

THE MODERN HARDWARE STORE.

The Temperature

of your home can be raised to any degree you wish it if you have a

STERLING HEATER.
in it. Sterlings are base burning double heaters, full nickel trimmed with a large amount of radiating surface; greatest heat—small fuel bills.

Foot & Shear Co.
119 N. Washington Ave

AN ORNAMENT TO SCRANTON

FINE HOME PROJECTED FOR FIRST NATIONAL.

The Building Will Have a Frame Work of Steel and Be Enclosed in Granite—It Will Cost \$100,000 and Be One of the Best Arranged and Most Modern Bank Buildings in the Country—The Work of Construction to Be Completed Within a Year.

Accompanying is a cut of the proposed new home of the First National bank built exclusively in Thursday's Tribune. It can be seen by this perspective view the building is to be an important addition to Scranton's architectural attractiveness.

It is to occupy all of the 35x100 ft on which the present bank building stands

The building with the vault or other \$100,000 will cost in the neighborhood of \$100,000. It is to be ready for occupancy, it is expected, within a year. The bank will move on Thanksgiving day to temporary quarters in the rebuilt Blair building, 422 Lackawanna avenue, and in the course of a month or so, when the contractor is chosen, the work of tearing down the old building will be begun.

This building was erected in 1885 by John Koch for a hotel and restaurant. The First National bank bought it in 1900 and moved to it from quarters it had been occupying for three-four months, next to the old Hunt & Conwell building on upper Lackawanna avenue.

ONE OF FIRST THREE.

The First National is one of the first three banks in the United States in point of wealth and has no superior in the matter of stability. It has deposits of more than \$8,000,000; a surplus of \$100,000 and holds in bonds and other securities nearly \$7,000,000. Its stock is now \$100 a share would be a conservative estimate of the figure at which it is held.

The officers of the bank are: President, James A. Linen; vice president, George L. Dickson; cashier, Isaac

EIGHT MILES OF MACADAM

DIRECTOR ROCHE PLANS A BIG IMPROVEMENT.

Dirt Roads Connecting Central City and Suburban Pavements, or Leading to the Main Arteries of Travel Up and Down the Valley and Over the Two Mountains to Be Macadamized at the General Expense of the City—Thoroughtares Included in the Plan.

In his estimates for the coming year, Director of Public Works Roche will make requisition for a general street appropriation of \$36,832, in addition to the regular ward appropriations, for the purpose of carrying out his long-cherished idea of permanently improving the main arteries of travel between the principal paved streets and connecting with the main roads up and down the valley, and across the East and West mountains.

By improving eight miles of streets with macadam paving, he figures on making it possible to reach any part of the city from any other part or from the outside, or to pass through it from east to west, north to south, or by any other course, without encountering bad roads or difficult grades.

The thoroughfares which he contemplates improving thus are as follows:

All of Pittston avenue, the East Mountain road from the Erie and Wyoming tracks, to River Street, River to Stamford, Stamford to Moosic, Moosic to the Spice street bridge.

Moosic street, from Van Buren avenue, Van Buren between Jackson and Washington, Washington, between Van Buren and Grand, Grand from Grant to the Newton triangle.

North Main avenue from the end of the Hyde Park gate at the McPleasant ravine to the beginning of the Park Avenue at Bull's head, Madison street from North Main to the Delaware, Lackawanna and Western tracks.

Carbon street and Providence road from Penn avenue to Bull's head.

Copake avenue from Ash street to Green Ridge street, and Slaughter's Avenue beyond Green Ridge street.

The estimates may be materially reduced by the paving of Carbon street and Providence road, for which all except a few property holders have signed.

Mrs. Roche will vigorously urge this improvement and hopes to succeed in convincing the councils of its wisdom.

INSPECTION OF G. A. R. POSTS.

Dates That Have Been Fixed for the Different Organizations.

The following dates have been selected for the inspection of the various posts of the Grand Army of the Republic in this part of the state:

Dec. 6—Lieutenant E. S. Griffin post, No. 439, Scranton, A. B. Stevens, commander; Charles A. Siskam, inspector.

Nov. 25—Sergeant W. H. Davis post, No. 187, Coltondale, John McDonald, commander; W. S. Johnson, inspector.

Nov. 29—Captain T. D. Santz post, No. 15, Moscow, H. E. Wardell, commander; P. De Laury, inspector.

Nov. 19—Lieutenant J. G. Steene post, No. 491, Peckville, Jessie Scott, commander; E. W. Pearce, inspector.

Nov. 29—Colonel W. N. Mees post, No. 439, Scranton, O. Bryant, commander; Fred J. Ausden, inspector.

Nov. 9—W. W. Waters post, No. 416, Olyphant, William Burke, commander; E. W. Pearce, inspector.

Nov. 22—Captain W. G. Moore post, No. 486, Hamilton, John Black, commander; L. C. Morris, inspector.

Nov. 25—Captain George Davenport post, No. 51, Gentry, James A. Bogart, commander; L. C. Morris, inspector.

Nov. 29—Charles A. Belin, commander; L. C. Morris, inspector.

Nov. 29—Captain William Johnson, commander; Alvin Dally, inspector.

Nov. 29—2 p. m.—Lieutenant George Johnson, post, No. 399, Edinboro, William Johnson, commander; Alvin Dally, inspector.

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