS, ARCHITECT, CONNELL, building, Seranton.	Seeds.	
FREDERICK L. BROWN, ARCHITECT, PRICE building, 126 Washington avenue, Scrapton.	G. R. CLARK & CO., SEEDSMEN AND NURS erymen, store 201 Washington avenue; gree houses, 1650 North Main avenue; store tel- phone, 782.	
Cabs and Carriages.	Wire Screens.	
RUBBER TIRED CABS AND CAPRIAGES; BEST of service. Prompt attention given orders by 'phone. 'Phones 2072 and 5352. Joseph Kelley, 124 Linden.	JOSEPHI KUETTEL, REAR 511 LACKAWANN avenue, Scranion, Pa., manufacturer of Win Screens.	
Dentists.	RAILROAD TIME TABLES	
DR. C. E. EILENBERGER, PAULI BUILDING, Spruce street, Scranton.	Delaware and Hudson.	
DR. I. O. LYMAN, SCRANTON PRIVATE HOS- pital, corner Wyoming and Mulberry.	In Effect Nov. 25, 1900. Trains for Carbondale leave Scranton at 6.2	
DR. C. C. LAUBACH, 115 WYOMING AVENUE.	7.53, 8.53, 10.13 a. m.; 12.00, 1.29, 2.44, 8.52, 5.2 6.25, 7.57, 9.15, 11.15 p. m.; 1.16 a. m.	
DR. H. F. REYNOLDS, OFP. P. O.	For Honesdale=6.20, 10.13 a. m.; 2.44 ar 5.20 p. m. For Wilkes-Barre=6.45, 7.48, 8.43, 9.38, 10.4	
Lawyers.	11.00 A. M., 1.20, 2.10, 0.00, 1.01, 0.10, 1.40, 10.4	
J. W. BROWN, ATTORNEY AND COUNSEL- lor-at-law. Rooms 312-313 Mears building.	11.30 p. m. For L. V. R. R. points-6.45, 11.55 a. m.; 2.1 4.27 and 11.30 p. m. For Pennsylvania R. R. points-6.45, 9.38 m. 2.18 and 4.27 p. m.	
D. B. REPLOGLE, ATTORNEY-LOANS NECO- tiated on real estate security. Mears building, corner Washington avenue and Spruce street.	mi: 2.18 and 4.27 p. m. For Albany and all points north-6.20 a. m and 3.52 p. m. SUNDAY TRAINS.	
WILLARD, WARREN & KNAPP, ATTORNEYS and counsellors-at-law, Republican building, Washington avenue.	For Carbondale—9.00, 11.33 a. m.; 2.44, 3.5 5.47, 10.52 p. m. For Wilkes-Barre—9.38, 11.55 a. m.; 1.58, 3.2 6.27, 8.27 p. m. For Albany and points north—3.52 p. m.	
JESSUP & JESSUP, ATTORNEYS AND COUN- sellors-at-law, Commonwealth building, Rooms 10, 20 and 21.	For Honcadale-0.00 a. m. and 3.32 p. m. Lowest rates to all points in United States ar Canada.	
EDWARD W. THAYER, ATTORNEY. ROOMS 505-504, 5th floor, Mears building.	J. W. BURDICK, G. P. A., Albany, N. Y. H. W. CROSS, D. P. A., Scranton, Pa.	
L. A. WATRES, ATTORNEY-AT-LAW, BOARD of Trade building, Scranton, Pa.	Central Railroad of New Jersey. Stations in New York-Foot of Liberty stree N. R., and South Ferry.	
PATTERSON & WILCOX, TRADERS' NATIONAL Bank building.	TIME TABLE IN EFFECT NOV. 25, 1900, Trains leave scranton for New York, Newar Elizabeth, Philadelphia, Easton, Bethlehem, A	
C. COMEGYS, 9-13 REPUBLICAN BUILDING.	a. m.; express, 1.10; express, 3.50 p. m. Su	
A. W. BERTHOLF, ATTORNEY, MEARS BLDG,	Tays, 2.15 p. m. For Dittaton and Wilkes-Barre, 8.20 p. m. 1.	
Physicians and Surgeons.	and 3.50 p. m. Sundaya, 2.15 p. m. For Baltimore and Washington, and poin South and West via Bethlehem, 8.30 a. m., 1.	
DR. W. E. ALLEN, 513 NORTH WASHINGTON avenue.	and 3.50 p. m. Sunday, 2.10 p. m. For Long Branch, Ocean Grove, etc., at 8.	
DR. 8. W. L'AMOREAUX, OFFICE 320 WASH- ington avenue. Rosidence, 1315 Mulberry, Chronic diseases, lungs, heart, kidneys and genito-urinary organs a specialty. Hours, 1 to 4 p. m.	lentown, 8.30 a. m. and 1.10 p. m. Sunda	
Schools.	H. P. BALDWIN, Gen. Pass. Agt. J. H. OLHAUSEN, Gen. Supt.	
SCHOOL OF THE LACKAWANNA SCRANTON, 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., headmaster.	Lehigh Valley Railroad. In Effect Nov. 25, 1900, Trains leave Scranton.	
Miscellaneous.	(Black Diamond Express), and 11.30 p. m. Su days, D. & H. R. R., 1.58, 8.27 p. m.	
DRESSMAKING FOR CHILDREN TO ORDER: also ladies' waists. Louis Shoemaker, 212 Adams avenue.	10 16 and 4 97 th m.	
A. B. BRIGGS CLEANS PRIVY VAULTS AND ceas pools; no odor. Improved pumps used, A. B. Briggs, proprietor. Leave orders 11'90	For Hethlehem, Easton, Reading, Harrisbu and principal intermediate stations via D. & R. R. 6.45, 11.55 a. m.; 2.18, 4.27 (Black D	

