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.

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Less than 500 inches	.25	.275	.30
500 inches	.20	.22	.24
1000 "	.16	.175	.19
3000 "	.155	.17	.185
5000 "	.15	.165	.18

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SCRANTON, MARCH 13, 1901.

Colonel Guffey's willingness to abolish the party circle in voting recalls the patriotism of the late Artemus Ward, who was willing that the unholy rebellion should be suppressed if to do it took all his wife's relations. Colonel Guffey doesn't care how many Republican votes he renders invalid.

No Compulsory Voting.

A BILL has appeared at Harrisburg to make the duty of voting compulsory upon all voters. It requires every qualified voter to vote at all primary and general elections, and imposes for failure to do so a fine of $5 or ten days' imprisonment. The only excuse allowed by the bill is illness or absence from the county on election day.

This measure, of course, is absurd. There is nothing in the nature of the franchise to call for compulsion. Voting is a privilege, not a right. It can be exercised or neglected as the individual citizen wills and it is proper that it should be so. The man who does not will to go to the primary or to the general election has no right to complain if results in government do not suit him nor are his fellow-citizens bound to pay any attention to his complaints. To compel such a citizen to vote would be to invite a spiteful or a vicious ballot, which might better be left out. Ignorance at the polls is bad enough; but it is far less dangerous than malice.

Compulsion in government has its proper places. It may rightly be put forth to prevent or punish the commission of a crime. But failure to vote is not a crime nor by any reasonable argument can it be construed into near kinship with a crime. It is simply an exercise of individual choice, whereby the citizen chooses to disfranchise himself and remit to others the selection of the agents of government. Some men prefer to avoid responsibilities and when they can be permitted to do this without injury to others, they should be accommodated. The man who prefers being a subject to being a sovereign would make too poor a sovereign to warrant the country in forcing him to wear the crown.

Gossip is now crediting William H. Andrews with having his eye upon the state treasureship. A campaign with this as its purpose would certainly not lack interest.

Trolley Developments.

IN THE opinion of many railroad experts, the year 1901 is to be characterized by great activity in the building and development of trolley lines. It is a curious fact that the owners of steam road securities have been slow in appreciating the commercial value of the trolley, and have in many instances permitted other persons to get in on the ground floor with valuable franchises which, when developed, drain from the steam roads their local passenger traffic, and threaten at no distant day to make inroads also upon local freight traffic. But if the railroads were slow in appreciating the significance of the trolley's rivalry, they are now thoroughly alert and in many localities are proceeding to purchase existing trolley lines and to plan extensions, both in order to protect the steam lines and to take advantage of whatever opportunity for money-making may hereafter develop through the growth of trolley patronage.

This is peculiarly true along the lines reached by the Pennsylvania system and affiliated roads. In this, as in other things, the Pennsylvania people appear to be many paces ahead on the procession. One interesting new development in trolley building is planned for the coming spring and contemplates a fast line between New York and Philadelphia. Rights of way, covering practically the entire distance, have already been secured and the Johnsons, of Cleveland, Ohio, are understood to be furnishing the money. Heavy rails are to be laid and the roadbed constructed to facilitate fast travel. A full fare of $1 is to be charged, but in view of the fact that the time between the two big cities will be about five and a half hours, it is probably that travel will be local rather than through.

Another enterprise in prospect is a continuous line from Mauch Chunk to Slatington with branches to Stroudsburg and Delaware Water Gap. Only a small link is required to connect Harrisburg by the Cumberland valley with Hagerstown, Md., and it is probable that this link will soon be supplied. Trolley developments from Ambler to Bethlehem, and from Lancaster to Lebanon and eventually to Harrisburg are in prospect; and while nothing has recently been said about the proposed through line from Scranton and Carbondale to Wilkes-Barre, with possible connections as far as Hazleton and the more important cities of the Schuylkill region, the completion of this system is only a question of time.

Having passed its experimental stage and become thoroughly subservient to the will of man, the trolley road is to be the road of the future, bringing everybody into speedy communication with everybody else. And yet the experience of the Reading company shows that the development of the trolley does not necessarily interfere with the development of steam railway traffic. In the early days of trolley building the Reading road sustained notable losses in its local passenger traffic, but latterly it has been steadily gaining, and it is now the opinion of the Reading officials that what losses they incur in local travel, covering a distance of one, two, three and four miles, are more than offset by the increased general travel brought to the steam roads by the trolley radial lines which tap remote rural districts and bring the inhabitants of the country into more direct communication with the cities.

