THE SCRANTON TRIBUNE-TUESDAY, JANUARY 22, 1901.

The Scranton TriBune Published Daily, Except Sunday, by The Trib-une Publishing Company, at Fifty Cents a Month,

LIVY S. RICHARD, Editor. O. F. BYXBEE, Business Manager

and the same and other in our ways and the set

New York Office: 150 Nassau St. S. S. VREELAND, Sole Agent for Foreign Advertising.

Entered at the Postsflee at Scianton, Pa., as Second-Class Mail Matter.

When space will permit, The Tribune is always When space will permit, the triends bear-ring on entrent topics, but its rule is that these must be signed, for publication, by the writer's real name; and the condition precedent to are replance is that all contributions shall be subject

THE FLAT RATE FOR ADVERTISING. The following table shows the price per inch each insertion, space to be used within one year:			
DISPLAY	Run of Paper	Siding on Reading	Full Position
Less than 500 luches. 500 inches 1200 i 5000 i	.95 .20 .16 .155	.275 .02 .175 .17	

Rates for Classified Advertising furnished on

TEN PAGES.

SCRANTON, JANUARY 22, 1901.

If the grinding of personal and political axes could only be postponed until the second class city arrangements have been perfected, it would probably be much better for Scranton.

The Victorian Era.

OT ONLY the longest, Victorin's was likewise the most the commonwealth is to use its millillustrious and the most tary power to afford protection to all creditable reign in British men who shall elect to take the va-

cant places.

arbitrators each, the president judge,

sides, shall name one or three addi-

to constitute a court with full power

Nomination of arbitrators carries with

history. The chronology which we published in yesterday's issue presented a brief abstract of some of the more notable political incidents compacted upon notice from either side or both within the 63 1-2 years of this gracious sovereignty; but it was in the mental tional arbitrators, the whole number and moral progress of the English people during the Victorian era that to try, hear and decide the issue. history will find its most gratifying materials.

it a pledge to accept the completed finding, but should either party after-Readers of Thackeray have had inward disobey the verdict of the arbisight into the social conditions and attral court, the commonwealth is to mosphere of court life under the sway of the reprobate George IV. It was use its military power as before, either into this air of debauchery and unto close the working place until the employers obey, or to protect other cleanness that Victoria was called in her 18th year by the death of the coloremployes in case the strikers shall refuse to return to work. The proposiless William IV. At that time it may tion to assert the commonwealth's in truthfulness be said that intempower in this manner is defended by perance was the rule among the men and chastity probably the exception the governor and his advisers upon the ground that it is a justifiable examong the women of the court. How ercise of the police function to prevent by quiet tact, staunch virtue and the disturbances of the public peace faultless example Victoria changed all sure to attend a prolonged war bethis, until in the later years of her tween labor and capital. On this bareign the British court was recognized sis they affirm their belief that the throughout the world as the cleanest Supreme court would sustain the proin Europe, is a fact properly citable as posed act against attack on the score among the most noteworthy of her of unconstitutionality. achievements, for it reveals the spirit of her reign and the uplifting and wholesome trend of her sovereign inance that thorough discussion rather What Victoria did for the improvement of the maners and morals of her immediate environment she did with equal tact for the encouragement of general education and philanthropy, Not only by money did she give more in aid of humane purposes than any predecessor or contemporary, but the benefit of her counsel, patronage and influence could always be counted upon in behalf of a worthy purpose. The democratic spirit of these modern times does not present the same perspective as does history for a correct view of the outlines of monarchical influences and achievement; but in the universal and intensely personal grief into which the British people are now plunged may be found a testimonial to Victoria's worth which no ordinary sovereign of colorless record and negative character could hope to command. As facts hitherto held in confidence are revealed, we shall know presently that Victoria was much more than a figure-head sovereign. The world will learn that until almost the last minute she fulfilled conscientiously and ably the functions devolving upon her queenly office, directed the course of ministries, shaped the ends of foreign and domestic policy, and was in large degree instrumental in the choice of the right men for grave emergencies. This did not always appear on the surface. Since the death of George III no English sovereign has undertaken to rule by sheer force. Victoria employed diplomacy, womanly intuition and thet. But she ruled and she led. The glory of her reign and the credit are fairly her's. Many of its mistakes would not have appeared had she had more power.

