GUERNSEY HALL

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For fine cak. making there is nothing

### CAPTAIN SIGSBEE REFUTES SCHLEY

[Concluded from Page 1.]

"Yes, the next line here reads: 'It was Brook

Could she have been a half a mile away? "I should think not. Not anything like it. I would not suppose it was a quarter of a mile when I saw her. I was standing just att of the conning tower near the entrance. It was in that way I heard these orders given, and I wrote them down as Captain Philip gave them. I went sround to the lee side of the coming tower to find out why we stopped, Captain Philip waved his hand toward the Brooklyn, and I saw her He said: 'Look at that rellow going out to

"Did you hear Captain Philip give any orders to back the engines:" asked Admiral Bowey, "No, sir, I do not remember that I did, I turned away almost immediately." "You would have if he had given the order

wouldn't you?" inquired the admiral.
"I might and might not." "You seem to have heard everything else."

Oh, not everything. Mr. Dienalde said in response to questions that he had on the day of the battle written a re-port of the battle, but that these facts had no been given because Captain Philip had asked him to "make it nice for everybody," and this had been his own inclination. He was then excused for the day, and asked to bring his news-paper report of the engagement into court to-

#### Captain Sigsbee Called.

Captain Charles D. Sig-bee, who commanded the secutable St. Paul during the Spanish war, was next called. He said that in obedience to Captain Wise, who was his commanding officer, he had proceeded to the vicinity of Santiago, arriving there on May 21. He told of taking aboard the Cuban polot, Nanez, and said that he did not have great confidence in that person His instructions were to report to Commodor Schley that the Spanish squadron probably was in Santiago harbor. He met the flying squadron on the evening of May 26, the squadron then being twenty or twenty-live miles south of Santiago. He had reported to Commodore Schely that he "knew nothing positively" about the Spanish fleet. He was then asked if he had expressed his belief to Commodore Schley that Cervera's fleet was not in the harbor, as reported later by Commodore Schley. A controversy arose over the admissibility of the question, and the court took a recess for luncheon before re-

the court took a recess for inscaron neare re-ceiving the reply of the witness.

When the Seldey court reconvened after lun-cheon, Captain Sigsber continued his testimony Mr. Hanna repeated his question, asked before recess, quoting from Rear Admiral Scilley's re-port of Feb. 18, 1899, the sentence reading: "After having been assured by Sigsbee that he did not believe the Spanish fleet was at Santiago." The witness replied:
"I said that I had seen nothing of the Spanish

fleet. I may have said that I knew nothing post tively, or absolutely, about its movements, but I recited certain events to show that there w. a probability of the fleet being in Santiago at that time. In regard to the other matter, I beg to make an appeal to the court. This case is one involving reputations. It has been stated by Commodore Schley in an official letter to the United States senate that I expressed a certain belief. Now it has been made a mildle matter. I think that either the court or the defence should allow the to express under outh what I really said. Whether I expressed that belief or not, it may be technically right to interfere with me, but according to the ethics of the naval service I think the defense ought to permit me to answer that edestion."
"We have no objection to that," said Mr

I have given an answer to that appearing have said nothing about my belief." Mr. Hanna—The portion of the question to which I should like to have you give an explicit unswer is whether you assured Commodore Schley that you believed the Spanish fleet was not it

"I did not say that I believed it was not there. I said I had not seen it." "Did you give him any assurance which would point in that direction." department, which stated that the Spanish fleet

#### was reported to have arrived there." Interesting Letters. Mr. Hanna then read a letter which Contain Sigsbee had on May 25th written to Commissione

Schley, reporting the taking of the Pilot Numez aboard from the Jason and the capture of the British steamer Restormed as a prize, the said in that letter: 'No news here, I have seen absolutely nothing of the Spanish fleet,' He re-ported also that the Restormed lead 2,100 rous of coal aboard and said that the commanding officer had said he was bound for Southern Mr. Hanna also tend a number of letters Bring them being one from Captain Sigsies to Commodore Schley, written from Mole St. Nich clas, May 29, in which he said to the commo "Do as you are doing and you will d right." He also informed him that there was a number of telegrams at the Mole for him, but that tome of them were argent. He told the commodore that the department expected him to exactise great efforts to keep in real.

