The Scranton Tribune

Published Daily, Except Sunday, by The Tribune Publishing Company, at Fifty Cents a Month.

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O. F. BYXBEE, Business Manager.

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

Entered at the Postoffice at Scranton, Pa., as Second-Class Mail Matter.

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.

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Less than 500 inches	.25	.275	.30
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TEN PAGES.

SCRANTON, MARCH 6, 1901.

Increased insurance rates are the natural consequence of decreased protection against fires. Insurance companies are not in business solely for the general good. Rates will diminish when protection increases.

Fair Play for the Legislature.

WE HOLD no brief of defense for the present legislature of Pennsylvania. As a law-making body it must stand or fall in public favor by the judgment given upon its completed record. But we do protest against the mendacious attempt of certain mouthpieces of the minority faction in Republican state politics to pronounce an untruthful verdict before the evidence is in.

Two years ago there was a literary bureau at Harrisburg under pay of the insurgent coalition and it threw scruples to the winds. By its distortion and perversion of the truth, it colored and polluted the news currents from which the people derived information as to the doings of their elected representatives; it imagined and imputed vicious motives behind every act or bill indorsed by the organization; it held the state officials up to systematic and unmerited reproach; and it tried its best to deceive the commonwealth, for a malicious and a dishonest purpose. In the entire record of political conspiracies we do not recall another instance parallel with this in the mendacity with which printers' ink was suborned to disreputable ends; and it is to the lasting credit of the plain people that with few exceptions they saw through the bunco game and declined to be fooled.

Today this slander mill is showing symptoms of revival. The machinery is rusty and the shafting mildewed, but desperate efforts are being made to get up steam enough to grind the old grist over again. Sensational stories are appearing about the frightful extravagance of "the gang;" columns of conspicuous type are devoted to sounding false alarms for the terrorizing of the timorous taxpayer; and when there is no basis of fact to back up the stupendous exaggerations put out, recourse is had to innuendo and malicious surmise or to coarse wit and cynicism.

It is not likely that this repetitive programme of misrepresentation will weigh heavily on the public mind; but in the interest of decency and fair play we nevertheless suggest that the legislature be not condemned until it has done that which merits reprobation. Every session has its fool bills, its "snakes" and its grabs. No assembly is to be judged by what comes before it but by what passes through it on the way to become law. As yet only a few bills have reached the governor. Of these only two have been especially criticized; the new Philadelphia court bill and the "ripper." In both instances the bulk of the criticism is engendered by political motives. Both bills must await the test of the courts and of time. Neither affords justification for maniacal shrieks. By what is yet to reach the governor must the record of the present legislative session be made up. If it is bad, the time to say so is when the record is closed. If it is good, lying about it will not make it bad.

Friends and enemies of the measure will do well to refrain from wasting eloquence upon the subject until it has been decided whether the "ripper" is constitutionally correct.

Scientific Regulation of Marriage

IN A NUMBER of state legislatures propositions have been introduced to establish more stringent regulations of marriage. In the Indiana senate a bill has just passed providing for the appointment of a commission by the governor, to be composed of two women who are mothers, two physicians of conceded ability, and one attorney of high standing, these to prepare rules for the government of officers in the issuance of marriage licenses and of ministers in performing ceremonies. The bill provides further that licenses shall not be issued until the applicants have undergone examination, both as to physical health and as to moral antecedents. To what extent it is proposed to carry these examinations is not stated, but the idea back of all these propositions is that the welfare of society takes precedence over purely individual inclinations toward marriage and justifies the state in endeavoring to prevent unions reasonably certain to result in a vitiated posterity.

This subject has been mooted for ages among scientists, but so far as we know there has never been found a basis of legal restriction to which public opinion has been willing to give its assent. In part, a false delicacy has interfered with a discussion of this important matter, and where that has been overcome there has been hesitancy to apply the plain teachings of science. The common notion is that the immediate parties in interest may safely be left to carry out their own judgments. Yet in view of the fact that society in other directions is not slow to employ the police power in protection of itself against manifest dangers, as in quarantines against highly infectious diseases, compulsory vaccination, and other measures which override the seeming liberty of individuals, it is difficult to say why regulations should not be enforced to protect society against obvious dangers arising from the marriage of confirmed criminals, degenerates and victims of serious diseases.

