The Scranton Tribune

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When space will permit, The Tribune is always glad 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 inch each insertion, space to be used within one year:

DISPLAY	Run of Paper	Siding on Reading	Full Position
Less than 500 inches.	.25	.275	.30
500 inches	.20	.22	.24
000 "	.16	.175	.19
000 "	.155	.17	.185
000 "	.15	.165	.18

For cards of thanks, resolutions of condolence and similar contributions in the nature of advertising The Tribune makes a charge of 5 cents a line.

Rates for Classified Advertising furnished on application.

TEN PAGES.

SCRANTON, FEBRUARY 20, 1901.

That the price of gas has been reduced in this city in twenty-three years voluntarily by the Scranton Gas and Water company from $3.50 for each 1,000 feet to $1.10, with a further reduction promised for April 1, which will bring the price down to an even dollar, with discounts equal to 5 cents for the small consumer and 10 cents for the large consumer, is a fact well-known, nor do we remember ever to have heard complaints as to quality. Whatever may be said as to the water rates of this company, its rates for gas are generally acceptable. If a franchise is to be granted to a competitive company, it should be so safeguarded as to protect the public thoroughly in all the points where past experience has shown that councils are liable to be negligent or indifferent.

Not a Difficult Problem.

WHEN you get right down to the bottom of this question of a better fire department, or of increased insurance rates, it is very simple. One or the other is inevitable. The tables upon which the cost of fire insurance is computed assume that due precaution will be taken, both to prevent fires and to limit their destructiveness. If this assumption in a particular locality is proved by results to be incorrect, the rates have to be readjusted. That should be clear. Talk in the board of trade of dropping present policies and forming local mutual companies is not to be taken seriously. It would not solve the difficulty. Local companies would be less fitted than general companies to meet the extraordinary losses of a destructive fire; they could only survive one or two big fires by charging rates far higher than those now charged or threatened.

The way to reduce insurance rates is to reduce fire risks. There is no better way to do that than by means of a trained paid fire department, thoroughly equipped with every necessary appliance. This is what Scranton should have had fifteen years ago. It is humiliating that we should have deferred getting it so long. The idea of passing the 100,000 population mark and entering the municipal class with Allegheny and Pittsburg, and yet clinging to the village idea of volunteer fire-fighting! We might with equal propriety disband our permanent police force and authorize the distribution of special stars among citizens willing to earn glory or an occasional dollar by volunteering, when convenient, to safeguard the public peace!

If more money than is now spent on the fire department is necessary to perfect its discipline and efficiency, let it be spent, whether the sum is $1,000 a year or $50,000; provided, of course, it is spent wisely and not wasted. It would be the best investment the taxpayers ever made.

◆

No longer in the Pittsburg newspapers is Scranton spoken of disparagingly. The "ripper" bill has had at least one good effect. It has lifted Scranton into a position of increased importance and caused a sharp competition for this city's favor.

Old Age Pensions.

DURING the first year of the operation of the Pennsylvania Railroad company's plan to pension faithful employes, 1292 out of 80,000 employes affected were retired for age, on allowances aggregating nearly a quarter of a million dollars. But that is not all. Not only has the same plan or some modification of it been adopted by a number of other American railroads but representatives of many foreign railroads have detailed experts to study its workings with a view to applying it in spirit. This is especially true of Russia and Japan. There is no conjecturing how far the influence of this good example will spread.

One of the problems which the twentieth century must solve is how to organize the processes of industry so that, without stimulating thriftlessness, they may yet care for their own victims. It is apparent that we are to have an era of great financial combinations for industrial and commercial purposes; and, as a consequence, fewer men managing small private business enterprises and more men selling their labor and skill for hire than has been true in former generations. As an offset to the possible abuses growing out of the concentration of employing power into few hands, labor unions have been formed, seeking to regulate the hours of labor, the schedules of pay and also, to such degree as lies within their power, the social opportunities of the employed.

But it must be clear to all who look upon this subject fairly that the tendency of labor, except when unusually well guided, is to seek its ends by ways that are generally clumsy and frequently violent and destructive. If there is a strike, the strikers not only hit at the employer but they also punish other workingmen; and if disorder follows, as too often it does, with bloodshed and military intervention, a load of costs is piled high at the expense of every interest in the community. Thus, with commendable intent, the result reached is nevertheless disastrous and this shows that to solve the problem broader leadership and keener minds are needed. Such leadership may be evolved from the ranks as the need of it presses. But it is quite as likely to come from the other side, where men are trained to cope with managerial problems and where self-interest, not less than humanity, prompts the giving of the best thought to how to make labor prosperous, contented and cheerful.