Mr. Hanna-I wish to ask your attention to the clause, "Do as you are doing and you will do right." What was the Flying Squadron doing

tight." What was the Pleing Squadron doing the time you wrote the letter?" "First was based on the fenor of the cipher telegrams I found at the Mole from the cor-mander in chief and from the pavy department urging that the Stanish sometron be held and that every effort be made to coal ship. At that time the Flying Squadron was off Soutings, with the intention, so far as I know, of staying; and I also believed it was the intention of Commo dore Schley to coal his sides of that port. left Santiago on the morning of the day on which the letter was written. At that time the

weather was very fine and I had twice urged on Commodore Schley the importance of taking advantage of that particular kind of weather." Captain Sigsber also said that when he has parded the Brooklyn on May 26th Commodot Schley had told him that he was bound for Kee "Did to ask you if you believed the Spanish

fleet was in the harbor at Soutlago? don't remember his putting a question t The witness recalled a signal from the this Sup at that time asking him to 'Inform Sampthat one-half of this squadron is ont

### Cross Examined.

Mr. Baynor then questioned the witness, bring ing out the statement that the purpose of his ship being sent to the vicinity of Santiago was to, if possible locate the Spanish fleet. He said that he had first seen the Spanish vessels in the harbor at Santiago, but that when he reported the fact he found the squadron had already made the discovery. Mr. Raynor read an extract from a report made by Captain Sigsber, saying: In this report off Santiago de Cuba. and the coast, after chasing some the smoke of a number of vessels

sing it possible that the stran-spanish squadron approaching that that to ask is this "When you dier chasing a number of versioned, and when you made f the Santiago culcance on the morning of the South, you thought that this was a Spanish squadron appropriating the port?"
"You I bloomed it might be the Spanish

I did not say that they were apv. 'approaching that port."

"You must temember I had no definite infor-Raynor attempted to quote a statement

Sigsbee had said that on May 29th the flying squadron was blockeding Santiago twentyfive miles out at sea, but objection was made to bringing in Admiral Sampson's name and Mr. Raynor asked whether he did make that report o any one at that date. The witness replied in

ie negative,
"Did Captain Wise communicate to you ispatch from the navy department stating that Spanish squadron was at Santiago?"

remember no dispatch or communication om Captain Wise to that effect, excepting that which I received from the navy department through him as senior officer at Port Haitian on May 20, the dispatch on which I proceeded ltimately to Santiago." By the court

#### What He Told Schley.

Did you make any effort to ascertain if the onish squauron was at Santiago prior to May

"Only by extreme warehouness; that is all, unicated to Commodore Schley on May 26th regarding the whereabouts of the Spanish squad-

"The department's order to me directed me to "The department's order to me directed me to state that the Spanish squadron was there or had been reported there, and again the circum-stantial evidence afforded by the capture of the Restormel after her very peculiar cruise." By the Court-Did you receive a dispatch from

erretary Long, dated May 20th, stating that the Spanish fleet arrived at Santiago on May 19;"
"I am not certain, but my recollection is that
it stated it arrived on the 19th or "1st. I reived the communication just us I have stated It came from the secretary of the navy. It was signed 'Long,' but whether I got a copy of it rom Captain Wise or got the original I enon-By the Court-Did you show this dispatch !

ommodore Schley on May 26\*\*\*
"I already said I cannot recollect the act o showing it to him. I presume I did, but that I informed him I remember."

#### Yeoman Becker on the Stand.

Captain Sigsbee was then excused and Chi coman Gustav E. Becker, who served as a clerk o Admiral Sampson on board the flagship New ork during the Spanish war, was called. He identified the memorandum from Captain Mc-Calla, saying there was a good landing place near Cientucgos, which Admiral Sampson sent to Commonore Schley under date of May 19th, and said that this memorandum had been caried in duplicate by the lown and the Dupon! It. Raynor ourstioned the witness very closely bringing out the fact that Becker had no records to show that either of these vessels had carried the memorandum, and that he was dependent upon his memory in making the statement.

Mr. Hanna said in this connection that department expected to be able to show that four copies of this memorandum had been for-warded to Commodore Schley, Mr. Raynor resonded that he would admit only one connd that was the copy delivered by the Hawk n May 23rd, 1898. The court adjourned for the day at

#### MORE HORSE THEFTS.

Stranger Took Horse and Buggy on Monday Night, but Abandoned It When Followed.

The epidemic of horse-stealing in this part of the state seems to be spreading, three more cases being reported to the police yesterday. A horse and milk wagon, belonging to the Stephens way as soon as her head sheets were trimmed down. At 11:30 both yachts were pretty nearly Dairy company, was taken from in front of Luther Keller's place of busi- becalmed, the Columbia baving a lead of about ness, on West Lackawanna avenue, about noon yesterday.

The driver had gone inside and remained but a few moments, and when he came out both horse and wagon had disappeared. The police are inclined to believe that the horse either strayed or ran away, but the driver insists that the outfit was stolen.

