the Scranton Tribune

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When space will permit, The Tribune is always giad to print short letters from its friends bearing on current topics, but its rule is that these must be signed, for publication, by the writer's real name; and the condition precedent to acceptance is that all contributions shall be subject to editorial revision.

THE FLAT RATE FOR ADVERTISING. The following table shows the price per each insertion, space to be used within one

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DISPLAY

TEN PAGES.

SCRANTON, FEBRUARY 8, 1901.

Scranton is to receive proper consideration, no matter who gots "ripped" at Harrisburg.

Railroad Combinations.

CCORDING to the Chicago Record, Russell Sage is deploring the tendency toward railroad consolidation and giving as one of his reasons for feeling as he does that the combinations that are being made are likely to awaken increased public hostility to the railroads. Mr. Sage's pessimism increases interest in the tentoward consolidation which now prevails among railroads much as it was recently manifested among industrial concerns. The railroad lines of the country are already grouped in five principal combinations, which are detailed below:

Vanderbill Group-New York Central, Boston and Albany, West Shore, Lake Shore and Michigan, Southern, Michigan Central, Lake Eric and Western, Rig Four, Nickel Plate, Chicago and Northwestern, Delaware and Hudson, Ontario and Western, Union Pacific, Southern Pacific and Chi esgo, St. Paul, Minneapolis and Omaha,

Pennsylvania Group-Pennsylvania ratiroad sys tem, Chesapeake and Ohio, Baltimore and Ohio, Baltimore and Olito Southwestern, Western New York and Pennsylvania lines west of Pittsburg. Morgan-Rocketeller-Hill Group-Erie, Philadel phia and Reading, Jersey Central, Leidgh Valley Southern system, Monon, Great Northern, North

ern Pacific, Chicago, Milwaukee and St. Paul, Misseuri, Kansas and Texas, Delaware, Luckawane na and Western, and Mobile and Obio. Harriman Group-Elline's Central, Chicago and Alton, Kansaw City and Western, St. Peoria and Northern, and Chicago Terminal

Gould Group Missouri Pacific, St. Louis South tional and Great Northern.

In addition to the railroads em-

braced in the groups outlined in the foregoing are a number of lines which up to the present time have not been absorbed in any of the groups. Most of these isolated lines have welldefined leanings toward one or the other of the groups, and logically will eventually will be formed with the Santa Fe as the nucleus. The detached roads Nashville, the Minneapolis and St. Louis, the Iowa Central, the Chicago Great Western, the Rock Island, the Wisconsin Central, the New York. New Haven and Hartford, the Boston and Maine, the Scaboard Air Line

and the Plant system. The likelihood that after the groups are fully developed, they will in turn begin to consolidate with one another is one of the prospects that is indeed startling, because of the magnitude of the interests involved, if for no other reason. It does not follow, as Mr. Sage would have it appear, that the mere fact of railroad consolidation will awaken public hostility to the railroads. The feeling of the pubhe toward the railroads is certain to be responsive to the attitude of the railroads toward the public.

In most instances the consolidations have resulted in improved service and cheaner rates, and under these circumstances it is difficult to see what grounds for dissatisfaction will appear. Much of the talk regarding the evils of combination in railroads is all bosh. The managers of the great lines of today realize that the public is entitled to consideration and they aim to give the best service possible. If the combined railroads perform their work better and without discrimination between the big and the little shippers, the public will applaud the policy of consolidation. Much more than the industrial concerns which have consolidated the rallroads will be able to reduce charges because, while operating expenses may be materially reduced, there has been no great increase of capitalization as was the case in the industrial consolidations. The attitude of the people toward the consolidated railroads can be made friendly or resentful as the railroad

There still seems to be a question whether the attitude of the governor of Ohio is friendly to Jeffries or Ruh-

Honors Earned. ECENT army nominations by President McKinley give satisfaction to the public in general for the reason that they disclose no evidence of political influence or favoritism. These nominations, made in spite of extraordinary pressure brought to bear in the interest of men who have been overlooked. indicate that merit alone has been the guide in the selection of those deemed

worthy of new honors. The retention of General Miles at the head of the army in the exalted rank of lieutenant general, the rank and emoluments of which he has enjoyed while s-rving as general commanding. is becoming recognition of services him would have been in effect a degradation which nothing that he has done laughable. If the chargions persist tor? asked a woman.

would have justified. Naturally the promotion of Adna R. Chaffee to the rank of major general arouses most enthusiasm, his heroism at El Caney and his more recent conduct in China having won for him an enviable posttion in popular esteem, which is not a whit lessened by the fact that he has risen from the ranks over the heads of General Wood the reward comes for services less distinctly military but none the less worthy of recognition. In every instance the nominations laid bethe senate are of men who have won rank by hard work. .