Hearing so much as we do, nowadays, about the iniquities of the various "octopuses" which are reputedly conspiring to crush or crucify the workingman, it may have been overlooked by some of us that great employing corporations like the Pennsylvania Railroad company are doing much more than they are receiving credit for to work out on a business-like basis the humanities incidental to their transaction of business. This voluntary pension fund is only one illustration, but it clearly foreshadows the day—not distant, in our opinion—when every large industry will place, among its fixed charges, a percentage on business done sufficient to care for the faithful lieutenants incapacitated or worn out in the course of its business.

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The Scranton volunteer firemen these days are uncertain as to whether they are receiving compliments or bricks.

Civilized Barbarians.

SIR ROBERT HART, the best European authority on China, who speaks with the experience of nearly half a century of residence among the Chinese people, during which time he has had opportunity to study every phase of their character, customs and mental methods, in an article presenting his matured conclusions respecting the recent boxer uprising and the problems collateral with it, says emphatically that there is one way and only one way whereby the foreigner can conquer the Chinaman, and that is by applying to him the doctrine of the Golden Rule. In this belief he is sustained by an immense majority of the other intelligent Occidentals who have lived long in China and who have not been there for dishonorable purposes.

Yet the proposition now credited to the German field-marshal, the Count von Waldersee, whose residence in China spans the period of only a few months, is to undertake against the Chinese people a campaign of terrorism, for the purpose of scaring the imperial government into precipitate compliance with the allies' demands. The sword is to be unsheathed, the torch lighted and a wholesale orgy of loot and rapine is to be inaugurated in the abused name of Christianity and civilization. Not content with having despoiled Pekin and sent its inhabitants flying into the interior in wild alarm at the unspeakable excesses tolerated by so-called Christian powers, it is deliberately planned to carry this reign of terror over large areas of now peaceful land, for the ostensible purpose of setting an example.

To the infinite credit of the administration at Washington, not only will the United States troops be withheld from participation in such a miserable campaign, but every effort of friendly diplomacy will be employed in the endeavor to cause the other powers to abandon it. Heretofore our diplomacy has been successful. This time it may fail. The German tiger, having smelled blood, appears to be mad for fresh slaughter, and in the foreign offices of Europe there is cynical indifference to the morals of the situation and concern only for selfish interests. But even the failure of the United States to prevent this new outrage will constitute a moral victory in its sharp definition of the American attitude. It will restrain where it does not wholly estop, and in the years to come, when a modernized China will review the past for the purpose of distinguishing its despoilers from its friends, it will constitute a resource which the American people will not have reason to regret.

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The fact has developed that P. C. Knox, the Pittsburg attorney to whom President McKinley is reported to have offered the attorney generalship, is a friend and supporter of Senator Quay. That, however, need not create consternation. The president himself, while properly abstaining from participation in factional divisions, is known to be a strong admirer of the Pennsylvania senator, but he is not making that fact a factor in his choice of a new attorney general. He is seeking a man who can fill the place, and there seems to be no doubt that Mr. Knox is such a man.

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The industrial commission's investigation of the railroad and coal interests in the anthracite region has developed the alleged fact that President Mitchell conferred a favor upon the coal operators in ordering a tie-up which enabled them to increase the price of coal. This would appear to corroborate the theory that it is a dark cloud which has no silver lining.

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In view of other perplexing questions before the world, it seems deplorable that we should be kept in a state of suspense regarding the sale of the Danish West Indies. Reports of the negotiations are coming in with harrowing regularity.

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Now that Colonel Roosevelt has turned his face eastward, the funny men who wrote long-range hunting stories have vanished in the passing throng.

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The yellow journal that does not represent every act of the administration as a national calamity these days is in danger of losing its grip.