der a penalty of not more than \$500 at the rate of fifteen miles per hour, fine and thirty days in jall. The ap- and, running light, have made the trip plicant for the board shall stand as through the tunnel at sixty-eight plaintiff, but where the application is miles per hour. These locomotives, on jointly made the employer shall by the such a grade as can be built from Bufplaintiff, and both sides may appear falo to New York, could haul fifty with their attorneys and counsel. Expressed steel cars with a capacity of perts may testify, and drawings, modfifty tons live load, 2,500 tons of freight els and statements may be introduce1 per train, and the average work with as evidence. Both the board and witsuch freight as has been handled by nesses are to be paid out of the treascanal could average 2,000 tons live load ury of the county in which the arbiper train, not six months, but twelve trators are appointed. A majority of months in the year. the members of the board shall make "A double track railroad, with middle a decision, which, after proper attest

passing sidings, handling only car load by the secreary of the board, becomes lots, estimating on a basis of eight a court record and is to be filed for million tons east-bound and two millsafe keeping. According to the act, ion tons west-bound freight, allowing the finding is to be "final and concluthe railroad, with equipment and tersive" but no provision for enforcement minals, to cost \$100,000,000, could move is made and the act therefore stands freight for less than \$1 per ton, or 5 on the statute books as a dead letter. cents per hundred, 3 cents per bushel. The bill inspired by Governor Stone. car load lots, at owner's risk, whether while not yet made public in detail. sixth class or first class. We can betcontemplates the placing of a kind of ter appreciate what this means when police quarantine around the mine. a local rate could be made so that mill, factory or shop in which a strike Rochester manufacturers could ship to of magnitude occurs. It provides New York for 416 cents per hundred, substantially that upon notice given Syracuse 4 cents, Rome and Utica 31/2 by the mine or factory inspector's decents, Amsterdam and Schenectady 3 partment, that such a strike is in procents, and Kingston and Newburg 2 gress, and if within three days followcents per hundred; or, in the case of ing neither of the parties in conflict the latter cities, for a less amount per shall have named three arbitrators. ton than it costs the coal dealers to the governor, in the interest of the deliver a ton of coal to a private resipublic order, and without waiting for dence anywhere in the city." further summons, shall order to the

While the foregoing is of greater inscene of trouble a sufficient military terest to New Yorkers than to others, force to do either of two things. If it has a suggestive value which is genthe strikers name arbitrators and the eral. In many communities are canals employers decline or fail to name about ready to be condemned. In other them, the mine, factory, mill or shop communities are abandoned railroad is to be seized by the commonwealth rights of way, already graded and and closed until arbitration is aceasily convertible into roadbeds for cepted by the employers. If the emelectric freight trains. To this must ployers name arbitrators and the be added the numerous passenger strikers decline or fall to name them, street railways that hunger and thirst for legislative permission to carry parcel and bulk freight. Soon these possibilities will be realized. It is doubtful if the steam railroads, with When both parties have named three

all their potency at state capitals, can much longer postpone the inevitable. As a matter of fact, many shrewd steam railway officials are quietly preparing to occupy the electrical field themselves, furnishing the capital to figurehead trolley corporations with a view to pre-empting available franchizes.

In a private letter to a friend in Washington General S. M. B. Young of the army, who has been in the Philippines from the beginning of American occupation, writes that the natives are much more difficult to deal with than the Indians of the United States because they have the same savage instincts, with habits of civilized people. He adds: "The encouragement they receive from the United States and the delusive hopes held out to them by the anti-imperialist politicians is the principal cause of prolonging the trouble." No comment is needed.

roy" is now a congressional newspaper reporter in Washington. It is a pleas-

seraglio, half pig-stye, as it had during the reign of the Georges. Happily for her, Victoria was trained with the greatest care to her prospective elevation to the throne by her mother, who was a woman of commanding common sense. A few days after Victoria was proclaimed queen the days one and only scandal in connection with court life during her memorable reign took place, if scandal it can be called. With an insolence that can hardly be credited at the present day, the cabinet drinkers and hard livers as the majority of them were, should select her maids of honor, she herself being too young and inexperienced to do so. This brought on a political crisis which was called "The Bed-chamber Scandal." The queen

triumphed and her domestic life since became the idealized model of all the courts of Europe. Queen Victoria detested war as a woman and as

sovereign. When she told her soldiers setting out for war on returning from it that her heart bled for them and their families, she meant what she said, not as an expression of royal benignity, but as index to her feelings as deep as it was sincere. She was a womanly woman in her private life, loving her children and her friends with the motherly feelings and affections of the humblest woman in her realms. Her husband the late Prince Consort, died comparatively early in life and through her long widowhood she was afflicted, probably, with more family bereavements than any woman of the century. She was wont to say to her friends that she thought her self fortunate indeed if her court was out of mourning three months out of the twelve. Her influence in elevating the moral tone of English society was immense. She permitted no woman to approach her court with whose name the breath of scandal had become associated. Army or naval officers whose moral reputations becam besmirched had to leave her service, and leave it instantly.