The army canteen has at last been abolished. A year or two hence we will know whether the positions taken upon the subject by the president, secretary of war and army officers were erroneous.

Agricultural Exports.

THILE THE wonderful growth attending the exportation of domestic manufactures has somewhat reduced the relative proportion of farm products comprised in our total exports, the increase in our agcovered by the present administration has nevertheless been most remarkable. An analysis of the figures embodied in the last annual report of the secretary of the treasury is well

worthy of study. Our total sales of domestic farm in that city. products to foreign countries during the four fiscal years 1897-1999 aggregated the enormous sum of \$3,186,000,-000, or close to \$800,000,000 in excess of the export value for the preceding four-year period. In other words, we received on an average during 1897-1900 for products of domestic agriculture marketed abroad nearly \$200,000,000 a year above the annual amount paid us for such products during 1892-1896.

The agricultural exports of the United States for the fiscal year ended June 30, 1900, amounted in value to \$844,000,000, exceeding all other records except the phenomenal one of 1898. when a valuation of \$859,000,000 was attained. During the past four years, 1897-1900, the farm produce exported had an average annual value of \$797,-000,000, as compared with only \$598,-000,000 for the prior four-year period.

One of the most striking features of our foreign trade during the last few years has been the rapid growth of exports to the Orient. In 1896, five years ago, our total shipments of domestic merchandise to Asia and Oceanica were valued at \$43,000,000, and these exports included agricultural products to the value of \$9,700,000. During the following year, 1897, the total export value rose to \$62,000,000, while the amount received for products of the farm increased to \$15,000,000, Each succeeding year, in like manner, has witnessed further striking gains, until in 1900 our export trade with the Orient exhibited an annual value of \$107,000,000, including shipments of farm produce worth \$30,000,000. The growth of our agricultural exports to that quarter of the globe-from \$9,-700,000 in 1896 to \$30,000,000 in 1900was especially marked, showing a gain that amounted in the brief space of

One of the most striking examples of increase among our agricultural exports to the Orient is afforded by the great southern staple, cotton. Of this product, we shipped across the Pacific in 1896 only 38,000 bales, valued at \$1,500,000, whereas our exports to the same destination in 1900 were nearly ten times as large, amounting to 325,-000 bales, valued at over \$13,000,000.

It is interesting to note that, with the increased shipments of the raw fiber, there was also a marked growth in the exports of cotton manufactures. During 1900 our cotton manufacturers shipped over \$12,000,000 worth of goods to the Orient, as against only \$5,500,-000 worth during 1896, five years ago. The cotton fabrics which were marketed in the Orient during the past fiscal year formed in value more than 50 per cent, of our total exports of

these goods to all destinations. After cotton, the principal article among our agricultural exports to the Orient is wheat flour. The trade in this product has been nearly doubled since 1896. In that year the shipments amounted to 1,211,000 barrels, worth \$3,600,000, whereas in 1900 they reached as high as 2,378,000 barrels, worth over

\$7,000,000. During the past fiscal year the new island dependencies of the United States-Cuba, Porto Rico, the Hawaiian Islands, and the Philippinesfurnished a market for more than \$45,-000,000 worth of our domestic products, manufactured and agricultural. Five years ago these same islands purchased from us only \$13,000,000 worth of goods. In the four years subsequent to 1896 our export trade with the islands mentioned has been more than trebled in value,

A comparison of our total domestic exports for the years 1896 and 1900 shows that the value increased in the case of Cuba from \$7,300,000 to \$25,000,-000, Porto Rico from \$2,100,000 to \$4,-300,000, the Hawaiian Islands from \$3,900,000 to \$13,000,000, and the Philippines from less than \$200,000 to over \$2,600,000. The growth of our agricultural exports to the new dependencies during these years was proportionately as great as that recorded for our total exports of domestic merchandise. During the fiscal year 1900 we sold to the various islands over \$20,000,000 worth of farm produce, as compared with only \$6,300,000 worth during 1896. With Cuba our agricultural export trade in the period under consideration increased from \$4,000,000 to \$14,000,000. with Porto Rico from \$1,200,000 to \$2,-300,000, with the Hawaiian Islands from \$1,100,000 to \$2,800,000, and with

the Philippines from less than \$23,000 to \$1,700,000. This increase in what might be called our colonial trade is just beginning. Ten years hence it will be the feature

of our commerce. Governor Nash's request for authority to use state troops, if necessary, to stop the proposed Jeffries-Ruhlin performed. To have put another over | fight at Cincinnati lends a comic opera dignity to the affair that is

in violating the laws, a squad of policemen ought to be able to run them in the lock-up.