LITERARY NOTES

Miss Bertha Runkle is the youngest of the American authors whose pens have made them famous within the past few years. When she wrote "The Helmet of Navarre" she was little more than twenty years of age, yet the manuscript of her romance was read with enthusiasm by the editors of the Century, and has attracted wider and more favorable attention than any other story that has ever appeared in that magazine. Many applications have been made for the author's photograph, but no one has succeeded in overcoming her aversion to its public use; and details of her biography are almost equally difficult to obtain. As a matter of fact, there is little to record. Miss Runkle is the only child of Mrs. L. G. Runkle, a well known New York journalist. She is a native of New Jersey; never went to kindergarten as a child, nor to college as a young woman; has traveled little, and has never been to France—a fact which, she herself suggests, may account for her laying there the scene of her romance. "The Helmet of Navarre" is a maiden effort at fiction-writing; but a striking poem, "The Song of the Sons of Esau," appeared over her name in Charles Dudley Warner's "Library of American Literature" some years ago, and is included in Mr. Stedman's "American Anthology," and once or twice in "The Helmet" she shows her skill in the forms of verse-writing popular in France in the sixteenth century. To St. Nicholas for December, 1900, Miss Runkle contributed a short story, "The Sorcery of Hal the Wheelwright," the scene of which is laid in the England of Henry V. As she is in no haste to take advantage of the popularity of her romance, it may be several years before a new work from her pen is published.

Almost simultaneously with the death of Queen Victoria, the Outlook prints an article by Justin McCarthy, the author of "A Short History of Our Own Times," on the "Political Influence of Queen Victoria," accompanying the article with an excellent portrait, painted from life at Windsor Castle, by Mr. F. M. Bell Smith. Mr. McCarthy's article confirms the statement which has lately been made that the queen took more than a formal interest in public affairs. Mr. McCarthy states very positively that the queen very frequently "by a single pointed remark or question, would throw a disturbing doubt on the wisdom of some minor act or policy suggested for her approval," and he says that Victoria has "given to the world the best living illustration it has yet had of the part which the sovereign ought to play in a constitutional monarchy and a free country." In addition to this article, the February magazine number of The Outlook gives an excellent portrait of the new king of England, and contains elaborate editorial estimates of the life of Queen Victoria and the history of England under her reign.

For more than a generation the medical writings of Dr. Edward B. Foote upon home hygiene and the relations of sex have been recognized as standard and have found their way into thousands of homes. Their distinguishing characteristics are candor and common sense and while many of the subjects which they treat upon are seldom discussed, in deference to a social convention which too often leads through ignorance to misery or immorality, the necessity for reliable information in the premises is apparent. There has just been gathered into one volume, known as the twentieth century edition, the revised fruits of Dr. Foote's long experience as a specialist in medical, social and sexual science; and this edition of "Dr. Foote's Home Cyclopedia," which is published by the Murray Hill Publishing company, at 129 East Twenty-eighth street, New York, may be recommended without hesitation as worthy of a place in the library of every home.

Charles Hemstreet, the energetic archaelogist, whose "Nooks and Corners of Old New York" has passed into its fifth edition, is about to present the result of six years research on a history of ships and shipping, especially in connection with the city of New York. The new work will be an exhaustive treatise of the subject. It will tell in minute detail of the boats used by the Indians before white men came to the island that in after years became New York, and from that insignificant beginning trace the progress of ship-building, and all that has connection with that history, down to the present year. Mr. Hemstreet's "Nooks and Corners of Old New York" is ample guaranty of the standard of excellence of the particular style of work which he has undertaken, and we feel assured that his latest work will meet with a great sale among persons interested in shipping.

Henry Norman has recently returned from another visit to St. Petersburg, and as a result has written for the March Scribner's an article on the most powerful political man in the empire, M. de Witte, the minister of finance. The new economic and industrial Russia is a creation of this man, and a recent despatch adds: "His love of peace, his determination to develop Russia's internal resources, and his pronounced American sympathies are sufficient reason why the world, and especially America, should congratulate Russia."

The Century is to have a serial story by Irving Bacheller, the author of that popular novel, "Eben Holden." It is a border tale of 1812. Two types of the men who have helped to make America are set forth in it, one, a Northern Yankee, quaint, rugged, and wise; the other, a man who has the hardy traits of a Puritan with the romantic temperament of a cavalier. The scene of the story is in the neighborhood of Lake Champlain, and the title is "D'ri and I." It will begin in the March Century and run for six months.

The leading article in McClure's Magazine for March will be a character study of Edward the Seventh, written by George W. Smalley, the American correspondent of the London Times, and illustrated by a remarkable collection of photographs.

CONCEDED.

From the Wilkes-Barre Daily News.