New Spring Embroideries This morning we place on sale the most exquisite line ReynoldsBros Embroideries we have ever imported. For this season many new ideas are introduced, and to these we desire to call your special attention. such as Point Venice Edgings, Insertings and all-overs. New Rose Pattern All-overs, with edge and inserting to match. Fine Lace Edge Nainsook trimmings and insertings. Extra F ne Wide Insertings for ribbon interlacing, entirely new. Blind Embroideries and Insertings for underwear trimming, in a most excellent

Furnished Rooms. FOR RENT-TWO DESIRABLE FURNISHED rooms for gentlemen in private family, 330 North Washington avenue.

Rooms Wanted. WANTED-THREE OR FOUR UNFURNISHED

GENTLEMAN WANTS LARGE, WELL FUR-

nished room; desirable locality, with cr without board, Address E., Tribune,

Board Wanted.

BOARD WANTED-FOR THREE ADULTS AND

one small child, in respectable Jewish fat ily, living in first-class neighborhood. Sta price, W. A., Tribune office

Recruits Wanted.

wanted-Ahle-bodied men, service on our war ships in all parts of the world and on land in the Philippines when required. Recruiting of-ficer, 103 Wyoming avenue, Scranton.

LEGAL.

THE ANNUAL MEETING OF THE STOCK holders of the Lackawanna Trust and Saf

Deposit company for the election of directors to serve for the casuing year, will be held at the

office of the company, 404 Lackawanna avenue Scranton, Pa., on Monday, Feb. 4, 1901, betweed the hours of three and four o'clock p. m.

holders of The Moosie Powder Company will held at their office, in the City of Scranton, ... on Wednesday, Jan. 23, 1901, at 8 o'clock

ensuing year and transacting such other ness as may come before them. No transfer tork will be made for ten days next pre-ng the day of election.

ANNUAL MEETING OF THE STOCK.

me of electing directors for ad transacting such other

T.H.WATKINS.

JOHN D. SHERER, Secretary,

the hours of thr

for the pur

location. W. P. H., Tribune office,

510-512 JOSEPHI KUETTEL, HEAR SH LACKAWANNA LACKAWANNA AVENUE

The original of "Little Lord Fauntle-

AGO TODAY" ***** (Copyright, 1000, by R. E. Hughes, Louis-

farious and

THE NINETEENTH CENTURY dawned with

practically the whole of the European world at Napoleon's feet. Great Britain alone stood out against him. During the past year he had whipped Austria at every

turn, until she was anxious to quit; now the wily First Consul of France had secured the co-operation of every nation of any strength in a Maritime League against England, seemed the first few months of the year year th he would grind the British Isles under his heel and look longingly toward Mars or some other planet for a chance to right another world. Subequent events did not make the sailing quite as easy as Bonaparte had expected, alth before the year was out England was willing

to sign a treaty of peace. The opening of the century found Great Britain fitting out a fleet for the Baltic to put Nelson was an end to the menacing league. Nelson was with it. That made all battles half won be-fore begun. Copenhagen was the first. The Danish fleet met the Britishers with a warm reception, which continued four hours. the Danes lost. Nelson now turned his atten tion to the Russian fleet, bent on wiping the ships of each nation in the Maritime League

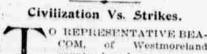
against England off the face of the waters, when his hand was staved by the announce men that Nicholas I had succeeded Paul on th Russian throne and had withdrawn from the of such vast and far-reaching import- ure to announce also that "Little Lord slightest French alliance, thus breaking the

Fauntleroy" did not engage in the backbone of the league.

singled out in history as the monarch who reign, in the words of John Bright, "needed r apology" from her four hundred million of sub jects distributed over two-thirds of the inhabited civilized and barbarian world. Anglo-Saxon. **ONE HUNDRED YEARS**

phenomenal activities

It is gratifying to observe that the West Point hazers have decided to miles long southeast of Schenectady, emulate the example of Mr. Crockett's freight can be hauled from Buffalo to coon.