The marriage of Queen Wilhelmina of Holland, which occurred yesterday, was among the events of world-wide interest. Queen Wilhelmine occupies a unique position among the rulers of many West Pointers. In the case of the nations. Since the death of Victoria, Holland's young queen is the woman ruler. Wilhelmina's only realm does not cover much space upon maps of the earth, but the young ruler has already exhibited strength of character and indomitable will that indicate her ability to grasp the perplexities attending the administering of affairs of a much larger province. All nations will no doubt heartily join in expressions of good will for the world's only queen and her fortunate consort.

A "Mrs, Carrie Nation cocktail" is the latest invention of the artist who serves plain and mixed drinks. This looks like an effort to bury the hatchet in the flowing bowl.

There is little dependence to be placed upon the prognostications of weather prophets in general these ricultural exports during the period days, but when the ground hog takes a turn it means business.

Mayor Carter Harrison, of |Chicago, intimates in advance that Mrs. Nation will not be allowed to smash the Republican party. The proposed repeal of the glassware of any of his friends the libel laws, which is distateful to the editors Nation will not be allowed to smash

It looks as though the Oklahoma boomers were preparing to make a rush upon congress.

Outline Studies of Human Nature

Remembered Her Benefactor.

ON THE OPENING day of congress a large cluster of American Beauties made the desk of Congressman Cannon conspicuous, related a correspondent of the St. Louis Globe-Democrat. Twenty-five years the sturdy leader of the house has been coming to congress. This was the first ime he had seen flowers on his desk. Some of his colleagues thought it was a good joke. They laughed, Mr. Cannon blushed. He looked at the ard. His face became serious. A suspicion of moisture appeared in the corner of his eyes. There was a wedding out in Illinois the other day, and the bride had been known to Mr. Cannon from the time she was a baby. Her father had been one of the congressman's friends and supporters. Last spring the bride-to-be came the congressman as an old friend and talked of her prospects.

"I am going to be parried in December," she "Yes," said Mr. Cannon, "and you are going have a good husbant. I know him."
"You understand father's circumstances," co timed the young lady. "nd you know I can't expect him to do much for me. I thought I would ask if you couldn't suggest some kind of werk for me which would help me to get my cedding outfit." "My child," said the congressman, 'I think

there is a place in the census office waiting for just such a person as you are." The young lady began to count population for Uncle Sam in May. The place held good until the last day of November. The cluster of magnificent roses with the new name of the bride told to the congressman its whole story.

How the Discussion Ended.

I T WAS WHISPERED in Washington that as e was certainly no hint of economy anywhere. There were strawberries, grown, and terrapin and canvas-back duck, though both were exorbitant in the market. The andsome tablecloth bad been ruthlessly ent, and egaty roses, their stems on the floor, shot up two feet above the table. It was the most ef-fective table decoration of the winter. Mrs. Montague Brown, young, pretty and am-nitious, smiled a smile of rare pleasure. She

reflected complacently that she had captured abinet officer for this dinner. The conversa tion was bowling along smoothly, and she leane orward to listen. The guest of honor was speaking:

"And still I insist that no woman can ociety all the time without neglecting her household and children." "Not at all," smiled Mrs. Montague, 'think I can persuade you to the contrary you -- ." She paused, observing that he was staring with wide open eyes at the doorway.

A tiny, half-clad figure stood there. "Mamma, Mary's in the kitchen, and I tan't find my nighty," piped Montague Brown, jr.

Did Not Disturb Him.

TARION CRAWFORD is said be noted for his Mr. Crawford was in San Francisco on a lecture lates the following incident:

It was during his sojourn in the city that San Francisco was visited by a rather severe earthquake. The novelist was stopping at the experienced such a tremor. It was shortly be ore midnight and many were in their rooms asleep. In a few seconds there was the greates consternation and terror. The halls were filled with excited men and women, and for awhile a panic was imminent. After quiet had been restored Mr. Crawford was discovered in the cafe by an excited friend. He was sitting at a table cating and reading a paper. His friend rushed up to him and, in breathless excitement. xclaimed: "Did you feel it?"