The fact that this has not been done in the past does not constitute any unanswerable reason why it may not be done in the future, and it will be done just as soon as public opinion demands it.

Investigations to exclude Mr. Clark from the senate had better be abandoned or the gentleman may be tempted to buy the capitol and take it to Montana.

Is Protection Doomed?

HAS THE protective tariff outlived its usefulness? Will there soon arise among the very industrial and commercial interests which for a third of a century have strenuously advocated the doctrine of protection to home industries a demand for the substitution of a purely revenue tariff? These questions are suggested by a significant passage in President McKinley's second inaugural address, wherein he said: "Our diversified products are increasing in such unprecedented volume as to admonish us of the necessity of still further enlarging our foreign markets by broader commercial relations." This, from the author of the McKinley tariff and the long-recognized leader of the high protection sentiment in America, is an expression which a few years ago would have been looked upon by opponents as a stultification and by friends as a heresy; yet it is merely a sign of the nation's rapid and wonderful economic progress, a progress brought about under the high tariff policy, which it has outgrown. Old conditions are passing away. New conditions are arising. A new policy for the future is being shaped by new events—the policy of "broader commercial relations."

What that policy is likely to be is stated with engaging frankness in the current issue of the Engineering News: "The artificial stimulus afforded by protection has built up in the United States an enormous productive capacity, much beyond the ability of this country alone to absorb. Our foreign markets are more and more necessary to keep our mills and factories busy and prevent stagnation and idleness among employes, loss of wages and purchasing power and consequent financial disaster. The manufacturers of the United States want the world's market. They are big enough and strong enough to compete with the manufacturers of any other nation, with a fair field and no favors. The tariff wall about the United States is no longer needed to protect the infants inside. These youngsters have outgrown swaddling clothes and bands, kilts and knickerbockers, and some of them have developed such giant stature as even to cause genuine alarm to the mother which nursed them. Two parties alone contend for the retention of this high tariff wall. The one is composed of politicians and their following of voters to whom protection has become a shibboleth, and who have no knowledge of the fact that the revolution which the past ten years has wrought in the industrial and financial system of the United States demands a revolution in the nation's position toward international trade. The other of these parties is composed of the trusts, who find the tariff wall a convenient aid in maintaining excessive prices to the home consumer, while they dump their surplus on foreign markets at prices fixed by international competition."

When the late James G. Blaine threw the weight of his powerful influence in behalf of the principle of reciprocity he foresaw just the developments which have since taken place and sought with customary sagacity to safeguard the protective structure by provisions to meet them. Reciprocity has performed a useful function. It has tided the country over a transition period and provided the substance of free trade without assuming its unpopular form. But it is an increasing opinion among the large exporting interests that reciprocity is too slow and too uncertain a method of expediting a foreign commerce grown to the enormous proportions which our own has reached. It requires too much dickering; it is too subject to variation and interruption. There is bound to be felt sooner or later and soon at the latest the need of a fixed policy calculated so far as possible to disarm the growing jealousy of our commercial rivals and to forestall their tendency to coalesce in a defensive commercial alliance. Protection, having performed its alloted task, having been the means of stimulating the most wonderful economic development the world has ever seen, will gradually be laid aside and in its stead will be the "broader commercial relations" foreseen and desired by the president whose name for nearly a generation has stood as a political synonym for a high protective tariff.

Rev. Mr. Dillonis and his enemies seem to be very much in the position of Lord Kitchener and the Boers. Arrests and counter arrests make it difficult to decide who is on the defensive.

A writer for Mind alleges that nearly everything in the way of reform and advancement in this world has been brought about through the efforts of unbalanced men known in their time as cranks. On the contrary many instances can be cited where the noisy, unbalanced element have not accomplished anything.