COM, of Westmoreland county has been entrusted the introduction of a bill at

Harrisburg, along the lines of Governor Stone's recent message, for the protection of society against the evila growing out of strikes. Its introduction will mark a neteworthy step in advance of existing legislation on this subject

An act approved May 18, 1893, is now on the statute books making it. legal for one or both parties to an industrial dispute to petition courts of common pleas to name a board of mediation and arbitration. Where joint application is made, court may grant a rule on each party to select three citizens not conficted with the Interests of either party as arbitrators. The court is to select three other members of the board, making a total of nine. Wher, but one party makes application the court shall give notice to both parties to appoint arbitrators, and if either party refuses to name its members within ten days, the court shall appoint six members. The board water power controlled by the state is directed to consider all papers presented to it, establish its rules and sit as a regularly constituted tribunal. Baltimore and Ohio railroad have been At the request of any two members, in constant service for several years the president of the board may send and have proved a complete success.

than hasty conclusion is called for. This is worthy of widespread participation so that when the legislature shall act it may proceed wisely. One thing is certain: The complex organization of modern industry into immense and often rival'camps, employers merging into great corporations on the one hand, and workingmen, on the other combining in powerful labor unions and giant federations, has brought forward economic and social conditions beyond the control of former legislation on this subject, and

The question here touched upon is

laws. Is it powerless to do this effectively and justly? This is for the near future to determine.

The proposal to abolish stamps upon

bank checks of small denomination is socialistic. All checks or none should be stamped.

Electric Conveyance of Freight.

TOR MANY years one of the most perplexing problems in New York state has been what disposition to make of the Erie canal. Millions have been

spent on this unsatisfactory waterway and millions more must be spent unless it be abandoned, but those who argue for its abandonment have hitherto offered no substitute.

It has remained for a former city surveyor of Utica, N. Y., Mr. J. H. Ehrehart, to supply this missing link, In a letter to the Engineering News he proposes to construct an electric freight railway on the canal right of way and work a revolution in the costs of transportation. Such a road, he points out, would traverse the entire state without a grade crossing. and by constructing a tunnel four New York and raised less than fifty feet in the entire distance, and part of this amount of elevation is only required to modify the grades in Rochester, Syracuse and Utica. As to the possibilities of electrical transmission he says:

"The state has unlimited water power at Niagara; it has 70 feet head at Lockport for all the water it can carry to that point; it has 90 feet head at Rochester, with the great storage reservoir at Portage at its command; it has 800 feet head at Rome on the Black River canal, with large storage capacity in the Adirondacks; it has 40 feet head at Little Falls on the Mohawk river; it has 200 feet head in the Mohawk river from Schenectady to Troy, which can all be utilized, with storage reservoirs on Schoharie creek and East and West Canada creeks. Economical transmission is now possible at fifty miles, and will probably soon reach seventy-five miles. Thus it will require but two stations on the Hudson river, one about Fonda on the Mohawk, and one between Syracuse and Rochester, to be operated with steam with coal for fuel. Even in these last districts there is considerable

that can be used. "The three electric locomotives of the for persons, books and papers and he These locomotives haul thirty-five mey compel witnesses to testify; un- loaded cars up a forty-two foot grade

until he had undergone a haircut.

The grip microbe seems to have succumbed to treatment but the municipal microbe is liable to prompt us to all sorts of strange moves before Scranton with a powerful fact against Boulogne. anchored.

Prof. Garner, the student of monkey language, is a native of Tennessee, but residents of the state refuse to agree that monkey talk is any easier civilization is called upon to revise its for him on that account.

> Ex-President Cleveland, like many others, thinks that we ought to have peace, but does not offer any welldefined plan to bring it about.

It is intimated that the River and Harbor bill invariably points out much expensive territory that the geographies overlook.

Victoria's Reign a Memorable One

Editor of The Tribunc-

Sir: When Sir Charles Dilke was a young man he began his political career by an onslaught on the queen and the royal family of Great Britain, not personally, but as a constitutional anachronism, a political anomaly and a national extrava-gance. The late John Bright, then in the hey-day gance. of his power and popularity as a reformer and a Radical, answered Sir Charles by saying that monarchy in England under Queen Victoria needed no apology. To a republican, living under republican institutions, monarachy does, indeed, need an apology more or less plausible according to the limitations or autocracy of the manarcutal power. There is nothing under the sun so diffcult for a foreigner to comprehend as the political institutions of another country. He may assimilate their theoretical principles or appremay hend their application, or even sympathize historical states of government; but some of the those which have no anomaly in his own institutions he regards either as reactionary, superfluous despicable, and an American, for instance, cannot readily conceive why Englishmen not only safeguard but almost worship such an effete institution as monarchy, headed into inanity by a republican parliament and a democratic executive. Menarchy as a social institution is another matter. A court gratifies all the variety of human wishes. It depends altogether upon the character of the sovereign how far its moral tone el