"The earthquake." Why, bless me, no. But since you mention it, I thought the cream that I poured in my coffee seemed to have been stirred round, and you notice my speen lies here beside my cup." Mr. Crawford afterward explained that he had become so accustomed to earthquakes in Italy that he seldom paid any attention to them, and that not infrequently they would occur without

As a Matter of Course. Now, Boys when I ask you a question

you mustn't be afraid to speak right out and answer me," said a Sunday school superin-tendent. "When you look around and see all

fine houses, farms and cattle, do you ever own them, do they not?" sir," shouted a hundred voices. "Well, where will your fathers be thirty years

'Dead!" shouted the boys. "That's right. And who will own all this

"Un boys!" shouted the urchins "Right. Now tell me-did you ever, in going long the street, notice the drunkards lounging round the saicon door waiting for some one t-"Yes, sir; lots of them."

"Well, where will they be thirty years from "Dead!" exclaimed the boys,

"And who will be the drunkards then?"
"I's boys!" shouted the unabashed youngsters. The Scottish-American.

A Dull Debate.

WHEN Senator James Stephen Green, of Mis-Washington, D. C., he was popular with the ruests of the hotel. Chairman B. R Hilt, of the committee on foreign relations, found out that Green was not much of a churchgoer, and inat Green was not much of a churchgoer, and insisted the senator should mend his ways in that regard. One Sunday he was late for dinner. The women asked him why. "I have been attending divine worship," replied the senator attending divine worship," replied the senator gravely. "To what church do you go, senator?' asked a woman. "I don't know," and tor?' asked a woman. "I don't know," and the senator of the

swered the courtly Missourian. "Who preached?" they asked. "I don't know," he said. "I waiked up the avenue, turned up Fourth street and entered a church on the left-hand side." This was an Episcopal church. "How did you like the service?" asked another woman. "It appeared to me," answered the senator, "that there was too much reading of the journal and too little debate."

Right Answer.

MARJORIE is the small and only daughter in a family which boasts of several sons.

Aged four is Marjorie, petite and imperious, and
enjoying excellent opportunities for becoming
spoiled. She has lately attained to the dignity of the kindergarten, and comes home daily with some fresh acquisition of wisdom. A few days at the dinner table:

"I knew how much two and two make, and ree and two, and four and two." "Aand what," said her father, "do you and make, Marjie?" Without a moment's hesitation over these new

factors in her problem, the little maid answered, with a dimple and a smile: And all the family were satisfied with Marjorie's arithmetic. - Answers.

MR. WRIGHT'S OPINION.

Washington Letter to Pittsburg Press. Representative Connell, of Scranton, is not the culy Quay member of the house who is strongly opposed to the Pittsburg ripper bill. Representative Wright, of Susquehanna, said today that he agreed entirely with what Mr. Connell had said in opposition to the bill, and though that it should not pass. Mr Wright deciared that it was utterly vicious, un-American and un-Republican. He said that if some of the ex-tremists in the legislature at Harrisburg were not soon called down in their mad career Senator Quay they would do great damage t of the state, and the flood of bills creating new offices, new judgeships and increasing salaries were mentioned as samples of proposed legisla-tion which would have a tendency to lead to popular wrath. Mr. Wright said that a con-summation of policy in the legislature would result in the Democrats carrying ten or twelve congressional districts in Pennsylvania next year, instead of four, as they did in 1000.

NUBS OF KNOWLEDGE.

To be perfectly proportioned a man should weigh twenty-eight pounds for every foot of his

has been cured of stuttering by being shot through the throat by a Mauser bullet. We wear away two inches of shoe leather in a year. A pair of boots that would "last a lifetime" would, consequently, have to be provided with soles from eight feet to nine feet

A marked peculiarity of the indiana coal fields is the slight depth at which coal is found. An area of 6,500 square miles, or nearly one-fifth of the total area of the state, is known to be un dermined with coal at an average of eighty feet below the surface.

They have some very curious eriminal laws in Mexico. For instance, it is twice as much of an offense to mutilate the face of a worran as that of a man. The law seems to be based on the idea that a woman's best possession is ber beauty, and that to mar it does her a great injury. There is another curious law, If a person should be wounded in an encounter the punishment to the offender is fixed by the number of days his victim has to stay in the hospi tal or under a doctor's care. A line is fixed at forty days in the way of a general division. If the injured man occupies more than forty days in his recovery the penalty doubles up,

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ANTHRACITE, ALSO BITUMINOUS COAL MINE wanted by a European Syndicate. Coal to be shipped abroad. Must be first class and with railroad facilities to tide water. Address J. C. Bateson, Scranton, Pa.

WANTED TO RENT A HOUSE OR FLAT: STATE number of rooms, kind of heat, locati when ready and price. Address Box 300, city.

Help Wanted-Male.