A. B. BRIGGS CLEANS PRIVY VAULTS AND cease pools; no odor. Improved pumps used, A. B. Briggs, proprietor. Leave orders 11% North Main avenue, or Ricke's drug store, cor-ner Adams and Mulberry. Telephone 954. and principal intermediate stations via D & H. R. R., 6:45, 11:55 a. m.; 2:15, 4:27 (Black Dia-mond Express), 11:30 p. m. Sundays, D, & H. H. R., 1.58, 8:27 p. m. For Tunkhannock, Towanda, Elmira, Hinaca, Geneva and principal intermediate stations, via D, L. & W. R. H., 8:08 a. m.; 1:05 and 3:40

MRS. L. T. KELLER, SCALP TREATMENT, 59c. shampooing, 60c.; facial massage; manicuring, 25c.; chiropody. 701 Quincy.

Chicago, and all points west, via D. & H. R. R. 11.55 a. m., 3.23 (Black Diamond Express), 7.48 10.41, 11.30 p. m. Sundays, D. & H. R. R. picnics, parties, receptions, weddings and con-cert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming avenue, over Bauer, conductor, 117 Hulbert's music store.

velopes, paper bags, twine. Washington avenue, Scranton, Pa.

in Scranton at the news stands of Reisman Bros., 406 Spruce and 503 Linden: M. Norton, 322 Lackawanna avenue; I. S. Schutzer, 211 Spruce street.

Schedule in Effect May 27, 1900 Trains leave Scranton, D. & H. Station:

6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and for Pitts-burg and the West.

9.38 a. m., week days, for Hazleton, Pottsville, Beading, Norristown, and Philadelphia; and for Sun-bury, Harrisburg, Philadelphia, Baltimore, Washington and Pitts-burg and the West. burg 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 Hasleton, Potts-will Barding for Hasleton, 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.

In Effect Dec. 2, 1900.
South-Leave Scranton for New York at 1.40, 3.00, 5.80, 5.00 and 10.05 a. m.; 12.65, 3.23 p. m.
For Philadelphia at 8.00 and 10.06 a. m.; 12.55 and 3.35 p. m. For Stroudsburg at 6.10 p. m.
Milk accommodation at 8.40 p. m. Arrive at Hoboken at 6.30, 7.18, 10.28, 120, 4.315, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.00, 3.23, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.00, 3.24, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.00, 3.24, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.00, 3.24, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.00, 3.24, 4.48, 7.19 p. m. Arrive stroudsburg at 8.05 s. m.
North-Leave Scranton for Buffale and intermediate stations at 1.15, 4.16 and 6.00 a. m.; 1.05, 5.48 and 11.35 p. m. For Oswege and Syracuse at 4.10 a. m. and 1.55 p. m. For Montrees at 9.00 a. m.; 1.05 and 6.48 p. m. For Nicholson at 4.00 and 1.65 p. m. For Stroudsburg at 6.00 p. a. Arrive in Scranton for Buffale at 1.25, 2.55, 5.45 and 10.00 a. m.; 3.30 and 8.00 p. m. From 0.5, 5.45 and 10.00 a. m.; 3.30 and 8.00 p. m. From Nicholson at 5.750 a. m.; 12.82 and 3.70 p. m. From Nicholson at 7.50 a. m.; 12.82 and 3.70 p. m. From Nicholson at 7.50 a. m.; 3.29 and 6.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.20 and 8.00 p. m. From Nicholson at 5.750 a. m.; 3.29 a