vates, or degrades, not only its environment, but the national character, The influence of Queen Victoria on the histori-

cal development of the British empire during her long and glorious reign of nearly sixty-five years only is perspective. Her political power has been so passive and so impalpable that few of her own abjects outside the small circle of the higher officers of state recognized it or even regarded it; yet it existed to an extent which moulded the destiny of the empire to a greater extent than that of any of her predecessors from the days of Elizabeth to her own. It is true that the Stewart dynasty, which intervened between the Plantagnet and the Hanoverian, kept England in a state of revolution for a century. George the Third precipitated the American revolution, and his father before him was instrumental in precinitating Napoleonic wars. But their influence was de structive, not constructive. It was antagonistic to political, social and material progress of those despots made for monarchial anarchy and not for national progress.

In 1837 when Queen Victoria came to the throne she was only eighteen years of age. She suc-ceeded her uncle, William the Third, the brother of George the Fourth, the last of the Hanoverian dynasty who ruled in England. The four Georges, the four fools, as Byron called them, were noted for their imperturbable ignorance, their vulgarity, their sensuality, their obstinacy and ignorance their semmailty, their obstinacy and ignorance of the English language. It was not a promising ancestral stock from which to bring forth a queen of England, and that queen a mere girl, with the country prostfated at home and threatened from abroad. Under Walliam's short and indication using the court welfered in scinuality, balf balf Established 1888.

Our

This news would have startled most generals not so with Napoleon. He now actually threat ened an invasion of England from Boulogne. Large bodies of troops were moved to this point

with the ostensiole intention of being transporte to the English coast. The British government however, made energetic preparations to resist the threatened invasion. Lord Nelson was sen has been permanently classified and Bonaparte, convinced of the hopelessness of suc cess, abandoned the enterprise. In the mean Abercrombie's famous expedition to Egypt had been made. On March 2 "Sir Ralph" rived in Abou-ker Bay and made a good land ing in the face of a well-disposed French force which offered every possible realistance. Three weeks later Abercrombie defeated the French MARINE CORFS, U. S. NAVY, RECRUITS watted-Able-bodied men, service on our war shirs in all parts of the world and on land under Menou at Alexandria, but fell in the mu ment of victory, Later a bold march, execut with talent, effected the capitulation on June 27

of Cairo: Alexander serrendered on Sept. 1 and the French sailed from the shores of Egypt. The Turkish government was restored, During all these operations in Egypt on land,

the British were not idle on water. On July C there was a pretty warm engagement near Algeciras, a seaport of Spain. Summarez, the English admiral, attacked a Franco-Spanish fleet and sustained a reverse, losing H. M. S. Hanibal, with seventy-four guns. Six days later though he went at them again off Cadiz, Spain, and THE ANNUAL MEETING OF THE STOCKHOLD

though the fleet of the enemy was double his holders of The St. Clair Coal Company for the election of directors and the transaction of such other business as may properly come before it will be held on Monday, Jan. 28, 1901, at the wn strength, he inflicted on them a complete defeat. The latter fight was brought on hy Saumarez's trying to prevent a fleet of Beitish merchantment from talling into the bands of office of the constant, such as point at the office of the constant, in the Library building, Scranton, Pa., at 3 o'clock p. m. At this meet-ing it is intended to amend the by-laws. No transfer of stock will be made for the ten days next preceding the date of the above meeting. N. G. TAVLOR, Secretary. the enemy. Regarding Saumarez's achievement Nelson said "a greater action was never fought."

Both France and England seemed to be satis fied with the war, and Oct. 1 peace between the two nations was declared. Eight days later if THE ANNUAL MEETING OF THE STOCKwas followed by peace between France and Rus These later became a definite treaty at Amiens, by the terms of which England was reuired to restore Malta to the Knights and the

Cape of Good Hope to the Dutch, All Europe now enjoyed a short interval of peace, and Napoleen directed his attention to ceding the day of the establishment of order and the security of his authority in France. Before the year was out he made a freaty called "The Concorhelders of the Tribuse Publishing Company of Scranton will be held at the office of the Congany on Tuesday, January 22, at 3 p. m., to elect officers for the ensuing year, and for the purpose of transacting any other business that may come before the mention dat" with the Pope for the re-establishment of religion in France. By this the first coust acminated and Pius VII appointed bishops, was were all required to swear allegiance to the republic. Several who refused were driven from France and founded in England La Potite Eglise. may come before the This the first year of the century which opened with such promise of roaring cannon in wars, closed with the fulfillment of cooing doves in peace.