WANTED AT ONCE-A RELIABLE, SOBER AND industrious teamster; one well acquainted with the city; married man preferred. Meadow Brook Washery, South Side, city

presence of mind. In the winter of 1899 WAITER WANTED AT ONCE. NEW WYO-

Help Wanted-Female.

WANTED-COMPETENT GIRL FOR GENERAL housework. 917 Vine street.

Situations Wanted

SITUATION WANTED-AS HOUSEKEEPER; small family preferred. Address M., Taylor SITUATION WANTED-BY A GOOD GIRL, FOR

BOOKKEEPER-RELIABLE, SINGLE OR DOU-ble entry; all or part of the time. Address Bookkeeper, 1114 Fairfield street, city. SITUATION WANTED-BY AN EXPERIENCED bookkeeper. Address R. J., Tribune office.

SITUATION WANTED-LAUNDRESS WOULD like to get some ladies' and gentler laundry; also take family washing home; of city reference. Call or address 526 Ple-

erman or marking and sorting; nine years' experience. H. S. W., care Tribune. SITUATION WANTED-BY AN PERFENCED hostler; five years' experience. Can giv best of references. Address 805 Prospect avenu-

Board Wanted.

BOARD WANTED—FOR THREE ADULTS AND one small child, in respectable Jewish fam-ily, living in first-class neighborhood. State price. W. A., Tribune office Wanted-To Rent.

WANTED-TO RENT, SMALL, WELL-BUILT

with some ground. Green R Address M. B., Tribuna office. Wanted-To Buy.

WANTED-SECOND-HAND SLOT MACHINES; must be in good order, state particulars as to make and price. Address L. M., general de-livery, Scranton, Pa.

FOR SALE-COTTAGE AT HARVEY'S LAKE Pa., with about one acre ground, thirty apple trees, barn, ice house, etc. Enquire of B. B. Hicks at Third National bank, Scranton, Pa. FOR SALE - TWENTY-FIVE SECOND-HAND locomotive bollers. For particulars apply at office of Goueral Storekeeper, D., L. & W. R. R. Co., Sgranton, Pa.



RUBBERS: RUBBERS.

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For Rent.

FOR RENT-STORE, 305 SPRUCE S Jewell building. Inquite second flo Money to Loan.

DO YOU WANT TO LOAN MONEY. COME AND

MONEY TO LOAN ON BOND AND MORTGAGE, any amount. M. H. Holgate, Commonwealth ANY AMOUNT OF MONEY TO LOAN-QUICK, straight loans or Building and Loua. At from 4 to 6 per cent. Call on N. V. Walker, 514-315 Connell building.

Recruits Wanted.

WANTED FOR U. S. ARMY: AGLE BODIED, unmarried men between ages of 21 and 25; citizens of United States, of good character and temperate habits, who can speak, read and write English. Becruits specially desired for service in Philippines. For information apply to Recruiting Office, 123 Wyoming ave., Scranton Pa. ton, Pa.

Special Notice.

THE THREE LADIES WHO TOOK MUFF FROM the Lyccum on Thursday are known, and will return it at once to the box office to avoid

READ THE NEW YORK EVENING JOURNAL; cent a copy.

LEGAL.

ESTATE OF ABRAHAM POLHAMEUS, OF LIN-coln Heights, Lackawanna county, Pa., de-crased—Letters testamentary upon the above estate having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having claims to present, will present the same without delay to ETTA C. POLHAMEUS, Executrix.

AN ORDINANCE PRESCRIBING LIMITS WITHin which buildings shall not be constructed or
reconstructed, nor into or within which the
same shall not be removed, except of noncombustible materials, with fire-proof roof, and
fixing the penalties to violation thereof.
Section 1. Be it ordained by the select and
common councils of the city of Scranton, and
it is hereby ordained by the authority of the
same. That it shall be unlawful to erect, construct, reconstruct, remove into or place upen
any and all lands within the following described
boundaries, any wooden or frame building, brick
paned or other buildings whereof the walls are
not composed wholly of non-combustible materials, and which have not a suitable fre-preof
roof: Reginning at the intersection of the conter lines of Jefferson avenue and Mulberry street
in the Ninth ward; thence along the line of
Jefferson avenue in a southerly direction to the
northerly line of the right of way of the Delaware, Luckawanna and Western railroad main AN ORDINANCE PRESCRIBING LIMITS WITH-