In matters that concern the granting of favors to localities and to the city, Wilkes-Barre has always been sleepy and slow in urging its claims. We should have had many things long ago that we now struggle for and which are even now a dim and distant prospect. We freely admit that when it comes to a matter of working for advantage Scranton's representatives, both in the state and national councils, have always been able to get more. Scranton political workers anticipate needs and usually pave the way for them ahead of time. Wilkes-Barre on the other hands, waits until long after the favor should have come, and until there is a crying need. Thus comes a realizing sense of something having been neglected or bungingly done. Whether this paucity of favors to Luzerne and Luzerne's capital comes from the habit of criticising the powers-that-be, or from the innate indifference of political habit of action here we cannot tell. We can only realize that we have been repeatedly outstripped and beaten, and often without the inclination or the chance of putting up a fight for our rights. Therefore, with most of the Scranton Tribune's remarks on this point we shall have to agree, somewhat reluctantly, it is true. But we shall have to agree just the same.

THE INCREASE OF CITIES.

From the Saturday Evening Post.

A comparison of the roll of cities now with that at the time of our first census, in 1790, discloses some strange mutations of fortune. In 1790 the fourth city in the United States was Charleston, S. C., now the sixty-eighth. The seventh was Salem, Mass., now the one hundred and tenth. There were only six cities of over 8,000 inhabitants; not even a village west of the Alleghenies had a place on the census roll, and even in the east there was no Jersey City, Newark or Washington.

NATIONAL PARK AT VALLEY FORGE.

From the Saturday Evening Post.

Through the efforts of the patriotic societies a bill has been introduced in congress providing for an appropriation of $200,000 for the purchase and preservation of Valley Forge, where Washington and his army encamped in those uncertain and terrible days which preceded the victories that led to American independence. Fortunately this region has not yet been despoiled by the changes of modern life. It is a beautiful piece of country with glorious hills, splendid forests and all those variations of topography which will make a perfect pleasure ground for the people. In addition, the historic points are well preserved, and many of the defenses constructed by Washington's heroes still remain. Students of history often spend days traversing the country following the footsteps of the patriots.

It is held—and rightly so—that winter at Valley Forge was a crucial period of the fight for freedom; that it led to the battles of Trenton and Princeton, which changed the ill fortunes of the war, and that today it is one of the sacred spots of American territory. The new park will consist of about a thousand acres, and the ultimate success of the efforts of the patriotic societies seems to be certain.

NUBS OF KNOWLEDGE.

Japan still has coins made of iron.

Sugar is found in parsnips, mallows and almost all vegetables.

Only three weeks are required to develop a perfect mosquito from the egg.

The Hindoo chronology extends to 6174 B. C.; Babylon, 6758 B. C.; China, 6157 B. C.

There are several large factories in the United States devoted to the manufacture of rose water.

Emeralds have been discovered in Arizona and, it is said, in North Carolina. They are, however, very small.

The difference between the tallest and shortest races in the world is one foot and one-half inches and the average height is five feet five inches.

Canada will have a building at the Pan-American exposition, and make a comprehensive display of the country's great resources and industries.

It is predicted that the triumphal bridge at the Pan-American exposition will surpass in beauty the great Alexander bridge at the Paris exposition.

One hundred and sixty miles an hour is the speed aimed at by a new electric railway company in Germany under the direct patronage of the emperor.

Gumdrops a few years ago were the most fashionable variety of candy, but dealers spoiled the trade by putting brandy and other forms of alcohol in them.

The Danube flows through countries in which fifty-two languages and dialects are spoken. It is 2,000 miles in length and bears on its current four-fifths of the commerce of eastern Europe.

Among its many curious products South Africa includes the "sneeze-wood" tree, which takes its name from the fact that one cannot cut it with a saw without sneezing, as the fine dust has exactly the effect of snuff.

The finest garden hedges in England are at Hall Barn, in Buckinghamshire. They are over thirty feet high, are immensely thick and are clipped so as to present the smooth, velvety appearance peculiar to the finest yew and box hedges.

According to statement, there were no less than 300 binders sold last year in Edmonton and Strathcona, in British Columbia. The record of implement sales includes twenty-nine thrashing machines, and the districts consumed 260,000 pounds of twine.

There are four swords belonging to the city of London, and during the next twelve months the "Sword of State" will give place to the "Black Sword," which is used at the death of any of the royal family, in Lent and on fast days.

All cattle over six months old going from Great Britain to the United States must, by an order just issued, be tested with tuberculin by an inspector stationed in Great Britain, or on arrival in the United States. The test will not do away with quarantine.

After the abandonment of Britain by the Romans, the roads fell into disuse, and bridle-paths formed the only means of communication. Not until the sixteenth year of Charles II., that is, 1676, was any systematic effort made to improve the roads of England.