. . . The first Imperial Parliament of the United Kingdom-England, Scotland and Ireland-met today. The resignation of Pitt, because he could not keep his promise to restore the Catholics of Ireland to political power, followed, and Ad dington became Prime Minister.

New Century Every Day

Child's Solid School Shoes Ladles' Comfort House Shoes Roys' Solid School Shoes Misses' Solid School Shoes Men's Dress Rubbers Men's Arctics and Alaskas

Toes a Little Narrow. Our styles are pleasant dreams. Our pleasant facts.

LEWIS & REILLY

GO ALONG RIGHT SMART.

O. F. BYXBEE, Secretary, TO WHOM IT MAY CONCERN-THES IS TO give notice that by vote of the majority in ober and value of interest, it has been deterdissolve a certain partnership heretefore form d and organized and known tion horret.form d and organized and known as The Hendrick Lead Company. Limited, the Ar-ticles of Association of which hear date the twenty-eighth day of December, 1887, and are recorded in the Recorder's Office of Lackawana County, in Limited Partnership Rook 1, page 183, and all the property of the said partnership asso-ciation having been distributed among the per-sons entitled thereto, and all its liabilities paid, the said partnership association has been dissolved the suid partner-hip association has been dissolved by the voluntary act thereof, and this notice is published in accordance with the statute in such case made and provided. ALWAYS BUSY. Attest: A. F. LAW, Secretary,

PROFESSIONAL. Certified Public Accountant.

Architects.

DR. C. E. EILENBERGER, PAULI BUILDING

DR. C. C. LAUBACH, 115 WYOMING AVENUE.

DR. W. E. ALLEN, 518 NORTH WASHINGTON

DR. S. W. L'AMOREAUX, OFFICE 359 WASHington avenue. Residence, LHS Mulberry, Chronic diseases, lungs, heart, kidneys and genito-urinary organs a specialty. Hours, 1 to 4 p. m. Wholesale and Risit

Miscellaneous. DRESSMAKING FOR CHILDREN TO ORDER;

sage; manicuring

Wire Screens.

A. B. BRIGGS CLEANS PRIVY VAULTS AND

BAUER'S ORCHESTRA-MUSIC FOR BALLS, picnics, parties, receptions, weddings and con-cert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming avenue, over

MEGARGEE BROS., PRINTERS' SUPPLIES, EN-

THE WILKES-BARRE RECORD CAN BE HAD

in Scranton at the news stands of Reisman Bros., 406 Spruce and 503 Linden; M. Norton 522 Lackawanna avenue; I. S. Schutzer, 211

RAILFOAD TIME TABLES.

Lehigh Valley Railroad.

In Effect Nov. 25, 1900.

shampooing, 50c.; facial massa 25c.; chiropody, 701 Quincy,

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

Hulbert's music store.

Spruce street,

houses, 1950 phone, 782.

avenue, Screens,

Stat

Adams avenue.

RAILROAD TIME TABLES. waists. Louis Shoemaker, 212

PENNSYLVANIA KAILROAJ Schedule in Effect May 27, 1900.

cces pools; no odor. Improved pumps used, A. B. Briggs, proprietor. Leave orders 1120 North Main avenue, or Elicke's drug store, cor-ner Adams and Muiberry. Telephone 954. Trains leave Scranton, D. & H. Station: MRS L. T. KELLER, SCALP TREATMENT, 50c

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, Reading, Norristown, and Philadelphia; and for Sunbury, Harrisburg, Philadelphia, B lt more, Washington and Pittsburg 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 Hazleton, Potts-with Paradage for more days

ville, Reading, &c., week days. 1.27 p. m., week days, for Sunbury, Hazleton, Pottsville, Harrisburg, Philadelphia and Pittsburg.