line; thence in a westerly direction along the said northerly line of the beliaware, Lackawanns and Western Railroad company's right of way to the easterly bank of the Lackawanns river; thence along the costerly bank of the Lackawanns river to the center line of Scranton street; thence in a westerly direction along the center line of Scranton sirect to the westerly boundary of the Delaware, Lackawanna and Western Railroad company's right of way, thence in a northerly direction along the said westerly boundary of the Delaware, Lackawanna and Western Railroad company's right of way to the center line of West Lackawanna avenue; thence in an easterly direction along the center line of Eighth street; thence in a northerly direction along the center line of Eighth street; to the center line of Schnell place; thence in an casterly direction along the center line and the prolongation of the center line of Schnell place; to the westerly bank of the Lackawanna river, thence along the westerly bank of the Lackawanna river to a point where the same is intersected by the westerly bank of the Lackawanna river. thence along the westerly bank of the Lacka-wanna river to a point where the same is in-tersected by the projection in the street line of the center line of Vine street; thence in an easterly direction along the center line of Vine street to the center line of Wyoming axenue; thence in a northerly direction along the center line of Wyoming avenue to the center line of Pine street; thence in an easterly direction along the center line of Pine street to the center line of Washington avenue; thence in a north-erly direction along the center line of Washington avenue to the center line of Gibson street ton avenue to the center line of Gibson street; thence in an easterly direction along the center line of Gibson street to the center line of Kressler court; thence along the center line of Kressler court to the center line of Mulberry street; thence along the center line of Mulbrry street in an easterly direction to the center line of Jefferson avenue, the place of beginning.

Sec. 2. All buildings erected for two or more residences shall be separated from each other by solid fire walls projecting through the roof.

Sec. 3. Any person or persons, whether owner, employe or agent, who shall erect, construct, reconstruct or remove any building within the limits prescribed in the first section of this ordinance and contrary to the provisions thereof, shall be adjudged guilty of maintaining a nuisance, and upon conviction thereof shall abste the missance at his expense, pay a penalty of one hundred dollars, and in default of payment shall be imprisoned for a period not exceeding thirty days; such penalty to be collected in the manner prescribed by law.

Sec. 4. It shall be the duty of the mayor,

the manner prescribed by law.

Sec. 4. It shall be the duty of the mayor, upon information furnished by the building inspector or chief of the fire department, to institute such legal proceedings as may be necessary to restrain such violations and to abate the public nulsance thereby occasioned.

Sec. 5. Immediately upon the passage of this ordinance the city elerk shall cause the same to be published in the newspapers of the city as required by law. Any provisions of other ordinances inconsistent with the provisions of this ordinance are hereby repealed.

Approved Jan. 7, 1990.

ordinance are hereby repealed.

Approved Jan. 7, 1991.

JAMES MOIR, Mayor,
Published in pursuance of provisions of section
5 of the foregoing ordinance, and section 8,
article VI of act of May 51, A. D. 1890.

M. T. LAVELLE, City Cierk,
Scianton, Pa., Feb. 5, 1991.

PROFESSIONAL.

Certified Public Accountant. SPAULDING, 220 BROADWAY, NEW Architects.

EDWARD H. DAVIS, ARCHITECT, CONNELL

FREDERICK L. BROWN, ARCHITECT, PRICE building, 126 Washington avenue, Scrauton. DR. C. E. EILENBERGER, PAULI BUILDING

Physicians and Surgeons. W. E. ALLEN, 513 NORTH WASHINGTON

DR. S. W. L'AMOREAUX, OFFICE 339 WASH-ington avenue. Residence, 1318 Mulberry. Chronic diseases, lungs, heart, kidneys and genito-urinary organs a specialty. Hours, 1 to 4 p. m.

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JESSUP & JESSUP, ATTORNEYS AND COUN-

selfors-at-law. Commonwealth building, R 19, 29 and 21.

EDWARD W. THAYER, ATTORNEY. ROOMS 503-504, 5th floor, Means building. of Trade building, Scranton, Pa.

PATTERSON & WILCOX, TRADERS' NATIONAL Bank building. COMEGYS, 9-13 REPUBLICAN BUILDING. . W. BERTHOLF, ATTORNEY, MEARS BLDG

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G. R. CLARK & CO., SEEDSMEN AND NURS-erymen, store 201 Washington avenue; green houses, 1950 North Main avenue; atore tele-

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MRS. L. T. KELLER, SCALP TREATMENT, 50c. shampooing, 50c.; factal massage; manicuring, 25c.; chiropody. 701 Quincy. SAUFR'S ORCHESTRA-MUSIC FOR BALLS pienies, parties, receptions, weddings and con-cert work furnished. For terms address B. J. Bauer, conductor, 117 Wyoming avenue, over Hulbert's music store.

