Baking Powder

Most healthful leavener in the world. Goes farther.

ROYAL BAKING POWDER CO., NEW YORK

IS FAVORABLE TO FRANCHISES

RAILWAYS COMMITTEE TOOK ACTION LAST NIGHT.

Ordinances Awarding Franchises to the South Side and West Side Companies Will Be Reported Favorably-Action on North End Measure Deferred Until Tomorrow Night at Request of W. Scott Collins-Position Is Outlined by Hon. M. E. McDonald.

The members of the railways committee of the common council decided, last night, to report favorably upon the ordinances awarding franchises to the West End and South Side Street Railway companies. Final action on the North End street railway franchise measure was postponed until tomorrow night, to give the company, controlling the International Correspondence Schools, an opportunity to properly present its objections to the running of street cars out Wyoming avenue, as is contemplated in the pro-

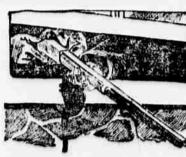
posed plan. All of the nine members of the committee were present when Chairman Balvin called the meeting to order. Former Senator M. E. McDonald, Attorney Joseph O'Brien and President C V. Boughton, of the Transit Contract company, were on hand, looking after the interests of the new companies. while W. Scott Collins, of the Corres pondence Schools, was present to urge a hearing for the presentation of arguments against the running of cars out Wyoming avenue.

The first ordinance to be considered was the North End measure. Clerk Lynott read each section and each was approved as read, without comment or objection. When each section had been approved, and before the measure had Make-up of the D., L. & W. Board finally been approved as a whole, For mer Senator McDonald was asked by the chairman to answer any questions as to its legality which the members might care to ask. No member asked any such questions and the senator accordingly made a brief address, setting forth the reasons why the franchise asked by the new interests should be

MR. M'DONALD'S REMARKS.

"These companies come before you. said he, "with a business proposition and they ask you to look at it in a business-like spirit. The gentlemen asking for these franchises promise that if they are granted them, an electric street railway system will be installed in this city that will be surpassed by none in the United States. There is no reason why Scranton shouldn't have such a system, and she will have it if these franchises are granted. A city situated as this is in the centre of a valley full of small towns and sparsely settled herself, needs a first class street railway system. There's nobody who will contradiet that, nor is there anybody who Miller. will say that we have a first class sys-1em today.

"These ordinances have been carefully prepared and none but the only feasible routes have been selected. All the concessions that any reasonable man could ask the companies to make have been made voluntarily and are incorporated in the ordinances. These



The Bullet

Of the assassin may be more sudden, but it is not more sure than the dire punishment meted out to the man who abuses his stomach. No man is stronger than his stomach. When the stomach is diseased the whole body is weakened.

cures diseases of the stomach and other organs of digestion and nutrition. It diseases of other organs when it cures the diseases of the stomach, on which the several organs depend for nutrition and vitality.



you can see for yourselves. The installation of a street railway system, such as the people of this city need, with a system already in operation is of ne-cessity a hazardous undertaking for its backers and an enormously expensive one. No reasoning man can ask these companies to do more than they agree to do in the ordinances. The names of the men who are behind this movement are in themselves a sufficient guarantee that promises will be lived up to and agreements faithfully kept."

WHAT MR. COLLINS SAID. W. Scott Collins, of the International Correspondence Schools, was next given the privilege of the floor and offered

a few reasons why the interests of that concern should be considered and final action on the ordinance postponed until a further hearing could be held. He was not prepared at that time to match swords single handed with the array of legal and commercial talent representing the new companies.

"The interests of the Colliery Engineer company," said he, "which will be employing 4,000 people in this city before two years have elapsed are worthy of consideration from this commit-This company is opposed to the running of cars out Wyoming avenue, and we believe that we should be given an opportunity to explain the reasons for our opposition. I am authorized by the president of the company to state that two-thirds of the mammoth building which we are building on Wyoming avenue, and which was to have been a printery establishment solely is to be used for other purposes and that another building just as large will need to be erected within a year. This, by way of showing you that we

should be given some consideration. "We're a home corporation, while the these new companies are from out of to just as much consideration at least as they are. We're not fighting railway companies, we're simply fighting to keep Wyoming avenue free of street railway tracks. New York has her Fifth avenue, Cleveland her Euclid avenue, why shouldn't Scranton have her University avenue? We're not windbags. We can show this committee that there are other feasible ways of reaching North Scranton than going out Wyoming avenue."