A horse and buggy belonging to John Devine, of Nay Aug, were left outside of Campbell's saloon, on Lackawanna avenue, on Monday night, while their owner went inside. A stranger came along the street and coolly untied the horse, jumped into the buggy and drove off. Peter Macker, of South Scranton, drove by the place a minute afterwards, and was hailed by a man who had seen the stranger drive off

with the horse and buggy. Mr. Macker drives a fast horse, and succeeded in catching up with the stolen outfit on Adams avenue, between Spruce and Linden streets. When the thief saw that he was followed, he jumped from the buggy and making a dash across the court house lawn, was lost in the darkness. The outfit was recovered.

The police also received word yester day of the stealing of a horse and buggy from Milford, Pike county. The animal was a black mare and was hitched to a black buggy with red running-gear. When last seen the horse was being driven towards this city The police have learned that the horse and buggy belonging to Frank Croghan, which were stolen on Saturday night, were driven through Duryea.

### EFFECTS OF THE REDUCTIONS.

The reductions made in war revenues is showing itself in the monthly collections. Usually there is a very large increase in the total collections for any one month, as compared with the corresponding month of the previ ous year. The month just closed, however, shows only a very small increase The collections from the various

sources for September of this year ...... 194,141 20 Cigars .....

Total for September, 1900 .......... 143,579 6. In documentary stamps alone there was a decrease from \$12,247.36 to \$1,658. 62, and in proprietary stamps the decrease was from \$392.06 to \$36.50.

No Decision in Molineux Case. Albany, Oct. 1.—The court of appeal did not ender any decision today in the Roland B. Molineux murder case. The next decision day of the court is Friday, but there is nothing to indicate when the decision in this patticular case will be rendered. The judges of the court say absolutely nothing about it.

### DEATHS OF A DAY.

Philadelphia, Oct. 1 .- Mrs. J. Fred Zimmer man, wife of the theatrical manager, died at her home here today, after having submitted to an operation for appendicitis. Mrs. Zimmerman had been ill only a short time. She was the daughter from Admiral Sampson to the effect that Captain of M. Wetherell, of Cincinnati.

### SHAMROCK AHEAD BUT NOT A RACE

[Concluded from Page 1.]

During the next hour, in a close reach for the second mark, the yachts were able to cover four or four and a half miles of the remaining twenty and as only fifty minutes then remained before the expiration of the time limit the race was declared off. After turning the mark the experts thought Shamrock increased her lead slightly. This gain may, however, be accounted for by the fact that she carried a large jib top sail while Col-umbia was working close to the wind with a small balloon jib top sail, a mere handkerchief compared to Shamrock's larger sail. When the excursion fleet headed back for home the only real race of the day occurred. It was the race for New York.

Tonight both of the Yankees and the foreigners are praying for a good stiff breeze on Thursday when today's race will be re-sailed.

Always optimistic, Sir Thomas Lipon today after the race was in the best of spirits. He said:

"I really don't see anything yet on which to base a definite opinion regarding the two boats. While Shamrock was leading when the race was called off, there is nothing to brag about. While the winds were very light, there was little fluking, therein differing from last Thursday's breezes, which in spots failed utterly, each boat in turn sirking dead calms. After the showing made thus far by both hoats, I should not hesitate, if I were a betting man, to lay even money on Shameock, Both boats were han-dled today to the best ability of the best men each country could produce. I don't thing there is a better skipper in America than Captain Charlie Barr, of the Columbia."

Sir Thomas expressed himself as personally in favor of racing every day, providing any suggestion looking to that end should be made,

Captain Bob Wringe, who stands by Sir Thomas on the bridge, when asked if he considered Shamrock's chances better, said: "I can't say her chances are better, for they were never bad."

#### RACE STORY IN DETAIL.

New York, Oct. 1 .- When the string of signal ourse, the rival tacers were circling about he lightship, performing nearly every known ariety of marine manouevers. The Shamrock was clothed in a brand new suit of light weather sails, admirably cut and of marvelous fit. The Columbia, however, was obliged to content her-self with the some old suit that carried her to rictory on Saturday. Before the start the Shamrock heisted a tiny jib topsail, perhaps the smallest ever carried by a cup yacht. It anowered its purpose capitally as a steering sail nd proved of great advantage in a day so ific of flukes and doldrums.

The preparatory gun was fired at 10.45. At hat time both yachts were on the port tack, standing to the southward, with Shamrock in the lead and Columbia following in her wake. Ten minutes after the bang of the warning gun was heard, and the Columbia, wearing sharply around, trimmed her sails on the other tack, Shamrock crossing her bows. The Columbia took good care to secure the weather berth and twelve seconds after the starting gun, which was fired at the dot of cleven, she crossed the line of the starboard tack ahead and well to windward. The Shamtock luffed over the line a few secondbefore the gun fire and was recalled by the ial time of the start was:

First Streak of Luck.