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

In Effect Nov. 25, 1900. Trains leave Scranton, For Philadelphia and Now York via D. & H. R. R., at 0.45 and 11.55 a. m., and 2.18, 4.27 (Black Diamond Express), and 11.30 p. m. Sun-days, D. & H. R. R., 1.55, 8.27 p. m. For White Haven, Marleton and principal points in the coal tegione, via D. & H. R. R. 0.45, 2.15 and 4.27 p. m. For Pottaville, 6.45, attacast 197 p. m. Delaware, Lackawanna and Western, In Effect Dec. 2, 1900.

ath-Leave Scranton for New York at 1.40. 3.00, 5.50, 8.00 and 10.05 a. m.; 12.55, 3.33 For Philadelphia at 8.00 and 10.65 a. m.; and 3.43 p. m. For Stroudsburg at 6.10 With accommodation at 3.40 p. m. and 2.43 p. m. For Stroudsburg at 6.10 p. m. Milk accommodation at 3.40 p. m. Arrive at Hoboken at 6.30, 7.18, 10.28, 12.06, 3.15, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.06, 3.53, 6.00 and 3.22 p. m. Arrive from New York at 1.10, 4.06 and 10.23 a. m.; 1.00, 1.52, 5.43, 8.45 and 11.39 p. m. From Stroudsburg at 8.05 a. m.; North-Leave Scranton for Buffalo and inter-mediate stations at 1.15, 4.10 and 9.00 a. m.; 1.55, 5.48 and 11.35 p. m. For Oswego and Syra-cuse at 1.19 a. m. and 1.55 p. m. For Utica at 1.10 a. m. and 1.55 p. m. For Montrose at 9.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 and 6.15 p. m. For Binghamton at 10.29 a. m. Ar-6.45, 2.15 and 4.27 p. m. For Fortavine, 6.45, 2.15 and 4.27 p. m. For Bothichem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R. 6.45, 11.55 a. m.; 2.18, 4.27 (Black D.a. mond Express), 11.50 p. m. Sondays, D. & H. R. R. 1.55, 8.27 p. m. For Tunkiannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D. L. & W. R. R. 8.08 a. m.; 1.05 and 3.40 p. m. a. m.; 1.00 and 5.45 p. m. For Nicholson at 4.00 rand 6.15 p. m. For Binghamitton at 1.020 a. m. Ar-rive in Scranton from Buffalo at 1.25, 2.35, 5.43 and 10.00 a. m.; 3.30 and 8.00 p. m. From Os-wego and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m. From Utics at 2.55 a. m.; 12.38 and 3.00 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 5.00 p. m.

3.25 p. m. SUNDAY TRAINS.

New York, Ontario and Western R.R.

TIME TABLE IN EFFECT SUNDAY, DEC. 30,

rth Bound Trains, Leave Arrive Carbondale, Cadosia, 11.20 a.m., L05 p.m., Arrive Carbondale 6.40 p.m. South Bound, Leave Arrive Carbondale, Scranton, 7.60 a.m., 7.40 s.m., 3.34 p.m. 4.20 p.m.

Leave Arrive Carbondale, Cadosia, 9.10 a. m. 10.45 a. m. Arrive Carbondale 7.40 p. m. Leave Arrive Carbondale, Scranton

7.40 s. m. 4.20 p. m.

Seranton. 7.40 a. m. 6.35 p. m. m., daily,

190

North Bound Trains.

a. 3.34 p. m. Sundays only, North Bound.

Erle and Wyoming Valley.

Time Table in Effect Sept. 17, 1990.

11.55, 8.27 p. m. Pullman parlor and sloeping or Lehigh Valley parlor care on all trains between Wilkessflarre and New York. Philadelphia, Buffato and Suspension Bridge, ROLLIN H. WILBUR, Gen. Supt., 26 Cortland

street, New York, CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York. NONNEMACHER, Div. Pass. Agt., South

p. m. Bloomsburg 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-umberland at 9.55 a. m.; 1.19, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 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 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 Plymouth at 2.00, 4.32, 9.45 p. m. From Kingston at 11.09 a. m. From Plymouth at 7.55 a. m.; 3.29, 5.35 p. m. Bethlehem, Pa. For tickets and Pullman reservations apply to 205 Lackawanna avenue. Scranton, Pa.

Delaware and Hudson.

m. For Geneva, Rochester, Buffalo, Niagara Falls,

For Geneva, Rosenta Busst, Via D. & H. R. R. Chicago, and all points west, via D. & H. R. R. R. 55 a. m., 3.35 (Black Diamond Express), 7,48, 10.41, 11.59 p. m. Sundays, D. & H. R. R.