According to reports for the year 1900 the exports from Manitoba and the territories of beef cattle alone amounted to 47,000 head, an increase of 15,000 head over 1899; but the exports in 1899 were 8,000 head less than in the previous year, owing to unfavorable weather.

Probably the smallest monarch in the world reigns over the Hindu vassal state of Bhopaul, and governs a people more than a million souls. This dwarf is a woman, Pjihan-Begum by name, but although she is about 50 years old, she does not appear larger than a child of 10.

The art of sponge fishing is likely to be revolutionized by the introduction of submarine electric arc lamps. At present the fishing apparatus is limited to a long pole for spearing and a water glass. If the lamps prove successful greater depths may be reached and larger and finer sponges secured.

The annual report of the inspector general of the army regarding military schools shows that there are 110 such schools scattered through every state in the union. Last year they had 30,135 students enrolled, of whom 27,300 were over 14 years of age and the students, former students and alumni of these institutions, to the number of 3,353, served in the war with Spain, of whom 1,084 were officers and 2,146 enlisted men.

LOVE'S ALPHABET.

A the Art of man and maid,
B the Blush, so fair, displayed,
C the Challenge in the eyes,
D the Dart that quick replies,
E—but why the rest recall?
The rest is E-Z: that is all.
—Edwin L. Sabin, in the Saturday Evening Post.

The People's Exchange.

A POPULAR CLEARING HOUSE for the Benefit of All Who Have Houses to Rent, Real Estate or Other Property to Sell or Exchange, or Who Want Situations or Help—These Small Advertisements Cost One Cent a Word, Six Insertions for Five Cents a Word—Except Situations Wanted, Which Are Inserted Free.

Help Wanted—Male.

BAKER WANTED—SECOND HAND OR ONE TO finish trade; three barrels week. Leo Keller, Shickshinny, Pa.

Help Wanted—Female.

WANTED—GIRL FOR GENERAL HOUSEWORK. Mrs. Charles J. Brady, Brady's Store, Dunmore.

Salesmen Wanted.

WANTED—SALESMAN WANTED FOR COAL Regions to carry full line of shoes on commission. Honesdale Shoe Co., Honesdale, Pa.

WANTED—AN ACTIVE MAN TO SELL ELEVATORS, motors, generators and electric light outfits. One who has some knowledge of the electric business and experience as a salesman. Address Nemo, Scranton Tribune office.

Situations Wanted.

WANTED—SITUATION AS A FIRST OR SECOND hand in bakery; first or second hand on bread, cakes, pies or pretzels. R. D. Waltman, 507 N. Eighth street, Lebanon, Pa.

SITUATION WANTED—TO GO OUT BY THE day at washing or any kind of day work. Mrs. Russell, 219 Cedar avenue.

SITUATION WANTED—BY A STRONG, ACTIVE, young man, as shipping clerk, or to do any other kind of honest work. Has had one year's experience in shipping. References furnished. Address H. D., care of Tribune office.

WANTED—EXPERIENCED STENOGRAPHER and typewriter desires position. Address W. J., Tribune office.

SITUATION WANTED—BY YOUNG GIRL AS nurse girl. Myrtle Eldred, 1209 Lafayette street.

SITUATION WANTED—HOUSEKEEPER OR manager of a public institution, by a lady who has had many years' experience; best of references. A Housekeeper, Tribune office, Carbondale.

ALWAYS BUSY.

RUBBERS; RUBBERS.

LEWIS & REILLY

For Rent.

STORE FOR RENT—SITUATION IN DICKSON City, Lackawanna county, Pa., within 200 yards of the Delaware and Lackawanna Railroad company's Storrs' coal breaker, and less distance to the Elk Hill Coal and Iron company's Richmond No. 3 breaker. These two collieries employ 600 to 800 hands. Railroad facilities for delivery and sending freight first class, and a good place for a grain and feed mill. The store is 80 by 24 feet, two stories, cellar under all, and has been occupied for forty years by the Elk Hill Coal and Iron company until late; is in good condition for general store business. Apply to William H. Richmond, Richmond Hill, 3425 North Main avenue, Scranton, Pa.

HOUSE FOR RENT—621 MADISON AVENUE. Modern improvements. A. Rose, 223 Lackawanna avenue.

FOR RENT—NEW SEVEN-ROOM HOUSE, DEAN street, $10 per month. Kizer, 812 Mears Bldg.

HOUSE, 605 WASHINGTON AVENUE, TWELVE room, good laundry, perfect order. Harding.