Luck was with the American boat at first, fortunate catspaw struck her and enabled be to head up a couple of points higher than be apponent. This gave her a commanding lead the Shamrock meanwhile scarcely moving through he water and appearing to be dull and loggy. The Shamrock went on the port tack fifteen minutes after the start, the Columbia tollowing nmediately. Once again the American boat about much quicker than her rival and gathering a quarter of a mile. At 11,35 the Shamrock went on the starboard tack, the Columbia following, and then a lucky streak filled the Sham rock's sails and gave her an appreciable life At noon both yachts were on the port tack, almost becalmed. The club topsails and jib topsails were the only sails that puffed out respon sais were the only sares hat panel out respon-sive to the stray streaks of air. The big main-saits flapped as the yachts rose and fell in the long easterly roll and the luff of the head-saits quivered. The result was that the yachts

#### barely had steerage way. The Unexpected.

Then the unexpected happened, Wafted along at a fine clip by a stray puff, the Shaurock overhauled the Columbia and at 1.15 she was so close that Captain Barr bore down on he in order to kill her wind, as he had so often killed the wind of the Constitution. The Sham rock went on the port tack immediately, fol-lowed by the Columbia, and in another minute he Britisher was ahead and to the windward. The wind new became more southerly. Both yaents set reaching jib topsalls and sheets, steer ng a direct course for the mark. Then the drums, while the Columbia got a slant of wind and at 1.35 passed the Shamrock. Then came the Shamrock's turn to get the benefit of a breeze and the came along and planted herself on the Columbia's weather quarter, crawling up on her until at 2.08 they were neck and neel with the British boat to the windward, blanket ing her opponent. To escape from this blanket Captain Barr sent the Columbia on the por lost the breath of the fickle wind as well a steering way, and it was fully ten minutes be-fore she got away and filled on the starboard tack again, and by that time the Shamrock was too far ahead to be overtaken. The first mark was then close at hand and the yachts

acked it as follows: Shamrock, 211.36, Columbia, 2.41.41, The Shamrock had beaten the detender thre minutes and twenty seconds in the first ten-niles, and, try as the Columbia would, she was unable to lessen the wide gap that sepurated her from her antagonist. She held he huff, hunting for the wind, but failing to find it dropped slowly astern until the gun from the committee boat brought the centest to an en-with nearly half a mile of blue water between

#### her and the golden boat of Lipton. MEETINGS.

The Ladies' Ald society of the All Souls' Un rersalist church meets with Mrs. Fred Scamans III Franklin avenue, this afternoon. The Woman's Baptist Home and Foreign Mis sionary society of the Abington association will hold a businet meeting at Waverly, Thursday, Oct. 3. All women are cordially invited to at-tend. Train loaves Delaware, Lackawanna and 8,506 90 Western station at 9 a. m.

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TEETH



RAILROAD TIME TABLES. Erie Railroad, Wyoming Division.

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RAILROAD TIME TABLES

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 intermediate stations. Also connects for Sunbury, Harrisburg Philadelphia, Baltimore, Wash ington and for Pittsburg and the

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

3.33 p. m., week days, through ves-tibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations. 4.27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadel-

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

Delaware and Hudson.

In Effect June 9, 1901. Trains for Carbondale leave Scranton at 6.20, 8.60, 8.53, 10.13 a. m.; 12.00, 1.29, 2.44, 3.52, 5.20, 6.25, 7.57, 9.15, 11.20 p. m.; 1.16 a. m. For Honesdale and Lake Lodore, 6.20, 10.15 a. m.; 2.44 and 5.29 p. m.

For Wilkes-Barre—6.15, 7.48, 8.44, 9.38, 19.43 a. m.; 12.03, 1.28, 2.18, 5.55, 4.27, 6.10, 7.48, 19.44, 11.30 p. m.

For L. V. R. R. Pointa—6.45, 9.38 a. m.; 2.18, 4.27 and 11.30 p. m. 4.27 and 11.30 p. m. For Penrsylvania R. R. Points-6.45, 9.38, 2.18, 3.33 and 4.27 p. m. For Albany and all points north-6.20 a. m. en'i 5.52 p. m. SUNDAY TRAINS. For Carbondale—8.50, 11.35 a. m.; 2.44, 3.52

5.52 and 10.53 p. m. For Wilkes-Barre = 9.58 a. m.; 12.60, 1.58, 3.28

New York, Ontario and Western. In effect Tuesday, Sept. 17, 1901. NORTH BOUND.

