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Hot biscuits made with Cleveland's Baking Powder are most appetizing in appearance, fragrant in odor, delicious to the taste. Light, sweet, wholesome. An ideal breakfast food. No other biscuits are quite so nice, none so easily made, none so healthful.

CLEVELAND BAKING POWDER CO. NEW YORK

Take every precaution to avoid alum baking powders, as alum in food is deleterious. They may be known by their lower price.

## **WEATHER WAS** DISAGREEABLE

KEPT THE ATTENDANCE AT WALLSVILLE FAIR DOWN.

Wheel of Fortune Which Had to Suspend Operation Wednesday Was Again Whirling Yesterday Horses of the 2:35 Class and a Free for All-The Summaries.

Maitland Driving Park, Walisville Pa., Sept. 12.—Cloudy skies, drizzling rain and sticky roads were the conditions that confronted intending spectotars of the Maltland fair today. consequence, the attendance, usually the largest on the third day, was kept down to small figures. All the morning, instead of the long lines of carringes and stages that usually are the "big day" of the fair, a solitary rig drove up occasionally and was attended to without an instant's delay

Naturally this did not please either the directors of the exhibition nor the showmen and fakirs who had gone to considerable expense to get their wares to the grounds and paid good sums for privileges. All the morning the heavens were scrutinized carefully and the weather-wise and would-be prophets alternately predicted bright skies and gloomy weather. By noon, however, in spite of the slow accessiens, the crowd had swelled to quite respectable dimensions, and a fairsized portion of the spectators were of the feminine gender, their dainty colerings and bright faces beloing greatly

to dispet the sombreness of the day, Many well-known Scrantonians were visible in both the paddock and exhibition halls, strolling about from one attraction to the next and apparently hugely enjoying their day's outing among the billiops of old Benton

## WHEEL OF FORTUNE.

The alluringly decorated wheel of fortune, which had to suspend operations so summarily on Wednesday was open again for business this morning and most of the day it was surrounded by the country youth, who grazed open-mouthed at the astonishing good luck of some of the players. especially two huge specimens, who seemed never to tire of leaning on the red-and-black cloth and staking their quarter and half dollars on the gyrations of the four-foot upright sphere. Needless to remark, these two fortunate knights of chance were the youth and the squint-eyed middleaged man who taked the coins in and out, took good care not to let the two large men lose too often.

Some odd characters, as at all large gatherings, were seen. One of them was the well-known dentist of Clark's Summit who stands but three feet inches in his stockings, but weighs over 150 pounds and is 35 years old. He attracted much attention as strolled about the lawns and hall. A farmer from over Clifford way stalked back and forth throughout the warm, muggy day, wearing a heavy gray fur ulster, keeping step with a young lady attired in a grass-linen suit and drooping straw hat.

Crosby's music machine was well patronized, and its resonant strains seemed to be captivating the rural youth and maiden, for couples of sparking age would ride stendily round and round on the wooden horses until the resebuds in the girl's cheeks were deepened into full bloom by the unaccustomed mode of travel.

## MANY PICNIC PARTIES.

At noontime charming scenes of picnic parties could be witnessed on every side. Most of those who had tome to the grounds by their own torses and carriages utilized the latter as a dining hall, and enjoyed their mid day meal to the accompaniment of jollity and a good nature that would take more than a severe rainfall to Some one-seated buggies were well worth noticing, for there some young, happy couple were having a little world of their own; she having a raj kin spread out on the little space between them on the seat and handing him choice samples of her own

Nect of the products of her skillful ands upon him. Blushes and delightof little catches of laughter greeted sallies of evident wit, white now and then her attention would be disracted by some passing gown and the reselve to copy it could be detected in her quick, far-seeing eye. Thus is the fashion book opened here for all o read who have no access to printed

ven some of the judges in the differet departments did not arrive until a are hour, and the list of prize winners was delayed.

A large number of horses, including me of the best racers, have been afflicted during their stay here by an epidencie prevalent in many parts of the country. One of the worst afflicted was May Toskey, owned by A. J. Schnell, of Scranton, who was sheduled to start in the free-for-all foday. On Wednesday night her owner almost despaired of her recovery, but the roan mare had improved a great deal today. all tough still to ill to start. The sickness is of the character of influenza. with a short constant cough and a running of the nose. When the animal is tretting it loses its breath and is in great distress.