FOR RENT—APRIL FIRST, HOUSE, 12 LARGE rooms, all modern, electric lights if desired. Beautifully papered and painted throughout. Fine garden and lawn. $30 month. Apply W. W. Browning, 815 Adams avenue.

ROOMS IN THE CENTER OF CITY; 205 AND 207 Wyoming avenue; steam heat; all improvements; suitable for any kind of business; also barn in rear. Inquire at 225 Jefferson avenue, near Spruce street.

FOR RENT—STORE IN ODD FELLOWS BUILDing, 211 Wyoming avenue. Inquire of janitor.

For Sale.

FOR SALE—A GOOD DRIVING HORSE, A pacer; perfectly gentle. Inquire 510 Dean street.

Wanted—To Buy.

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

Real Estate.

FOR SALE—A FARM OF 60 ACRES; 30 ACRES improved; ½ mile from Factoryville; about twenty minutes walk from Keystone Academy. A very sightly and pleasant location for a country home; can be had very reasonable; possession at once. Inquire or address W. D. Russell, D. & H. Co.'s office, Scranton.

Money to Loan.

MONEY TO LOAN ON IMPROVED CITY REAL estate.
HENRY BELIN, JR.
CHAS. H. WELLES.
THOMAS SPRAGUE.

DO YOU WANT TO LOAN MONEY. COME AND see me. Frederick E. Scott, Attorney, Mears building, Scranton, Pa.

MONEY TO LOAN ON BOND AND MORTGAGE, any amount. M. H. Holgate, Commonwealth building.

ANY AMOUNT OF MONEY TO LOAN—QUICK, straight loans or Building and Loan. At from 4 to 6 per cent. Call on N. V. Walker, 314-315 Connell building.

Board Wanted.

BOARD WANTED BY GENTLEMAN AND WIFE on West Side; in small private family preferred. Address, stating location and terms, H., Tribune office.

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

Boarders Wanted.

BOARDERS WANTED — ELEGANTLY FURnished rooms; steam heated; bath; german table. 544 Adams avenue.

Recruits Wanted.

WANTED FOR U. S. ARMY: ABLE BODIED, unmarried men between ages of 21 and 35; citizens of United States, of good character and temperate habits, who can speak, read and write English. Recruits specially desired for service in Philippines. For information apply to Recruiting Office, 123 Wyoming ave., Scranton, Pa.

LEGAL.

ESTATE OF ARMINDA NEELD, DECEASED. Letters testamentary on the estate of Arminda Neeld, late of the City of Scranton, deceased, have been granted to the undersigned, to whom all persons indebted to said estate are requested to make payment, and those having claims or demands, to make known same without delay.

C. M. NEELD,
H. C. REYNOLDS,
Executors.

H. C. REYNOLDS,
Attorney for Estate.

IN RE: ESTATE OF DANIEL W. SULLIVAN.
To Whom It May Concern:

The Orphans' Court of Lackawanna County has granted a rule to show cause why Mary Sullivan, executrix of the last will and testament of Daniel W. Sullivan, should not be discharged. Returnable to next Argument Court.

MARY SULLIVAN,
Executrix.

H. C. REYNOLDS,
Attorney for Estate.

PROFESSIONAL.

Certified Public Accountant.

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

Architects.

EDWARD H. DAVIS, ARCHITECT, CONNELL building, Scranton.

FREDERICK L. BROWN, ARCHITECT, PRICE building, 126 Washington avenue, Scranton.

Cabs and Carriages.

RUBBER TIRED CABS AND CARRIAGES; BEST of service. Prompt attention given orders by 'phone. 'Phones 2672 and 5332. Joseph Kelley, 124 Linden.

Dentists.

DR. C. E. EILENBERGER, PAULI BUILDING, Spruce street, Scranton.

DR. I. O. LYMAN, SCRANTON PRIVATE HOSpital, corner Wyoming and Mulberry.

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

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

Hotels and Restaurants.

THE ELK CAFE, 125 AND 127 FRANKLIN AVEnue. Rates reasonable.
P. ZEIGLER, Proprietor.

SCRANTON HOUSE, NEAR D., L. & W. PASsenger depot. Conducted on the European plan.
VICTOR KOCH, Proprietor.

Lawyers.

J. W. BROWN, ATTORNEY AND COUNSELlor-at-law. Rooms 312-313 Mears building.

D. B. REPLOGLE, ATTORNEY—LOANS NEGOtiated on real estate security. Mears building, corner Washington avenue and Spruce street.

WILLARD, WARREN & KNAPP, ATTORNEYS and counsellors-at-law. Republican building, Washington avenue.