In Effect Nov. 25, 1980. Trains for Curbondale leave Scranton an, 8.55, 10.15 a. to.; 12.00, 1.25, 2.34, 5 (33, 10.15 a. m.; 12.00, 1.25, 2.34, 3.52, 5.25, 7.57, 9.15, 11.15 p. m.; 1.16 a. m. Honesdale=0.25, 10.13 a. m.; 2.44 and

South-Leave Scranton 1.40, 3.00, 5.50, 10.05 a. South-Leave Scranton 1.15, 4.10 a. m.; 1.35, North-Leave Scranton at 1.15, 4.10 a. m.; 1.35, 5.18 and 11.35 p. m. Bloomaburg Division-Leave Scranton at 10.05 a. m. and 5.50 p. m. 5.29 p. 10. For Wilkes Darre-6.45, 7.48, 8.43, 0.38, 10.43, 11.55 a. m.; 1.28, 0.18, 3.33, 4.27, 6.10, 7.48, 10.44,

11.50 p. m. For L. V. R. R. points-0.45, 11.55 s. m.; 2.18, and 11.40 p. m. or Pennsylvania R. R. points-0.43, 2.38 a.

For Albany and all points north-0.20 a. m. For Albany and all points north-0.20 a. m. SUNDAY TRAINS.

For Carbondale-0.00, 11.33 a. m.: 2.44, 3.52, 47, 10.52 p. m. For Wilkes-Barre-9.38, 11.55 a. m.; 1.58, 3.28,

6.27, 8.27 p. m. For Albany and points north—3.52 p. m. For Honselale—9.69 a. m. and 3.32 p. m. Lowest rates to all points in United States and

Canada nada, J. W. BURDICK, G. P. A., Albany, N. Y. H. W. CROSS, D. P. A., Seranton, Pa.

Central Bailroad of New Jersey. Stations in New York-Foot of Liberty street,

R., and South Ferry. TIME TABLE IN EFFECT NOV. 25, 1900.

N. R., and south FORM.
THE TABLE IN KEFECT NOV. 25, 1990.
Trains leave Scronton for New York, Newark, Elizabeth, Fulledelphia, Enstein, Bethlehem, Allentow, Mauch Chunk and White Haven, at 8,300 a.m., 101 and 2,50 p. m. Sunday, 2,10 p. m.
For Battimore and Wilkes-Barre, 8,30 a. m., 1.10 and 3,50 p. m. Sunday, 2,10 p. m.
For Battimore and Washington, and points South and West via Bethlehem, 8,30 a. m., 1.10 and 3,50 p. m. Sunday, 2,10 p. m.
For Long Branch, Ocean Grove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Grove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Grove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Grove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Grove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Grove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Brove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Brove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Brove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Brove, etc., at 8,20 a. m. and 1,10 p. m.
For Long Branch, Ocean Brove, etc., at 8,20 a. m. and 1,10 p. m.
For Brough tickets to all boints east, south and west at lowest rates. It is station.
H. P. DWIN, Gen. Paw, Agt.
J. H. WINEN, Gen. Supp.

Cadosia. Carbondale. Scranton. Cadosia. 7.69 a.m. 7.49 a.m. 4.30 p.m. 5.34 p.m. 6.35 p.m. Trains leaving Scranton at 10.40 a.m., daily, and 8.30 a.m., Sundays, make New York, Corn-wall, Middletown, Walton, Sidney, Norwich, Rome, Utica, Oncida and Owwego connections. For further information consult ticket agenta. J. C. ANDERSON, Gen. Pass. Agt., New York, J. E. WELSH, Traveling Passenger Agent, Scran-ton.

Trains for Hawley and local points, connect-ing at Hawley with Eric railroad for New York, Newburgh and intermediate points, leave Scrap-ton at 7.05 s. m. and 2.25 p. m. Trains arrive at Scranton at 10.50 s. m. and 9.19 p. m.

Leave

Leave

Leave

Cadonia.

2.05 p. m

nton

Scranton. 8,20 a. m. 7,00 p. m.

Cadosia.

Scranton

10.40 4. 10

6.00 p. m.

00 E. C. SPAULDING, 220 BROADWAY, NEW York.

500

prine

Sales DR. I. O. LYMAN, SCRANTON PRIVATE HOS pital, corner Wyoming and Mulberry

Physicians and Surgeons.

EDWARD H. DAVIS, ARCHITECT, CONNELL FREDERICK L. BROWN, ARCHITECT, PRICE building, 126 Washington avenue, Scranton.

Dentists.

DR. H. F. REYNOLDS, OPP. P. O.

50c. 50c. 50c. 50c. That's All