### WHEN RACES BEGAN.

At 2 o'cleck when the races wer called, there were about 3,000 spectators on the grounds. This is in great entrast to the great multitude that througed the fair last year on the some day, but was a very good attendance, considering the weather conditions. The track was heavy and sticky, precluding fast time. There was scarcely any breeze stirring.

There was a base ball game and two trotting races during the afternoon amuse the patrons. In the morning the horres and colts were judged on the race track by Harry W. Seamons. of Factoryville, and W. S. Robinson, of lifford, and it created quite an enertainment for the large crowd of onekers. Some very choice specimens of horseflesh had to pass under the Judges' eyes, but when the awards were all made and the blue and red tickets tere fastened to bridles and headstalls not a note of dissatisfaction was meard.

It was 1.55 o'clock when James Kelly of Dunmore, the official starter, called cut the horses for the 2.35 class. The other officials of racing were: Harry W. Scamans, of Pactoryville: Thurston Parker, of Clark's Summit: W. S. Robinson, of Clifford, and John Simpson, of Carbondale, who were the judges and times respectively. The race by heats follows:

First heat-There were six horses started out of an entry list of eight In drawing for positions Almokin go the best of it, with Uncle Ned second, Miss Jennie third, W. S. Maxey fourth Harry B. fifth and Avoca Girl last The field got the word the first time to the judges' stand. In a very few strides Miss Jennie shot ahead of the bunch, closely followed by Maxey. Alproprietors, and the red-nosed freekled mokin broke and took up a stern chase. At the quarter Miss Jennie was a length ahead of Maxey, with the field strung out. At the half Maxey had autfooted her and led by the stand by two lengths. Then Jennie caught Maxey and led almost to the three-puarter mark, when she went up in the air and Maxey again took the leadership, which he retained until within fifty feet of the wire, when Jennie came with a furious rush and caught he rival within ten feet of the finish line, winning the heat by a short neck amid tremendous applause and greaexcitement. The other four horses were strong our many lengths in the rear. The prime old stallion, Uncle Ned, came in third. Time by quarters: .35, 1.15, 1.52, 2.3112.

THE SECOND HEAT. Second heat-Mr. Kelly shouted 'Go!" the second time the horses lined up and the field started, with Miss Jennie well in front. She kept the lead to the quarter, which was passed in 35 seconds, and was a length heat, 2.7442. L. A. Patterson, the driv- between the West Scranton and in front of Maxey. Half way between er of Nilo, made a formal protest, which Luckawanna teams, which will be there and the half mile pole Miss Jennie broke badly and Maxey took the lead, and was two lengths in front at the ground that he (Hannis) had been 2.27 class, for a purse of \$125, which fore the three-quarter pole was reached by half a dozen lengths, passing there in 1.56%, with Miss Jennie next. Coming into the stretch Miss Jennie made a supreme effort to catch Maxey and had almost succeeded when the leader passed under the wire only a nose in ly gave the word for the last brush. It was dark when the races were front, with Harry B, third. The driver of the day. Ethel Bell was first at over and the long stream of carriages of Jennie B, claimed he should have the the quarter, closely followed by Slash- stages and trucks began the four mile heat, as Maxey was running when he er and Nilo. Time, 35 seconds. At drive toward Dalton. It was so late passed under the wire. The claim was the half Slasher Boy, Ethel and Tink- when the judges of the exhibits rennot allowed by the judges.

not allowed by the judges. . er went it the judges in the order dered their decisions that a complete Third heat—Almokin appeared with named in 1.11. At the three-quarters list of the prize winners could not be cookery, not being too busy with her a new driver, Mr. Pierce entrusting his Slasher was first; Ethel Bell, second, obtained,

mare to the skilled hands of L. A. Pat-Carbondale. The drivers fid considerable maneuvering before they succeeded in getting their horses lined up just right. Five times they tried and failed, but then the word was given. Miss Jennie led the way to the quarter on almost even terms with Maxey, in 35 seconds, but broke at the turn and Maxey and Almokin passed These two made a pretty race to the stand, only heads apart in the order named, in 1.14. At the three-quarter mark Almokin forged ahead of Maxey and led by a neck in 1.4219. Almokin showed in front when coming icto the stretch, but Miss Jennie came whirling like a cyclone and repeated her marvellous hustle of the first heat, snatching the laurels just as the wire was reached and beating Almokin by a short head, with Harry B. third, some distance behind. Time of heat