JESSUP & JESSUP, ATTORNEYS AND COUNsellors-at-law. Commonwealth building, Rooms 19, 20 and 21.

EDWARD W. THAYER, ATTORNEY. ROOMS 903-904, 9th floor, Mears building.

L. A. WATRES, ATTORNEY-AT-LAW, BOARD of Trade building, Scranton, Pa.

PATTERSON & WILCOX, TRADERS' NATIONAL Bank building.

C. COMEGYS, 9-13 REPUBLICAN BUILDING.

A. W. BERTHOLF, ATTORNEY, MEARS BLDG.

Physicians and Surgeons.

DR. W. E. ALLEN, 513 NORTH WASHINGTON avenue.

DR. S. W. L'AMOREAUX, OFFICE 330 WASHington avenue. Residence [illegible] Mulberry. Chronic diseases, lungs, [illegible] kidneys and genito-urinary organs a specialty. Hours, 1 to 4 p. m.

Schools.

SCHOOL OF THE LACKAWANNA SCRANTON, Pa. Course preparatory to college, law, medicine or business. Opens Sept. 12th. Send for catalogue. Rev. Thomas M. Cann, LL. D., principal and proprietor; W. E. Plumley, A. M., headmaster.

Seeds.

G. R. CLARK & CO., SEEDSMEN AND NURSerymen, store 201 Washington avenue; green houses, 1050 North Main avenue; store telephone, 782.

Wire Screens.

JOSEPH KUETTEL, REAR 511 LACKAWANNA avenue, Scranton, Pa., manufacturer of Wire Screens.

Miscellaneous.

DRESSMAKING FOR CHILDREN TO ORDER; also ladies' waists. Louis Shoemaker, 212 Adams avenue.

A. B. BRIGGS CLEANS PRIVY VAULTS AND cess pools, no odor. Improved pumps used. A. B. Briggs, proprietor. Leave orders 1100 North Main avenue, or Eicke's drug store, corner Adams and Mulberry. Telephone 954.

MRS. L. T. KELLER, SCALP TREATMENT, 50c.; shampooing, 50c.; facial massage, manicuring, 25c.; chiropody. 701 Quincy.

BAUER'S ORCHESTRA—MUSIC FOR BALLS, picnics, parties, receptions, weddings and concert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming avenue, over Hulbert's music store.

MEGARGEE BROS., PRINTERS' SUPPLIES, ENvelopes, paper bags, twine. Warehouse, 130 Washington avenue, Scranton, Pa.

THE WILKES-BARRE RECORD CAN BE HAD 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.

RAILROAD TIME TABLES.

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 at Philadelphia at 1.00, 3.23, 6.00 and 8.22 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 11.30 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 Oswego and Syracuse at 4.10 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 10.20 a. m. Arrive in Scranton from Buffalo at 1.25, 2.55, 5.45 and 10.00 a. m.; 3.30 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m. From Utica at 2.55 a. m.; 12.38 and 3.30 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 8.00 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 Northumberland at 9.35 a. m.; 1.10, 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 in Scranton from Northumberland at 9.42 a. m.; 12.35, 4.50 and 8.45 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.55 a. m.; 3.20, 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton 1.40, 3.00, 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 11.35 p. m.

Bloomsburg Division—Leave Scranton at 10.05 a. m. and 5.50 p. m.

Lehigh Valley Railroad.

In Effect Nov. 25, 1900.
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 Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 11.55 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 1.58, 8.27 p. m.

For Tunkhannock, 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.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago, and all points west, via D. & H. R. R., 11.55 a. m., 3.33 (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 sleeping or Lehigh Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt., 26 Cortland 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.

Delaware and Hudson.

In Effect Nov. 25, 1900.

Trains for Carbondale leave Scranton at 6.20, 7.53, 8.53, 10.13 a. m.; 12.00, 1.23, 2.44, 3.52, 5.29, 6.25, 7.57, 9.15, 11.15 p. m.; 1.16 a. m.

For Honesdale—6.20, 10.13 a. m.; 2.44 and 5.29 p. m.

For Wilkes-Barre—6.45, 7.48, 8.43, 9.38, 10.43, 11.55 a. m.; 1.28, 2.18, 3.33, 4.27, 6.10, 7.48, 10.41, 11.30 p. m.

For L. V. R. R. points—6.45, 11.55 a. m.; 2.18, 4.27 and 11.30 p. m.

For Pennsylvania R. 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. and 3.52 p. m.