Since the medical authorities have decided that yellow fever is disseminated by mosquitoes only, effort has been directed to getting rid of the mosquitoes. Two methods are being used in the vicinity of Havana. One is to pour quantities of kerosene in the pools of stagnant water. This is fatal to the young insects. The second plan is to plant eucalyptus trees in marshy and malarial districts. The odor of this tree seems to be peculiarly objectionable to mosquitoes, and they soon disappear from its neighborhood. Still a third antidote is to be tried. This is the planting of castor oil plants. In tropical countries the castor oil plant grows to the dimensions of a large tree, and is perennial. Its smell is also disagreeable to mosquitoes. It is to be hoped that these measures will not be in vain. Should they prove adequate, the knowledge that yellow fever can be entirely overcome would be well worth all the cost of the war with Spain.

Non-Partisanship Ineffectual.

THE REPUBLICAN nominee for mayor of Chicago, Judge Hanecy, who is making an uphill fight against Carter Harrison, Democratic incumbent and aspirant for a third term, has added to the interest of Chicago politics by formulating a declaration of principles, as follows:

1. An honest, economical and business administration of public affairs.
2. Public schools must be taken out and kept out of politics.
3. Towns, taxing and other governing bodies must be consolidated into one great Chicago.
4. A faithful, fair and honest enforcement of the merit system.
5. The complete separation of the police from politics and political influences, and maintenance of a higher efficiency and discipline.
6. The exaction of full and fair compensation for franchises and special privileges.
7. Radical change in special assessment department. Money collected shall be used only for the improvement for which collected, and the surplus promptly rebated.
8. Fair treatment for all the people.
9. Tribute shall not be levied or collected from the criminal classes.
10. The river must be deepened and made adequate to the demands of the present and future.
11. Business, factories and industries should be encouraged.
12. Streets and alleys must be kept clean, passable and safe at all hours.

The professions of a candidate for office are always worthy of attention even though they sometimes fall short in performance. We note the above platform, however, less through interest in the particular fight that generated it, than because it illustrates a method which should be more prevalent in municipal politics. For a hundred years there has been theoretical advocacy of non-partisanship in municipal affairs and practical exhibition of partisanship. Even the non-partisans become partisan when trying to carry their ideas into effect. The need of parties, one to propose and another to oppose, is established in the groundwork of Anglo-Saxon civilization and theorists can no more uproot it than they can fly.

This being conceded, why should we not have municipal platforms as well as state and national platforms, with party responsibility and accountability as well established in the local as in the broader field? The difference now between a Democrat and a Republican running for a local office, especially for councilman, is frequently only a difference between personal traits; and the voter has no means of knowing when he casts his ballot what principles of city government or what details of city legislation he is helping to forward or hold up. The lack of party responsibility leaves the voter in the dark and gives the councilman free rein to do as he pleases. Not having been pledged, the latter violates no promises but can, if he wishes, be as eccentric as a runaway horse. He does not have to be consistent. He does not have to pay heed to public opinion. All he needs is a personal following in his own ward sufficient to insure his re-election and he generally constructs this by means not fitted to the light of day.

If, on the contrary, party pledges were exacted, they might be broken but the party which should permit them to be broken would have to reckon afterward with public opinion. Its leaders would be impelled by motives of self interest to prevent an utter sacrifice of public confidence. The Republican or Democrat elected to council from an outlying ward would not be a political guerilla, at liberty to consult always only his own whims; he would be part of the general party column, subject to the general restraint and liable to party discipline. If he broke away from a party pledge, the party's interest would call for his redemption or punishment. If he stood loyal, the party's interest would urge his continuance or promotion.