Fourth heat-Almokin was driven this time by her owner, H. H. Pierce, popular Carbondale constable. Right after the word was given Jennie broke badly and dropped to the rear. Almokin shot ahead and was first to pass the quarter, two lengths ahead of Maxey, in 37 seconds. Miss Jennie regained her lost ground and passing one after the other of her competitors, led to the half, a good distance ahead of Almokin, Uncle Ned being third. Time, 1.14%. These positions were unchanged at the six furlongs pole, in 1.53, and at the mile, in 2.32. Pourth money was ordered to be divided between Uncle Ned and Harry B. Summary:

Next came the event of the meeting he free-for-all, with a purse of \$200. This race had eleven entries, but sickiess and other causes had induced five of the owners not to start. What horses were left, however, were of high quality. The race by heats was troted this way

First heat-W. H. G. drew the inside position: Tinker, second; Combine, third; Nilo, fourth; Slasher Boy, fifth; Ethel Bell, sixth. Distance and weight were waived by agreement of the drivers. By the time this heat was called at 2.45, the wind had increased considerably and blew down the homestretch, but it dried the track some. Nilo, owned by L. A. Patterson, of Carbondale, started under protest. This horse swapped positions with W. H. G. for the initial heat. While scoring for the first time a check rein broke on Ethel Bell, and a delay o several minutes was occasioned. Ther after several attempts and considerable coaxing on the part of the presiding official they were sent away to a good start, W. H. G. a head in front of the pole horse. Nilo kept his pole clear to the quarter, which he passed in 34 seconds, a length ahead of W. H. G. Coming around into the stretch Ethel Bell passed the two leaders and went past the stand on the first circuit in 1.684, with Nilo a length behind. Ethel Bell led the bunch to the six-furlong pole in 1.44, with Nilo next, when she went up in the nir and stayed unsettled so long that all the field passed her. Nilo then kept the lead all the rest of the way, finishing well ahead of W. H. G., who came very close to lesing the place to Slasher Boy, who gained fast coming home, but the distance was not mile, 2.24.

## RACED IN RAIN.

Second heat-A drizzling rain had set in when this heat was called, undoing all the good work of the wind in drying up the track. The homestretch was quickly being turned in a pastry. sticky roadway and the going was very much in contrast with that of yesterday, Covered wagons and stands were quickly resorted to as viewpoints. There was only one preliminary score before they were sent away, with Nilo and W. H. G. a little ahead of the rest. Nilo crept away in front of the bunch, closely followed by Ethel Bell, and in this order they passed the first quarter of the journey. Coming into the stretch Slasher Boy passed Ethel and was two lengths behind Nilo at the half. These two kept their positions and distances unchanged to the six-furlong mark, and then Slasher Boy tried to snatch first place. He gradually crept up, closely followed by Ethel Bell, who had rallied, and when the stand was passed these three were only heads apart, with Nilo first; Slasher, second, and Ethel, third. time by quarters was: 0.3412; 1.1012; 1.46%; 2.231.

Third heat-This was the prettiest heat in point of racing of the day The word was giren at once. Slasher Boy led to the quarter, with Nils and W. H. G. lined up alongside, the trio being only heads agait. Nilo had the most endurance and led by the half and Nilo, third. Time, 1.48. Coming mile mark, a little in front of Slasher up the stretch for the finish. Nilo came Boy, with W. H. G. and Ethel Bell tied for third position, close up to the was a length behind Ethel for the The six horses were all mile, bunched up at the six-furlong mark. Ettel Bell, W. C. Norton, Alden-Ethel Bell, Nilo and Slasher Boy being side by side. Ethel kept her stride and Nilo, b. g., L. A. Patterson. Carwon the heat by two lengths from Nilo, with Shasher Boy a heart in front Slasher Boy, m. g., W. E. Howell, of Combine and Tinker, who were Aveca, tied—alongside. The finish was a w. H. C., b. g., G. W. Dana, S. ran-beauty, all the horses being together.
Combine was set back to last place.
Combine was set back to last place. Combine was set back to last place for running under the wire.