The reports which allege that a deal was made between the Republican leaders in the senate and the Democratic minority, whereby in exchange for assurance of support for the river and harbor bill, that chiefly affected Democratic constituencies, the minority senators agreed not to filibuster against the army appropriation amendments, conferring upon the executive power to carry out his plans in Cuba and the Philippines, are doubtless erroneous. But if the Democrats did sell out their "convictions" for "pork" and get cheated at the eleventh hour, it serves them right.

Pat Crowe has confessed his innocence but modestly refuses to come forward and accept congratulations.

President Scranton on Water Pressure

Letter in Last Night's Times.

SO MUCH has been said of late in the councils and papers concerning the water pressure maintained by this company, and especially with reference to the late fire on Lackawanna avenue, and the matter is such an important one to the city, that I make no apology for stating the company's position on the subject.

We maintain a minimum pressure at the level of our water guage of about forty five pounds, which is equivalent to fifty pounds minimum on Lackawanna avenue. Experience everywhere shows that, with suitable hydrants in good order and on pipes as large as ours, that pressure is more than ample to supply steamers with all water required for the most desperate fire. Neither has there ever been just complaint in Scranton of insufficient water at fires except when hydrants were out of order, or frozen, for which the responsibility rests on city officials alone.

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During the late Lackawanna avenue fire the pressure on our office guage at no time fell below forty-five pounds. Had there been the lack of water claimed by Mr. Chittenden and some others, the guage would have dropped to at least ten pounds. In confirmation of this, it is worth noting that all during the fire there was ample pressure on the top floors of the Hotel Jermyn (seven stories), Connell building (eight stories), and Mears building (ten stories), all drawing water from the mains furnishing steamers at the fire. This would not have been the case had these complaints of low pressure been true.

To the select council committee having this matter in charge we suggested a simple experiment, by which all this could be tested in open daylight, in plain sight of a thousand people. We offered to build a little tank, open at the top like a hogshead, to turn the water from a hydrant into it, and then let a city steamer, pumping through four hundred and odd feet of hose, and with the same size nozzles as at the late fire, try to empty the tank. If the steamer could not do so, it would certainly show that, whatever else was lacking at that fire, it was not water. Was not that offer a fair one? Not being accepted, it is pretty conclusive proof that the statements made by Mr. Chittenden and others as to low pressure are not believed by themselves.

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In his report to select council last Thursday night, Mr. Chittenden complains that we declined, in case of fires, to let the city, at its own expense, open the great valves that regulate the city pressure. Of course we declined. Does any man of common sense seriously suppose that we would trust to any one outside of our own employes the handling of what, if carelessly done, might cause $100,000 worth of damage in ten minutes? Mr. Chittenden also says that his committee's request that the hydrant pressure be raised from fifty-five to eighty pounds was met by an absolute and unqualified refusal.

That misrepresents our attitude. We only refused to increase pressure until it could be shown that our present pressure was not sufficient for the city steamers to do their work properly, when in fit condition and properly handled. It is true that we gave as one reason for declining to almost double our present pressure the fact that plumbing throughout the city has for twenty-five years been adjusted to present pressures and would not stand an excessive increase. Mr. Chittenden says we have an available pressure of seventy-five pounds and speaks lightly of any risks to plumbing throughout the city as none of the company's affair. We should most certainly never dare turn on anything like our full static pressure, unless some one financially stronger than Mr. Chittenden would guarantee us against the claims for damages sure to follow. One hour's experiment of that kind would make us cursed from one end of Scranton to the other.

It is also true that the excessive waste consequent upon such an increased pressure as Mr. Chittenden desires would in itself alone prevent our adopting it. Since we consolidated the Providence system with ours we are putting into the city the enormous quantity of about 24,000,000 gallons of water daily for 100,000 people, being about 240 gallons, or four hogsheads of water, daily, to every man, woman and child. We cannot learn that there is another place in the United States where such an excessive quantity of water to each inhabitant is used. In Boston, where the most gigantic system of water works in the civilized world is now under construction, the report of the commissioners, just issued, terms with alarm because the use of water has actually risen to 112 gallons a person. It is safe to say that nearly one-half the water in Scranton is needlessly wasted, and every observing man knows it. If there were no other reasons, it would be sufficient that our Scranton storage system, comparatively one of the largest in the country, and on which we have drawn steadily ever since last July, through the longest drought on record here, and which we hope is still good for 100 days more, would not, in our judgment, be anywhere near sufficient if we should raise our pressure to the point Mr. Chittenden desires.