The tendency in cities to break away from restraint has brought into the field of municipal politics a host of quixotic independent movements and prettily labeled reform enterprises which have occupied public attention very largely but proved absolutely ineffective in fact. The trouble with them is that they lack the cohesive force of long-established party loyalty to hold them together and sustain a machinery for their growth. New York had its Parkhurst and its Mayor Strong; and today it is worse in the mire than ever. The reform movement spent its energy in getting born; it had no reserves of vitality on which to draw after it had got itself installed in office. First it tore down party lines, and that took so much work that none was available to build up permanent new ones. Scranton is in danger of having a similar experience. Much good energy is being spent to detect and expose evil practices of long standing and with considerable success; but, after all, this is ineffectual unless it leads to something. Whither does it lead?

Not less but more partisanship is the need in municipal politics; partisanship that is honest and that has an honest purpose.

It begins to look now as though the Philippines insurrection would soon stay collapsed.

Hot Water Propulsion.

CONSIDERABLE interest attaches among railroad men to the experimental test recently made of the superheated water motor for operating standard gauge railroad cars. The idea involved in this system of propulsion is the expansive properties of hot water. The water is heated to the temperature of six hundred or more degrees and then kept strongly compressed in reservoirs located beneath the car. When a small quantity of the water is liberated it immediately assumes the form of steam, and is available for use in the cylinders. The projectors of the hot water system have contended that one tank full of superheated water would run an ordinary railroad car at an average speed of twenty to thirty miles an hour for an entire day, at an expense very much less than at present, and with much more valuable results, one of the principal benefits being the avoidance of smoke and dust. The test took place on Saturday of last week over the New York and Putnam railroad from Highbridge to Van Cortlandt and return, a distance of nine miles each way. The outward run was made in twenty minutes, and the return trip in about the same time. We have not seen the figures of the engineers as to the consumption of water per car mile, although it is alleged that to heat enough water to run a car a mile would at New York prices cost only about two cents. The test, at all events, developed that the new motor is feasible; that it motes. The rest will be simply a matter of working out details.

Mr. Bryan seems to be confronted with the most difficult problem of his life in the effort to convince people that he can leave home occasionally for any save the express purpose of talking politics.

An ambitious vaudeville lady in New York is to appear as Hagar. The fact that the disrobing fad has passed by will doubtless prevent the infliction of vaudeville sketches of Adam and Eve.

Of course Mrs. Carrie Nation's publication, The Smasher's Mail, will become popular with the gentlemen who handle baggage on the platforms of railroad stations.

Helen Gould and Her Noble Work

WITH HEART AND SOUL, Miss Helen Miller Gould, our American queen of hearts, engages in the work of intelligent philanthropy. All her efforts seem to be productive of good results, for she has the genius of associating practical business ideas with the use of money in attempting to help others. Her modesty, too, is shown in her taking refuge behind the corporate name of a charitable enterprise, rather than in making individual donations. Thus, in speaking of the splendid $410,430 building just given by the Women's Auxiliary of the international committee of the Young Men's Christian association, Miss Gould conceals the fact that a very large proportion of the cost was met by her individual check.

The first article Miss Gould ever wrote for a magazine appears in the March issue of Success. It reflects her hopes and aspirations in full herewith: "Nowhere in the range of uplifting activities," she writes, "does there exist a better field for usefulness than in the improvement of the social surroundings of the enlisted men of the army and the navy. This is the semi-patriotic work in which the ladies of the Women's Auxiliary of the international committee of the Young Men's Christian association have been engaged since 1897.

"In the case of the army, a fine example of the work of the army and navy department of the Young Men's Christian association, with which we co-operate, is seen in the new building on Governor's Island, New York Harbor, where soldiers have all the appointments of a club-house and athletic headquarters. It was given by Mr. Dodge, and there should be one hundred such buildings scattered over this country, to offset the low type of places now open to the men when they are off duty and outside the the army posts.

"When the sailor comes ashore, his uniform makes him a conspicuous mark, and, as after a long cruise he generally has money in large sums, he easily becomes a prey to designing persons, while respectable boarding places are closed to him, I understand. Through our Women's auxiliary, a seven-story structure near the Brooklyn bridge is being erected, where the sailors will be provided with a restaurant, a rifle range, a bowling alley, game rooms, smoking and reading rooms, two hundred sleeping rooms, and an auditorium with a seating capacity of five hundred, the men to pay a small amount for board and lodging, already there are splendid results at that point. With a much smaller outfit, at the present building, there were thirty-five thousand visitors in 1900; ten thousand meals were served, sixteen thousand men lodged over night, seven hundred and fifty lockers rented, and fifty thousand dollars in deposits saved for the men. Arrangements have now been made with a savings bank, whereby regular interest will be granted on deposits made by the sailors.