SUN CAME OUT. Fourth heat-The sun was dining brightly when this heat was called, the entry of Nilo and the driver of When the word was given Slasher Boy led all the way to the first pole, with Nilo close up, in 35 seconds. the half Slasher was yet in front with Ethel Bell getting close up. Time, 1.10%. At six-furlongs Ethel was almost on even terms with Slasher, they game was played between teams repbeing apparently a well matched team. Time for six furlongs, 1.4612. Soon af- Fleetville. During the heats, the ter passing here Ethel Bell passed game was suspended. The Waverly Slasher and led by two lengths to the boys proved their superiority by finish line, Slasher being the same dis- score of 7 to 5. tance ahead of Combine. Time of he reduced to writing, against Frank called at 1 p. m. Then there will be a Hannis, the driver of Ethel Bell, on trotting event for the horses of the the half in 1.13. He increased it be- expelled from the track by the Na- ba nine entries. Then there will be a tional Trotting association. It was de- running cace, two best heats out of cided to finish the race under protest. Fifth beat-Twilight was rapidly coming on when the horses appeared over the advisability of holding the on the track for this heat. Four at- fair to additional day, but finally tempts were made before Starter Kel- negatived the idea.

RAILROAD TIME TABLES.

Lehigh Valley Railroad.

In Effect June 2, 1961.

Trains leave Scranton:
For Philadelphia and New York via D. & H.
R. R. at 6.45 and 9.38 a. m., and 2.18, 4.27
(Black Diamond Express), and 11.39 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 Pottseille, 6.45 a. m., 2.18 p. m.

For Bethlehem, Easton, Reading, Harrisburg

Bethlehem, Pa. For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa.

Delaware and Hudson.

In Effect June 9, 1901.

ains for Carbondale leave Scranton at 6.20,
8.53, 10.13 s. m.; 12.00, 1.29, 2.44, 3.52,
6.25, 7.57, 9.15, 11.20 p. m.; 1.16 a m.
r Henesdale and Lake Lodore, 6.20, 10.13 a.

m.: 12.03, 1.28, 2.18, 2.35, 4.27, 6.10, 7.48, 0.44, 11.30 p. m. For L. V. R. R. Points-6.45, 9.38 a. m.; 2.18,

or Pennsylvania R. R. points—6.45, 9.38, 2.18, and 4.27 p. m. or Albany and all points north—6.20 a. m.

For Carbondale -8.30, 11.33 a. m.; 2.44, 3.52, 5.52 and 10.52 p. m.

For Wilkes-Barre-9.38 a. m.; 12.03, 1.58, 3.28, 5.32 and 8.42 p. m.

For Albany and points north-3.52 p. m.

For Honesdale and Lake Lodore-8.50, 11.33 a. m. and 3.52 p. m.

with a rush, passing Slasher Boy and

Time, 2.25. Sumn all;

Tinker, b. g., F. W. Scutt, Scian-

serve how they make out.

three, for a \$50 purse.

Time-2.24, 2.2.02, 2.2452, 2.24, 2.25,

As there are protests against both

the race, it will be interesting to ob-

BASE BALL GAME.

resenting the towns of Waverly and

The directors debated for some time

E. L. Hatfield.

During the afternoon a base ball

and 3.52 p. m. SUNDAY TRAINS.

5.29 p. m. Barre 6.45, 7.48, 8.41, 9.38, 10.45, 1.28, 2.18, 3.35, 4.27, 6.10, 7.48,

0 p. m. ivania R. R. points-6.45, 9.38, 2.18.

### RAILROAD Schedule in Effect June 2, 1901.

Trains leave Scranton: 6.45 a. m., week days, through ves-tibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal in termediate stations. Also con-nects for Sunbury, Harrisburg, ington and for Pittsburg and the West.