in. From Montrose at 10.00 s. in.; 5.39 and 5.59 p. m. Bioomsburg Division-Leave Scranton for Northumberland, at 6.45, 10.05 s. m.; 1.55 and 5.69 p. m. For Plymouth at 1.05, 3.40, 8.50 p. m. For Kingston at 8.10 s. m. Arrive at North-umberland at 9.55 a. m.; 1.10, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 s. 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 Plymouth at 2.00, 4.32, 9.45 p. m. Arrive at Plymouth at 2.00, 4.32, 9.45 p. m. Arrive at 11.00 a, m. From Plymouth at 7.55 a. m.; 3.20, 3.35 p. m. SUNDAY TRAINS.

a, 2.15 p. m. Washington. and points thlehem, 8.30 a. m., 1.10 y, 2.15 p. m. can Grove, etc., at 8.30 n and Harrisburg, via Al-nd 1.10 p. m. Sundays

5.35 p. m. SUNDAY TRAINS. South-Leave Scranton 1.40, 8.00, 5.50, 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 11.39 m. Bloomaburg Division-Leave Scranton at 10.06 a. m. and 5.50 p. m.

New York, Ontario and Western R.R. TIME TABLE IN EFFECT SUNDAY, NOV. 4,

	North Bound Trains.	
Leave	Leave	Arrive
Scranton.	Carbondale.	Cudoait
10.40 a. m.	11.20 a. m.	1.05 p. m.
6.00 p. m.	Arrive Carbond South Bound.	lale 0.40 p. m.
Leave	Leave	Arrivo
Cadosia.	Carbondale.	Scranton,
	7.00 a. m.	7.40 #. 18.
2.05 p. m.	3.34 p. m.	4.90 p. m.
Sun	lays only, North Bo	
Leave	Leave	Arrive
Scranton.	Carbondale.	Cadoela.
8,30 a. m.	9.10 a. m.	
8.00 K. M.		dale 7.40 p. m.
7.00 p. m.	Leave	Arrive
Leave		
Cadosia.	Carbondale.	Scranton,
Carrier and	7.00 a. m.	7.40 a. m.
4.30 p. m.	5.54 p. m.	6.85 p. m.
	ng Scranton at 10,40	
and 8.30 a. m	., Sundays, make Ne	w York, Corn-
wall, Middlet	own, Walton, Sidn	ey, Norwich,
Rome, Utica,	Oneida and Oswego	connections.
For farther	information consult	ticket agents.
J. C. ANDER	SON, Gen. Pass, Agt.	New York.
J. E. WELSH	Traveling Passenger	Agent, Scran-
fon		Contraction Contraction

Erie and Wyoming Valley.

11.55 a. In: Sundays, S. 10.41, 11.30 p. m. Sundays, S. 10.41, 11.30 p. m. Sundays, S. 11.55, 8.27 p. u. Pullman partor and sleeping or Lehigh Valley partor cars on all trains between Wilkes-Barra and New York, Philadelphia, Buffalo and Suspension Bridge. RolLIN H. WILBUR, Gen. Supt., 26 Cortland RolLIN H. WILBUR, Can. Pass. Agt., 26 Cortland Street, New York. Time Table in Effect Sept. 17, 1990. Trains for Hawley and local points, connect-ing at Hawley with Eric railroad for New York, Newburgh and intermediate points, leave Scran-ton at 7.05 a. m. and 2.25 p. m. Trains arrive at Scranton at 10.30 a. m. and 9.10 p. m. street, New York, CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York, A. W. NONNEMACHER, Div. Pass. Agt., South

Bethlehem, Pa. For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa.

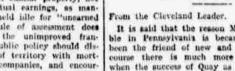
For Geneva, Rochester, Buffalo, Niagara Falls

BAUER'S ORCHESTRA-MUSIC FOR BALLS.

MEGARGEE BROS., PRINTERS' SUPPLIES, EN

THE WILKES-BARRE RECORD CAN BE HAD

From the Cieveland Leader.



owner is getting income from it or not. He may be holding it for future income or to sell, just as a suburban lot owner holds land. The franhe basis of its potential earning power or its