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To provide for the more than excessive waste certain to ensue, we should have to arrange to build at least two more large storage reservoirs on Roaring Brook, at a cost of not less than $900,000, increasing our interest account by $45,000 per annum, without the addition of a customer. How should we meet this? Should we raise rates? Or would the city government make any such sum good to us, if we adopted Mr. Chittenden's suggestion? And yet, while calling on us to go to this enormously increased expense, Mr. Chittenden is a member of the councils which, only lately, without in any way consulting us as to what might or what might not be feasible, fixed a scale of water rates for us, reducing by about half our present rates, which are already lower than any in this region, the same to take effect first of April next—being a scale, which, if adopted by us, would not yield revenue enough to pay the interest on our bonded debt. I fear that the value of Mr. Chittenden's ideas on water is equaled only by the value of his views on the cost of gas, which, to the merriment of the city, in a late public interview, he stated cost us considerably less than 10 cents a thousand feet to make.

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Mr. Chittenden calls the attention of councils to the "increasing tension" between us and the city, to the "new situation" created by the company's "unfortunate decision," "involving so much danger to the valuable property, etc." What new situation? The water pressure remains as it has been for the last twenty years. If there has been water enough heretofore, there is water enough now. Where is the "increasing tension" between us and the city? What reason is there for anything of the kind? We know our duty to this city and to our customers. We have done it heretofore, we are doing it now, and we propose to continue to do it, unmoved by either abuse or threats, giving good service at fair and moderate prices, and treating every man alike, without fear or favor, no matter what enemies we may make nor what disposition they may have to involve us in needless strife and trouble.

W. W. Scranton.

March 5, 1901.

THE CORONATION OF M'KINLEY.

Editor of The Tribune—

Sir: I think the Times' editorial on the inaugural ceremonies of McKinley is in keeping with the general make-up of the Times at all times—never honest and reliable and very poor and rubbishy, indeed. As to the luxurious and lavish inauguration ceremonies, I saw the simple and frugal Democratic party induct Mr. Cleveland into office and the festivities then compare quite favorably with those just passing, except that there was not as much enthusiasm. The "half million people" were not present to give their approbation as they have just done for William McKinley.

George W. Smith.

Scranton, March 5.

NUBS OF KNOWLEDGE.

Mississippi has no large city. Vicksburg is the metropolis of the state.

Twenty-eight of the counties of Southern Michigan have lost 40,000 rural population.

The silk industry of China employs, it is estimated, from four to six million people.

The French Legion of Honor is the biggest order of merit. It numbers 500,000 members.

Within the last twenty years freight rates from and to England have decreased from 50 to 75 per cent.

The colonial revenues of Great Britain, that is, the United Kingdom, have almost quadrupled since 1850, while the population has only doubled.

The coal fields in Pike and Johnson counties, in Kentucky, are reported to be among the finest in the world. The veins run from four to fourteen feet cannel and bituminous coal.

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.

Wanted.

TWO ROOMS, FURNISHED OR PARTLY FURNISHED, in central city, by man and wife, without children. George E. Davis, 334 Adams avenue.

Help Wanted—Female.

WANTED—EXPERIENCED GIRL FOR GENERAL housework; small family; good place for right party; must furnish first-class references. Call at 418 Wheeler avenue.

Salesmen Wanted.

ENERGETIC SALESMAN. SCHOOL SUPPLIES. Country work. $100 salary and commissions. R. O. Evans & Co., Chicago, Ill.

Situations Wanted.

SITUATION WANTED—BY A BOY BETWEEN 15 and 16 years old, as driver; can take care of a horse. Address Stanley Price, River street alley.

SITUATION WANTED AT WASHING, CLEANING or any kind of day work. 1219 Cedar avenue. Mrs. Russell.

SITUATION WANTED—BY MAN, GOOD PLAIN and fancy cook and baker. E., 214 West Market street.