9.38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and Pittsburg

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 9.38 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 9.38 a. m.; 1.58, 8.27 p. m.
For Tunkhannock, Towanda Elmira, Ithaca, Geneva and principal intermediate stations, via D. L. & W. R. R., 8.10 a. m. and 3.10 p. m.
For Geneva, Rochester, Buffalo, Niagara Falla, Chicago and all points west, via D. & H. R. R., 7.48, 11.55 a. m., 1.28, 3.33 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundaya, D. & H. R. R., 11.55, 8.27 p. m. and the West.

2.18 p. m., week days, (Sundays, 1.58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and 7.48, 10.11, them p. 11.55, 8.27 p. m. man parler and sleeping or Lehigh Valley cars on all trains between Wilkes-Barre lew York, Philadelphia, Buffalo and Suspension Bridge.
ROLLIN H: WILBUR, Gen. Supt., 25 Cortland street, New York.
CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland the West. 3.33 p. m., week days, through ves-tibule train from Wilkes-Barre. street, New York W. NONNEMACHER, Div. Pass. Agt., South

Pullman buffet parlor car and coaches to Philadelphia via Potts-Stops at principal intermediate stations. 4.27 p. m., week days, for Hazleton,

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

Delaware, Lackawanna and Western

Delaware, Lackawanna and Western

In Effect Aug. 11, 1991.

Trains leave Scranton for New York—At 1.40, 2.00, 5.55, 7.50 and 19.95 a.m.; 12.99, 3.20, 3.45, 5.00 and 8.39 p. m. For New York and Philadelphia—7.50 and 10.05 s. m., and 12.49 and 2.45 p. m. For Tobyhanna—At 6.10 p. m. For Buffalo—1.16, 6.22 and 9.00 a. m.; 1.30, 5.52, 7.05 and 11.35 p. m. For Binghanton and way stations—10.29 a. m. and 1.05 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.30 and 1.52 p. m. Dawago, Syracuse and Utica train at 6.22 a. m. daily, except Sunday. For Montrose—5.00 a. m.; 1.05 and 7.05 p. m. Nicholson accommodation—4.00 and 6.15 p. m. Bloomaburg Division—For Northumberland, at 6.45 and 10.05 a. m.; 1.30 and 6.10 p. m. For Plymouth, at 8.10 a. m.; 3.55 and 9.05 p. m. Sunday Trains—For New York, i. 10, 3.00, 5.3 and 10.05 a. m.; 3.20, 3.45 and 5.00 p. m. For Binghandon—1.15 snd 6.22 a. m., 1.30, 3.57, 7.0 and 11.35 p. m. For Binghandon and way stations—9.09 and 10.25 a. m. Bloomaburg divisio—Leave Scranton, 10.05 a. m. and 6.10 p. m.

New Jersey Central.

New Jersey Central.

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

TIME TABLE IN EFFECT JUNE 50, 1901.

Trains leave Scranton for New York, Newark,
Elizabeth, Fhiladelphia, Easton, Bethlehem, Allentowr, Manch Chank and White Haven, at 8.55
a. m.; express, 1.10; express, 4.00 p. m. Sundays, 2.15 p. m.

For Pitiston and Wilkes-Barre, 8.55 a. m.; 1.19
and 4.60 p. m. Sundays, 2.15 p. m. For Prission and Sundays, 2.15 p. m. For Baltimore and Washington and points South and West via Bethebrun, 8.55 a. m., 1.16 and 1.00 p. m. Sundays, 2.15 p. m. For Long Branch, Ocean Grove, etc., at 8.55 a. m. (through coach), and 1.16 p. m. For Reading, behavior and Harrisburg, via Allentewn, 8.55 a. m. and 1.19 p. m. Sundays, 9.15 a. m. Sundays, 9.15 a. m. Sundays, Ethel Bell, the two foremost horses in p. m.
 For Pottsville, 8.55 a. m., 1.10 p. m.
 For Mountain Park, 8.55 a. m., 1.10 and 4.00

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Leave Leave Arrive
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10 ... 4.30 p. m. 6.45 p. m.
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