SUNDAY TRAINS.

For Carbondale—9.00, 11.33 a. m.; 2.44, 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 Albany and points north—3.52 p. m.

For Honesdale—9.00 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, Pa.

Central Railroad of New Jersey.

Stations in New York—Foot of Liberty street, N. R., and South Ferry.

TIME TABLE IN EFFECT NOV. 25, 1900.

Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven, at 8.30 a. m.; express, 1.10; express, 3.50 p. m. Sundays, 2.15 p. m.

For Pittston and Wilkes-Barre, 8.30 a. m., 1.10 and 3.50 p. m. Sundays, 2.15 p. m.

For Baltimore and Washington, and points South and West via Bethlehem, 8.30 a. m., 1.10 and 3.50 p. m. Sunday, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.30 a. m. and 1.10 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.30 a. m. and 1.10 p. m. Sundays 2.15 p. m.

For Pottsville, 8.30 a. m. and 1.10 p. m.

Through tickets to all points east, south and west at lowest rates at the station.

H. P. BALDWIN, Gen. Pass. Agt.
J. H. OLHAUSEN, Gen. Supt.

Erie and Wyoming Valley.

Time Table in Effect Sept. 17, 1900.

Trains for Hawley and local points, connecting at Hawley with Erie railroad for New York, Newburgh and intermediate points, leave Scranton at 7.05 a. m. and 2.25 p. m.

Trains arrive at Scranton at 10.30 a. m. and 9.10 p. m.

FINLEY'S

Silks and Dress Goods

Final prices to move at once, broken lines of Silks and Dress Goods—not inferior grades of merchandise bought cheap for "Bargain Sale" purposes, but odd pieces and short lengths from our regular lines—

QUALITIES are all of the highest grades purchasable.

STYLES All carefully selected for our regular trade, including plaids, stripes, mixtures and plain materials.

QUANTITIES enough for all purposes, dress lengths, waist lengths, skirt lengths, lengths for children's dresses, etc.

Dress Goods

25c for regular fifty cent quality, in all wool plaids, checks, stripes and mixtures.

98c for the finest quality all wool plaids, camel's hair plaids, heavy wool mixtures.

Silks

45c For one week we offer Taffeta and Surah Silks for 45c, good value at 65c.

69c for fancy silks that were $1. and $1.25 Large assortment of light and dark colorings.

88c for all our best fancy silks. Were $1.50 and $1.75. No better quality of silk on the market.

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ReynoldsBros
Stationers and Engravers,
Hotel Jermyn Building.

RAILROAD TIME TABLES.

PENNSYLVANIA RAILROAD

Schedule in Effect May 27, 1900.

Trains leave Scranton, D. & H. Station:

6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the West.

9.38 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.

2.18 p. m., week days (Sundays, 1.58 p. m.) for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. For Hazleton, Pottsville, Reading, &c., week days.

4.27 p. m., week days, for Sunbury, Hazleton, Pottsville, Harrisburg, Philadelphia and Pittsburg.

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

NEW YORK, ONTARIO & WESTERN

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

[illegible]	Sun. only	[illegible]	STATIONS	Daily	Except Sun.	Sun. only
		[illegible]	N. Y., W. 42d St. Lv.	[illegible]		
	[illegible]	[illegible]	Ar. Cadosia Lv.	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Hancock	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Starlight	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Preston Park	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Winwood	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Poyntelle	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Orson	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Pleasant Mt.	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Uniondale	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	Forest City	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Carbondale Yd	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Carbondale	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]		White Bridge	[illegible]		
[illegible]	[illegible]	[illegible]	Mayfield Yd	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Mayfield	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Jermyn	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Archbald	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Winton	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Peckville	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Olyphant	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Priceburg	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Throop	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Providence	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Park Place	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Lv. Scranton Ar.	[illegible]	[illegible]	[illegible]

Additional trains leave Carbondale for Mayfield Yard [illegible] except Sunday, and 7.50 pm Sunday only, arriving at Mayfield Yard [illegible] pm and 8.20 pm.

Additional train leave Scranton at [illegible] pm Sunday only, stopping at all stations to Carbondale, arriving at [illegible], and train leaves Mayfield Yard for Carbondale at 6.45 am daily, arriving at Carbondale at 6.55 am.

Rates 3 cents per mile.
Lowest Rates to all Points West.

J. C. ANDERSON,
Gen'l Pass'r Agent,
New York City.

J. E. WELSH,
Trav. Agent,
Scranton, Pa.