SITUATION WANTED—BY A MIDDLE-AGED woman as housekeeper in small family. Address 221 Irving avenue.

SITUATION WANTED—BY A MIDDLE-AGED man as gardener; can give references. Address Gus. Musner, 1214 Hickory street, city.

WANTED—POSITION AT GENERAL OFFICE work by thoroughly competent young woman; excellent reference. State character of work and salary. E. F. A., care Tribune office.

AN EXPERIENCED STENOGRAPHER, WILLING to assist with books, desires position with reliable firm; highest references. Address S. A. G., Tribune office.

SITUATION WANTED—BY A YOUNG LADY, AS housekeeper in a small family with a gentleman that has got a nice home. Address Miss P., 1101 Prospect avenue, city.

WANTED—YOUNG WOMAN WITH GOOD business capabilities wants position as stenographer or bookkeeper. Address C. W. A., care Tribune office.

For Sale.

FOR SALE—HOUSEHOLD GOODS AT 623 PINE street.

FOR SALE—RUBBER TIRED BABY CARRIAGE, in good condition. Mrs. Turner, 1318 Mulberry street.

FOR SALE—THE ENTIRE HOUSEHOLD EFFECTS of the Speedway House, consisting of furniture, bedding, carpets, linens, dishes, glassware, etc., etc., will be sold to the highest bidder at public sale on Wednesday, March 6, at 10 a. m. Sale at 522 Spruce street, opposite Court House, between Washington and Adams avenue. Terms cash.

FOR SALE—NEW STYLISH ONE-HORSE LADIES' carriage—almost new, Gould's make, cost $175., will sell for $125. Apply 839 Monroe avenue.

FOR SALE—TWO COUNTERS AND SHELVING. H. Bevans, 211 Wyoming avenue.

FINE HORSE FOR SALE—SPLENDID ROADSTER, sound and kind, color bay, weight between 1,000 and 1,100 pounds; age eight. Horse can be seen at T. H. Watts place, Glenburn. Address Owner, 839 Monroe avenue.

PRIVATE SALE OF HOUSEHOLD GOODS FOR one week, at 638 Washington avenue.

For Sale or Rent.

FOR SALE OR RENT—THE DRIVING PARK Hotel; elegantly furnished; possession given on the first day of April. Apply to William Craig, care E. Robinson's Sons' brewery.

Real Estate.

FOR SALE—THE REAL ESTATE AND PERSONAL property of the Speedway Land Company. Will be sold to the highest bidder for cash Wednesday, 10 a. m., at 522 Spruce street, opposite Court House.

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.

Furnished Rooms.

FURNISHED ROOMS FOR GENTLEMEN, IN best locality central city; all modern improvements; references. Q., Tribune.

Money to Loan.

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

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.

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.

Miscellaneous.

DRESS PLAITERS FOR SALE, 75 CENTS; FORmer price, $1.50. Mrs. MacDonald, 239 Washington avenue.

For Rent.

STORE FOR RENT—SITUATED IN DICKSON City, Lackawanna county, Pa., within 50 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, 2425 North Main avenue, Scranton, Pa.

FOR RENT—THREE OR FOUR VERY PLEASant unfurnished rooms for light housekeeping. Adults only. W. H., Tribune office.

FOR RENT—DESIRABLE OFFICES IN THE Burr building. Apply L. B. Mosher, 412 Spruce street.

FOR RENT—STORE AND BASEMENT WITH heat. Inquire 312 Linden street.

FINE HOUSE FOR RENT, ON MADISON AVEnue; modern improvements. Apply to A. Rose, 223 Lackawanna avenue.

FOR RENT—TO MAN AND WIFE WITHOUT children, part of a steam heated house; fine location; possession March 15 if desired. Apply at 839 Monroe avenue.

HOTEL FOR RENT—INQUIRE OF MRS. T. L. Jones, Main street, Taylor.

MRS. E. F. BOYLE'S RESIDENCE, 1734 NORTH Washington avenue, for rent, furnished or unfurnished. Apply 736 North Washington ave.