"The auxiliary is supplying traveling libraries, music-boxes, stereopticon and gramophone entertainment outfits, and the usual supply of reading matter to both the soldiers and the sailors. In the Philippines and China, the work is especially helpful to the men in the service. Our society needs the co-operation of patriotic American women, and we hope many will unite with this movement both by becoming members and in giving practical assistance along the lines indicated. The international committee of Young Men's Christian associations, to which we are auxiliary, is doing an interesting and helpful work among railroad employes, college students, Indians, and negroes, besides having a number of secretaries abroad, in addition to all that is being done in the army and navy, but we women are at present using our efforts almost entirely for the benefit of soldiers and sailors, and for railroad men."

THE BOERS AND THE PROPHETS

Herbert W. Horwill in the March Forum.

A long period will probably elapse before the final verdict of history is passed, on the justice or injustice of the Boer war. But one conclusion is already indisputable. The opponents of the policy of the British government have not needed to wait long for a complete vindication of their forecast of the probable course of events. They have shown that they made a saner estimate of the immediate situation than was reached by any cabinet minister or any newspaper that expressed a popular sentiment. There is material here for quite an interesting study in comparative prediction.

In the first place, the fact that there has been war at all testifies to the foresight of the party commonly known as "pro-Boer." When parliament rose in the summer of 1899, Mr. Chamberlain was confident that the mere dispatch of 10,000 men would solve the problem, without fighting at all. This display of force was going to overawe the Transvaal into complete surrender. Mr. Stead and his friends saw that the policy of bluff would be futile, and that it could only end in hostilities.

The action of the Orange Free State affords a similar contrast in fulfilled and unfulfilled prophecy. That in the event of war the two sister republics would be united, was a familiar prediction of the minority, long before the date of the ultimatum. On the other hand, Mr. Balfour declared that he no more dreamed of the possibility of having to fight the Orange Free State, as well as the Transvaal, than he did of the possibilities of war with Switzerland. When the thing unexpected by Mr. Balfour actually happened, it was hailed with delight by most of the London papers, as facilitating the task of the British commanders. It would be so much easier to march directly north through the Free State instead of having to treat that territory as neutral ground.

But it is in the respective forecasts of the two parties, concerning the nature, length, and cost of the war, as a whole, that opportunity is given for the most interesting comparison. When Mr. Stead said, in September, 1899, that "for the next six months, at least, we shall have to keep a minimum of 50,000 men in South Africa," and that "there is considerable doubt as to whether we shall be able to recall any of them for a long time to come," he was thought to be raving mad. A sufficient indication of the official estimate is given by the snub administered to General Sir William Butler. Sir Alfred Milner had instructed him to put a thousand men here and a thousand men there. He replied that, if there was to be war, three things would be necessary: (1) the immediate evacuation of Northern Natal; (2) the occupation of the line of the Tugela by 20,000 men; and (3) the preparation of an army of 100,000 men to march on Pretoria. The rejection of this counsel led to Sir William Butler's resignation, in circumstances that made it equivalent to a dismissal.

Strange to say, the war party learned nothing from the dissipation of its early illusions. Though its first predictions had proved so erroneous, it persisted in making itself ridiculous. The surrender of Cronje at Paardeberg, on February 27, 1900, was interpreted as the beginning of the end. The occupation of Pretoria, early in June, was everywhere regarded as the end itself. But those troublesome "pro-Boers," in spite of the justification of their original predictions, had the audacity to contradict the prevailing prophecies once more.

The popular illusions respecting the seriousness of the war were naturally accompanied by miscalculations as to its cost. Just before the war broke out, Mr. Stead's prediction, that "we shall get off cheaply if it does not cost us more than 10,000 lives and £20,000,000 sterling" was considered as ridiculous as his other warnings. But some time ago the bill already exceeded £100,000,000, while a moderate estimate of the present cost puts it at £2,000,000 a week. As to casualities, the official returns up to the end of December reported 51,687, including 12,158 deaths. It is by this time clear that in his speech at Carnarvon (October 6, 1899) Mr. John Morley made the right retort to the sneer that he was a Casandra. "Cassandra's prophecies," he replied, "happened to come true."