MEGARGEE BROS. PRINTERS' SUPPLIES, EN-

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

THE WILKES-BARRE RECORD CAN BE HAD

RAILROAD TIME TABLES. Lehigh Valley Railroad. In Effect Nov. 25, 1900. Trains leave Scranton.

Trains leave Scranton.

For Philadelphia and New York via D. & H.
R. R., at 6.45 and 11.55 a. m., and 2.18, 4.27
(Black Diamond Express), and 11.30 p. m. Sundays, D. & H. R. R., 1.58, 8.27 p. m.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.45, 2.18 and 4.27 p. m. For Pottsville, 6.45, 2.18 and 4.27 p. m. For Pottsville, 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, 11.35 a. m.; 2.18, 4.27 (Black Damond Express), 11.30 p. m. Sundays, D. & H.
R. R., 1.58, 8.27 p. m.

For Tunkhannock, Towanda, Eimira, Ithaca, Geneva and principal intermediate stations, via D. L. & W. R. R., 8.08 a. m.; 1.05 and 3.40 p. m.

p. m. For Geneva, Rochester, Ruffalo, Niagara Falls, Chicago, and all points west, via D. & H. R. R. 11.55 a. m., 5.33 (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 steeping or Lebigh Valley
perfor cars on all trains between Wilkes-Barre
and New York, Philadelphia, Buffalo and Suspension Bridge.
ROLLIN H. WILBUR, Gen. Supt., 26 Cortland

tickets and Pullman reservations apply to 99 Lackawanna avenue, Scranton, Pa. Delaware and Hudson.

street, New York. CHARLES S. LEE, Gen. Past. Agt., 26 Cortland

W. NONNEMACHER, Div. Pass. Agt., South

In Effect Nov. 25, 1990.

Trains for Carbondale leave Scranton at 8,20, 53, 8,53, 10,13 a. m.; 12,40, 1,29, 2,44, 3,52, 5,29, 25, 7,57, 9,15, 11,15 p. m.; 1,16 a. m.
For Honesdale—0,20, 10,13 a. m.; 2,44 and 5.29 p. m. For Wilkes-Barre—9.45, 7.48, 8.43, 9.28, 10.43, 11.55 a. to.; 1.28, 2.18, 3.35, 4.27, 6.19, 7.48, 10.41, 11.30 p. m. For L. V. B. R. points—6.45, 11.55 a. m.; 2.18, 4.27 and 11.30 p. m. For Pennytvania H. R. points—6.45, 9.38 a. m: 2.18 and 4.27 p. m. For Albany, and all points north—6.20 a. m. For Albany and see points botth—6.29 2. m. and 3.52 p. in. SUNDAY TRAINS.

For Carbondale—3.00, 11.55 a. m.; 2.41, 3.52, 5.47, 10.52 p. in.

For Willey-Barre—9.38, 11.55 a. m.; 1.58, 3.28.

For Carbondate-5.00, 11-35 a. m.; 2.11, 3.52, 5.47, 10.52 p. m.
For Wilkes-Barre-9.38, 11.55 a. m.; 1.58, 3.28, 6.27, 8.27 p. m.
For Alleny and polists north-3.52 p. m.
For Honesdale-9.09 a. m. and 3.52 p. m.
Lowest rates to all points in United States and Canada.
J. W. BURDICK, G. P. A., Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Pd.

Central Railroad of New Jersey.

Stations in New York-Foot of Liberty street, N. R. and South Ferry,
N. R. and South Ferry,
TIME TABLE IN EFFECT NOV. 25, 1000.
Trains leave Scraiton for New York, Newark,
Elizabeth, Philadelphia, Easton, Bethlebem, Aientown, Mauch Chunk and White Haven, at 8.30
t. m.; express, 1.0; express, 3.50 p. m. Sunlays, 2.15 p. m. 2.15 p. m.

Pittiston and Wilkes-Barre, 8.50 a. m., 1.10
3.60 p. m. Sundays, 2.15 p. m.

Raltimore and Washington, and points
i and West via Bethleben, 8.30 a. m., 1.10
3.60 p. m. Sunday, 2.15 p. m.

r Long Branch, Ocean Grove, etc., at 8.30

For Pottsville, 8:30 s. m. and 1.10 p. m.
For Pottsville, 8:30 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.

FINLEY'S Blankets and Com= fortables....

The present strong demand for the above prompts us to offer extraordinary values on our usual fine line of cotton, cotton and wool mixed, and all wool blankets.

Special attention is called to the following which we offer in both white and col-

Our "Favorite," size 72x81 borders pink, blue, red, yellow, at \$1.85.

"Home Delight," size 72x 81, borders, blue, red, yellow present price \$3.65.