Leave Leave Carbondale, Sylvide 1, 100 a.m. 7, 40 a.m. Leave Carbondale, Arrive Seranton, Curbondale, Cubondale, Cubondale, Tale p. 17,00 p. in. 7,00 p. in. Arrive SOUTH BOLEN. Leave Carlondale, Arrive Cadrela, Carlondale, Sevanton, 7,002 m, 7,00 a, m, 4,39 p, m, 6,55 p, m, 6,45 p, m, 10 week days, and 9 on Sundays, line connections for New Yari esty.

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RAILROAD TIME TABLES. Lehigh Valley Railroad.

For Cathondale—8.50, 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, 6.32 and 8.42 p. m.
For Abany and points north—3.52 p. m.
For Housesdale and Lake Lodore—8.50, 11.33 a. m. and 2.52 p. m.

Delaware, Lackawanna and Western,
In Effect Aug. H. 1901.
Trains leave Scrauton for New York—at 1.10, 3.99, 5.55, 7.59 and 10.05 p. m., 12.49, 3.99, 3.45, 5.00 and 8.30 p. m. For New York and 2.48 p. m. For Pottsville, 6.45 a. m., 2.18 p. m.
Parliabelphia—7.50 and 10.05 p. m. 12.49, 3.99, 3.45 p. m. For Tobyhanna—at 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.30, 3.52, 7.05 and 11.35 p. m. For Bughamton and way stations—10.20 a. m. and 1.05 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.30 and 5.52 p. m. Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.30 and 6.10 p. m. Nicholan accommodation—4.00 and 6.15 p. m.
Bloomsburg Division—For New York, 1.40, 3.00, 5.55 and 10.05 a. m.; 1.30 and 6.10 p. m. Sundays, D. & H. R. R. 1.55, 8.27 p. m.
Sunday Trains—For New York, 1.40, 3.00, 5.55 and 10.05 a. m.; 1.30 and 6.10 p. m. Sundays, D. & H. R. R. 1.55, 8.27 p. m.
Sunday Trains—For New York, 1.40, 3.00, 5.55 and 10.05 a. m.; 1.30 and 6.10 p. m. Buffalo—1.15 and 6.22 a. m.; 1.30 and 6.15 p. m.
Sunday Trains—For New York, 1.40, 3.00, 5.55 and 10.05 a. m.; 1.30 and 6.10 p. m. Buffalo—1.15 and 6.22 a. m.; 1.30 and 6.15 p. m.
Sunday Trains—For New York, 1.40, 3.00, 5.55 and 10.05 a. m.; 1.30 and 6.10 p. m. Buffalo—1.15 and 6.22 a. m.; 1.30 and 6.15 p. m.
Sunday Trains—For New York, 1.40, 3.00, 5.55 and 10.05 a. m.; and 6.10 p. m. Buffalo—1.15 and 6.22 a. m.; 1.30 and 6.15 p. m.
Sunday Trains—For New York, 1.40, 3.00, 5.55 and 10.05 a. m.; and 6.10 p. m. For Buffalo and Suspension Bridge.

Refered June 2. 100 and 6.10 p. m. For Buffalo and Suspension Bridge.

Refered June 2. 100 and 8.20 a. m.; 1.30 and 6.20 a. m.; 1.30 and 6.20 a. m.; 1.30 a. m.; 1.30 and 6.30 p. m. For Buffalo and Suspension Bridge.

Refered June 2. 100 and 8.20 and 8.20 and 8.20 and 8.20 and 8.20 an In Effect June 2, 1901. Berhlebent, Ps.
For tickets and Pullman reservations apply to
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New Jersey Central. tations in New York-Foot of Liberty street. Stations in New York—Foot of Liberty street,

S. R. and South Ferry.

TIME TABLE IN EFFECT JUNE 30, 1891.

Trains leave Sciention for New York, Newark,
Firiabeth, Philadelphia, Easton, Bellichem, Allentown, Mauch Chinik and While Haven, at 8.55

a. m.; expless, 1-10; express, 1-00 p. m. Sundays, 2-15 p. m.

For Phistion and Wilkes Barre, 8.55 a. m.; 1-10

and 4-00 p. m. Samdays, 2-15 p. m.

For Baltimore and Washington and points

south and West via Bethlehem, 8-35 a. m., 1-10

and 4-00 p. m. Samdays, 2-15 p. m.

For Long Branch, Ocean Grove, etc., at 8.55

a. m. through coach, and 1-10 p. m.

For Reading, Lebanon and Harrisburg, via Allendown, 8-55 a. m. and 1-10 p. m.

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