922 GREEN RIDGE STREET, TEN ROOMS, modern improvements; steam heat, furnished; desirable; $25.00.

Wanted—To Rent.

WANTED—8-ROOM HOUSE, WITH CONVENiences. Address C., Tribune office.

LEGAL.

AN ORDINANCE PROVIDING FOR THE REGULation of telegraph and telephone, street railway and water companies in the use of the public highways of the Borough of Old Forge by said companies, and for collection of the annual licenses from the same.

WHEREAS, The occupation of the public highways by private corporations for the use of electric wires, poles, mains, trenches, railway tracks and crossings, requires public supervision and municipal responsibility; therefore

BE IT ORDAINED by the Burgess and Town Council of the Borough of Old Forge, in Town Council assembled, as follows:

Section 1.—That for the purpose of regulating the use of public highways of the Borough of Old Forge, by telegraph, telephone, water and street railway companies, or by lessees thereof, or by any person or persons operating under said companies, they shall be annually licensed and registered, within thirty days after the passage of this ordinance, and annually thereafter, and before the first day of April, 1901, be required to pay to the Borough of Old Forge the following sums respectively for said licenses:

Every telegraph company, one dollar for each pole owned by said company, and two dollars for each mile or part of mile of suspended wire respectively erected in and over the public highway within the public grounds of the Borough of Old Forge.

Every telephone company, one dollar ($1.00), for each pole owned by said company, and two dollars ($2.00) for each mile or part of mile of suspended wire erected as aforesaid.

Every water company, two dollars ($2.00) for each mile of water mains on the line of said highways in the Borough of Old Forge.

Every street railway, one dollar ($1.00) for each pole owned by the said company, and fifty dollars ($50.00) for each car operated on and over the public highways and within the public grounds of the Borough of Old Forge.

Section 2.—The Burgess shall, upon payment made of the respective sums aforesaid, issue a license for one year, to the party applying for the same, and the Burgess shall keep a register of such licenses, wherein shall be entered the name of the license, the date of the license and the amount paid, and for what purpose.

Section 3.—Every company or person offending against the provisions of this Ordinance shall pay a penalty of not exceeding five dollars ($5.00) per day for each day's violation thereof, in addition to the license aforesaid.

JOHN E. MORGANS,
President.

Attest:—
B. J. Judge, Secretary.
Approved March 4th, 1901.

R. WILLIS REES,
Burgess.

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.

THE ANNUAL MEETING OF THE STOCKHOLDers of the Lackawanna Iron and Steel Company, for the election of directors and transaction of such other business as may properly come before the meeting, will be held at the office of the Company in the City of Scranton, Pennsylvania, on Wednesday, March 6th, 1901, at 2 o'clock p. m. The polls will remain open for one hour. The Transfer Books will be closed on February 24th, 1901, and re-opened on March 7th, 1901.

J. P. HIGGINSON,
Secretary.

Scranton, Pa., February 22, 1901.

ADMINISTRATOR'S NOTICE — ESTATE OF George L. Preston, deceased.

Notice is hereby given that letters of administration upon the estate of George L. Preston, late of the city of Scranton, county of Lackawanna, deceased, have been granted to the undersigned.

All persons having claims or judgments against the estate of said deceased are requested to make known same to me without delay. And all persons indebted thereto are required to make immediate payment to.

SAMUEL H. STEVENS, Administrator,
Connell Building.

WELLES & TORREY, Attorneys for Estate.

TO THE HOLDERS OF BONDS NUMBERS seven (7), eight (8), forty-one (41) and forty-six (46) of the Colliery Engineer Company, being the bonds bearing date October 1st, 1895, and secured by trust mortgage of that date. Please Take Notice that in pursuance of the provisions of the said bonds and the trust mortgage given to secure the same, the bonds as numbered above have been drawn by lot for payment on the first day of April, 1901, and you are hereby notified that the same will be paid on the first day of April, 1901, at the Lackawanna Trust and Safe Deposit Company, Trustee named in the trust mortgage above referred to, together with interest coupons attached thereto and remaining unpaid, and that interest will cease after the said date.