MULTUM IN PARVO.

The sandwich is called for the Earl of Sandwich.

Waffle is from wafel, a word of Teutonic origin, meaning honeycomb.

Mulligatawney is from an East India world meaning pepper water.

There are nearly 200 bishops of the Catholic church within the British Empire.

A century ago the potato was a new and unpopular article of food in France.

The art of manicure had its origin in the convents of France many centuries ago.

In the year ending March, 1900, the number of boys and girls educated free in Berlin was 207,510.

The total number of ice houses along the Hudson is 145, with a total tonnage capacity of 3,708,000.

Last year the farmers of the United States received $185,000,000 more for their products than in 1899.

Deaths of children under 5 years of age in Boston last year were 32.14 per cent. of the total mortality.

Ohio had the largest number of smallpox cases last year—1,606, Tennessee coming next with 1,323, and Minnesota with 875.

Seattle proposes to build a canal eight miles long from Puget Sound to Lake Washington, which is twenty miles long to 200 feet deep and will make an ideal harbor.

Municipal ownership of electric plants is on the increase in Canada. Woodstock and Kingston, Ont., are the latest to acquire the electric plants as municipal property.

Some seventy different varieties of olives are grown in California. There is no specine variety known as the "queen" olive, but any large variety may be thus designated.

The blood is a colorless liquid, in which little red globules are floating. Every drop of it contains about a million of the globules, and they are susceptible of division into smaller globules still.

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.

WANTED—A YOUNG MAN AS SHOE SALESman; experienced preferred; Welsh descent. Address Shoes, Tribune.

WANTED—A YOUNG MAN WITH TWO OR three years' experience in drug store. Address Lock Box 38, Jermyn, Pa.

Help Wanted—Female.

WANTED—EXPERIENCED DRESSMAKER. APply Silverstone, 404 South Washington ave.

WANTED—APPRENTICES TO LEARN DRESSmaking. Silverstone, 404 South Washington avenue.

WANTED—A GOOD GIRL TO DO GENERAL housework. Address 533 Main street, Peckville.

Agents Wanted.

ARE YOU A BUFFALO? AGENTS WANTED for official button of "Order of Buffaloes." Send ten cents for sample. The Buffalo Button Co., Box 326, Wilkes-Barre, Pa.

Salesmen Wanted.

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

Situations Wanted.

SITUATION WANTED—BY A YOUNG GIRL TO do general housework, 242 Putnam street, city.

SITUATION WANTED—BY A GIRL, 15 YEARS old, to do light housework. Address 539 Putnam street, North End, city.

SITUATION WANTED—BY A BOOKKEEPER, employed at present, but who wishes to change. Address E. F. G., care of Tribune.

SITUATION WANTED—BY A BOY OF 17, IN an office or store; references. Address C. H. R., this office.

SITUATION WANTED—BY A WIDOW, AS CHILD nurse or housekeeper. No. 515 Harrison ave.

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.

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.

For Rent.

FOR RENT—801 AND 803 JEFFERSON AVENUE. Also 609 Olive street. Inquire 615 Gibson st.

FOR RENT—FRONT AND SIDE ROOM FOR rent at 611 Washington avenue.

FOR RENT—DOUBLE HOUSE, LATEST IMprovements, lovely location, surrounded with trees, 215 and 213 Madison avenue, Green Ridge.

FOR RENT—$20 PER MONTH, STORE, 734 Lackawanna avenue. Inquire on premises.

DESIRABLE HOUSE ON MADISON AVENUE for rent; modern improvements. Apply to A. Rose, 223 Lackawanna avenue.

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

FOR RENT—8-ROOM HOUSE ON GREEN Ridge street. Modern improvements. Andrew M. Fine, 1023 Sanderson avenue.

FOR RENT—10 ROOM HOUSE, MODERN IMprovements. 514 Wyoming avenue.

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

For Sale.

FOR SALE—COUNTRY PLACE, NEAR PLEASant lake in Susquehanna county; 5½ acres, 10-room house, barn, fruit. Scott, attorney, Mears building.