"Exquisite" strictly all wool and shrunk, size 72x81. borders blue, pink, lemon special value \$4.75.

California Blankets, extra large sizes, at \$5.90, \$6.75. \$8.50, \$9.75 and up.

Large assortment of Satine and Silkoline Comfortables, filled only with best white fluffy cotton making them light in weight, yet very warm. See those at \$1.19. \$1.45, \$1.95 and \$2.45.

510-512

LACKAWANNA AVENUE.

RAILROAD TIME TABLES.

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

6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and for Pittsburg and the West. 9.38 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sun-bury, Harrisburg, Philadelphia, B ltimore, Washington and Pitts-

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, Pottsville, Reading, &c., week days. .27 p. m., week days, for Sunbury,

> Philadelphia and Pittsburg. J. B. WOOD, Gen. Pass. Agt. J. B. HUTCHINSON, Gen. Mgr.

> Hazleton, Pottsville, Harrisburg,

Delaware, Lackawanna and Western,

In Effect Dec. 2, 1900.

South—Leave Scranton for New York at 1.40, 3.00, 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 Stroudsburg at 6.10 p. m. 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 from New York at 1.10, 4.06 and 10.23 a. m.; 1.00, 1.52, 5.43, 8.42 and 11.30 p. m. From Stroudsburg at 8.05 a. m. North—Leave Scranton for Buffalo and intermediate stations at 1.15, 4.10 and 9.00 a. m.; 1.55, 5.48 and 11.35 p. m. For Mortose at 9.01, 10.00 a. m.; 1.00 a. m. and 1.55 p. m. For Wortose at 4.10 a. m. and 1.55 p. m. For Mortose at 9.01 a. m.; 1.05 and 5.48 p. m. For Mortose at 4.00 and 6.15 p. m. For Binghamton at 10.20 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 and 10.00 a. m.; 3.30 and 8.00 p. m. From Ostago and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m. From Utica at 2.55 a. m.; 12.38 and 8.00 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Mortose at 1.00 a. m. and 6.00 p. m. From Mortose at 1.00 a. m. and 6.00 p. m. From Mortose at 1.00 a. m. and 6.00 p. m. From Mortose at 1.00 a. m. and 6.00 p. m. From Mortose at 1.00 a. m. and 6.00 p. m. From Mortose at 1.00 a. m. and 6.00 p. m. From Mortose at 1.00 a. m.; 3.20 and 8.00 p. m. From Mortose at 1.00 a. m.; 3.20 and 8.00 p. m. From Mortose at 1.00 a. m.; 3.20 and 8.00 p. m.

Bloomsburg Division—Leave Scranton for Northumberland, at 6.45, 19.95 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 Northumberland at 9.55 a, m.; 1.10, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 a, m. Arrive at Plymouth at 2.90, 4.32, 9.45 p. m. Arrive at Plymouth at 2.90, 4.32, 9.45 p. m. Arrive in Scranton from Northumberland at 9.42 a, m.; 12.25, 4.50 and 8.45 p. m. From Kingston at 11.00 a, m. From Plymouth at 7.55 a, m.; 3.29, 5.55 p. m. 5.35 p. m. SUNDAY TRAINS. South-Leave Scranton 1.40, 3.00, 5.50, 10.05 a

m.; 2.33, 3.40 p. m. North—Leave Scranton at 1.15, 4.10 a. m.; 1.55, 5.48 and 1.25 p. m. Bloomsburg Division—Leave Scranton at 10.03 New York, Ontario and Western R.R.

TIME TABLE IN EFFECT SUNDAY, DEC. 30, North Bound Trains.

th Bound Trains.
Leave
Carbondale.
11.20 a. m.
Arrive Carbondale s
South Bound.
Leave
Carbondale,
7.00 a. m.
3.44 p. m.
s only. North Bound.
Leave f. 10 p. m. Arrive 9.10 a. m Leave Cadosia. 4.30 p. m.
Trains leaving Scianter at 10.40 s. m., daily, and 8.30 s. m., Sundays, make New York, Cornwall, Middletown, Walton, Sidney, Morwich, Rome, Utica, Oncida and Oswego connections.

Exp. forther information, see 1

further information consult ficket agents ANDERSON, Gen. Pass. Agt., New York, WELSH, Traveling Passenger Agent, Scrap-Erie and Wyoming Valley. Time Table in Effect Sept. 17, 1900.

Trains for Hawley and local points, connecting at Hawley with Eric railroad for New York Newthersh and intermediate points, leave Scranton at 7.00 a. m. and 2.25 p. m.

Trains arrive at Scranton at 10.50 a. m. and