THE COLLIERY ENGINEER COMPANY.
Scranton, Pa., February 25th, 1901.

PROFESSIONAL.

Certified Public Accountant.

E. C. SPAULDING, 23 BROADWAY, NEW York.

Architects.

EDWARD H. DAVIS, ARCHITECT, CONNELL building.

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.

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

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

Seeds.

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

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.

FRANK E. BOYLE, ATTORNEY-AT-LAW, Rooms 12, 14, 16 and 18 Burr building.

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.

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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 1.06, 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 and 5.25 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 3.00, 5.50, 10.05 p. m.; 3.33 and 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 March 3, 1901.

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, 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., 8.8 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 parlors cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt., 26 Cortand 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, 1.29, 2.44, 3.52, 5.20, 6.22, 7.57, 9.15, 11.15 p. m.; 1.16 a. m.

For Honesdale—6.20, 10.13 a. m.; 2.44 and 5.20 p. m.

For Wilkes-Barre—6.45, 7.48, 8.41, 9.38, 10.45, 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. H. 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. Sundays, 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, Newburg 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.

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Black Dress Goods

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BAREGE POPLIN.	PEBBLE CHEVIOT.
SILK MOHAIR.	CRAVENETTE.
CREPOLINE.	SILK W TAMISE.
CAMEL'S HAIR.	VENETIANS.
BROADCLOTHS.	ARMURES.
ALBATROSS.	CHEVIOTS.
POPLINS.	HENRIETTAS.
ETAMINES.	SERGES, ETC.
PRUELLA.	

New lines of colored Dress Goods, French Challies, Foulard Silks and satins at

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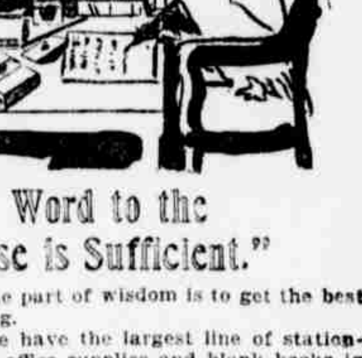

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RAILROAD TIME TABLES.

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 RAILWAY

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

207 Except Sun.	205 Sun. only	201 Except Sun.	STATIONS	202 Daily	206 Except Sun.	208 Sun. only
		PM 7 10	Ar. N.Y., W. 42d St. Lv.		AM 8 00	
	AM	PM			PM	PM
	10 45	1 05	Ar.... Cadosia .... Lv.		[illegible]	[illegible]
	[illegible]	[illegible]	" Hancock .... "		[illegible]	[illegible]
	[illegible]	[illegible]	" Starlight .... "		[illegible]	[illegible]
	[illegible]	[illegible]	" Preston Park .... "		[illegible]	[illegible]
	[illegible]	[illegible]	" Winwood .... "		[illegible]	[illegible]
	[illegible]	[illegible]	" Poyntelle .... "		[illegible]	[illegible]
	[illegible]	[illegible]	" Orson .... "		[illegible]	[illegible]
	[illegible]	[illegible]	" Pleasant Mt. .... "		[illegible]	[illegible]
	[illegible]	[illegible]	" Uniondale .... "		[illegible]	[illegible]
	[illegible]	[illegible]	" Forest City .... "		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	" Carbondale Yd "	AM	[illegible]	[illegible]
5 40	[illegible]	[illegible]	" Carbondale .... "	7 00	[illegible]	[illegible]
[illegible]	9 01		" White Bridge .... "	7 03		
[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]	10 40	Lv.... Scranton .... Ar.	[illegible]	[illegible]	[illegible]
PM	AM	AM		AM	PM	PM

Additional trains leave Carbondale for Mayfield Yard 6.35 pm except Sunday, and 7.30 pm Sunday only, arriving at Mayfield Yard 7.00 pm and 8.00 pm.

Additional trains leave Scranton at 7.00 pm Sunday only, stopping at all stations to Carbondale, arriving at 7.45 pm and train leaves Mayfield Yard for Carbondale at 6.45 am daily, arriving at Carbondale at 6.55 am.

Rates 2 cents per mile.

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