FOR SALE—PHAETON, ALMOST BRAN NEW; it's home made; At in every way; an exceptionally fine carriage; $125 for quick sale. Apply 835 Monroe avenue.

FOR SALE—OLD, ESTABLISHED PHOTOGRAPH business; correspondence invited as to details and reasons for selling. Address B. R. Lyons, Montrose, Pa.

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.

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 ROOM FOR GENTLEMAN. 516 Quincy avenue.

Business Opportunity.

ATLANTIC CITY, N. J.—FOR SALE—A WELL-established and prosperous stationery and printing business. Address Box 7, Atlantic City.

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.

Strayed or Stolen.

LOST, STRAYED OR STOLEN—WHITE SETTER bitch; black ears and head; white face; answering name of "Spot"; reward for return, 1013 Sanderson 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.

Miscellaneous.

DRESS PLAITERS FOR SALE, 75 CENTS; FORmer price, $1.50. Mrs. MacDonald, 539 Washington avenue.

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.

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.

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.

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.

Lawyers.

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

F. R. TRACY, ATT'Y, COMMONWEALTH BLDG.

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, 1318 Mulberry. Chronic diseases, lungs, heart, kidneys and genito-urinary organs a specialty. Hours, 1 to 4 p. m.

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.

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 934.

MRS. L. T. KELLER, SCALP TREATMENT, 50c.; shampooing, 50c.; facial massage; manicuring, 25c.; chiropody. 501 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.

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 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.

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.

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, 3.24, 6.00 and 8.22 p. m. Arrive from New York at 1.10, 4.00 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, 5.43 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 5.35 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.

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, 1.20, 2.44, 3.52, 5.20, 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 5.20 p. m.

For Wilkes-Barre—6.45, 7.48, 8.43, 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. B. BURDICK, G. P. A., Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Pa.

Erie and Wyoming Valley.

Time Table in Effect Sept. 17, 1899.

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.

FINLEY'S

We are displaying our new selection of

Spring Shirt Waists

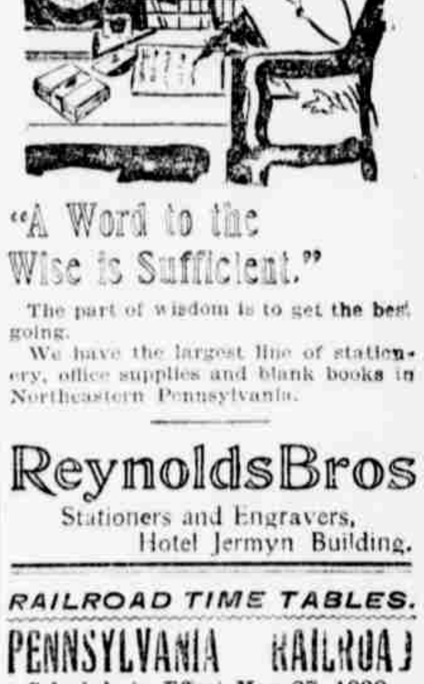
Every style is new and all the patterns are our exclusive designs. Our line embraces:

Dimity Waists,
(In White and Colors.)
White Pique Waists,
White Lawn Waists,
White Embroidered Waists,
White Corded Waists,

The "Senior" Black Silk Waists are unexcelled in style and fit.

A line of Black and Colored Silk Waists at $3.75, well made and perfect fitting. A rare bargain.

510-512
LACKAWANNA AVENUE



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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 Railway Company

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

207 Express Sun.	205 Sun. only	201 Express Sun.	STATIONS	202 Daily	206 Express Sun.	208 Sun. only
		P M		A M		
		7 10	Ar. N. Y., W. 42d St. Lv.	8 00		
[illegible]	[illegible]	[illegible]	Cadosia	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Hancock	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Starlight	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Preston Park	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Winwood	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Poyntelle	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Orson	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Pleasant Mt.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Uniondale	[illegible]	[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]	[illegible]	White Bridge	[illegible]	[illegible]	[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]
P M	A M	P M		A M	P M	P M

Additional trains leave Carbondale for Mayfield Yard 6.45 pm except Sunday, and 7.52 pm Sunday only, arriving at Mayfield Yard 7.03 pm and 8.03 pm.

Additional train leaves 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 6.15 am daily, arriving at Carbondale at 6.30 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.