ANOTHER HEARING. The committee unanimously decided after Mr. Collins had finished, to grant the Colliery Engineer company a hearing tomorrow night and to postpone final action on the ordinance until that

The ordinance awarding a franchise to the South Side Street Railway company was next taken up and approved section by section, there being no word of comment or amendments offered. William Lewis, councilman from the

Fifteenth ward, objected to the running of a street car track on Lafayette street, between Chestnut street and Hyde Park avenue, when the West Side ordinance came up. He said that the street is but eighteen feet wide and that to put a street car track on it would be to block it up to traffic. One of the company's engineers, who was present, suggested that the track could be put on one side of the street, but this plan was objected to by Chairman Galvin and one or two others. The ordinance was approved as it stood, how-

INDUSTRIAL JOTTINGS.

for Today-Short Notes. of Interest.

The following is the make-up of the D., L. and W. board for today; MONDAY, DECEMBER 9.

Wild Cuts, East-8 p. m., F. L. Rogers; 10 m., G. T. Staples; 11 p. m., M. Finnerty.

TUESDAY, DECEMBER 10.

Wild Cats, East-1.30 a. m., F. Hallett; 4 a. m., W. A. Bartholomew; 5 a. m., A. H. Rowe 8 a. m., A. F. Mullen; 9 a. m., A. G. Hammir 10 a. m., D. Wallace; 11 a. m., O. Kearney; p. m., O. W. Fitzgerahl; 2 p. m., George Thomas 5 p. m., George Stevens; 6 p. m., W. J. Mosier, Summits, Etc.—6 a. m., east, J. Carrigg; 8 a m., west, G. Freunfelker; 10 a. m., west, Nichols; 11 a. m., west, A. E. Ketcham; 2 p. m., Thomp-son; 6 p. m., J. Hennigan; 7 p. m., from Nay Aug, E. McAllister; S p. m., M. Golden.
Pushers—6 a. m., Widner; 7 a. m., S. Fipnery;
8 a. m., Baxter; 11.45 a. m., Moran; 5 p. m., F.
McDonnell; 6 p. m., C. Bartholomew; 7,30 p. m.,
Murpby; 9 p. m., W. H. Bartholomew; 10 p. m.,

Passenger Engines-7 a. m., Gaffney; 7 a. m., P. Singer; 10 a. m., Nauman; 10 a. m., F. E. Secor; 6.45 p. m., Stanton; 8.30 p. m., O. Wild Cats, West-6 a, m., R. Castner: 8

m., C. Kingsley; 10 a. m., J. H. Masters, P. Cavanaugh's crew; 11 a. m., J. Ginley; 2 p. m., F. Wall; 4 p. m., M. Ginley, H. Carmody's crew 6 p. m., John Gabogan; 11 p. m., O. Randolph,

NOTICE.

H. Gilligan and crew will run 6 p. no. wild cat, Monday, Dec. 9, in place of C. W. Dunn and O'Donnell, of Olyphant; Rev. E. J. Mel-Brakeman Frantz will go out with M. Gilligan

J. H. Swartz and crew will run 6 a. m. wild cat, Dec. 10, to Hoboken. P. Corcoran reports for M. Finnerty, O. Reynolds reports for C. Kingsley. William Kirby will ron No. 57, Tuesday, Dec

, until further notice, Devanney's crew

G. W. Chubb reports for W. A. Bartholomew. The Colorado Iron works, of Denver, Col., is reported to have secured a contract calling for the shipment of a 30ton copper smelting plant, to be installed in the works of the Australian

Metal company, N. S. W. The old Eagle forge, at Rowland, Pa., built in 1809, has been repaired and is in use after an idleness of 11 ears. It was formerly operated for the purpose of converting the product of the Eagle furnace into charcoal blooms. The forge will be operated by

a new company. The Lackawanna railroad car accountants department is now located in the room formerly occupied by Han-Dr. Pierce's Golden Medical Discovery ley's dining room at the Lackawanna passenger station. The change was made on Saturday. The department was formerly located in the First National bank building on Lackawanna avenue.

AVOCA.

The Ladies' Catholic Benevolent association will meet this evening to elect officers. The four-weeks-old daughter of Mr. and Mrs Thomas Sheehan, of Mossic, died on Friday even-ing. Interment was made yesterday afternoon in

st. Mary's cemetery. Miss Nellie Buckley, of Grove street, is suffering from a severe attack of bronchitis. Mrs. George Carey, of Lincoln Hill, is recover-

ing from a serious illness.
"A Breezy Time" will be seen at Sarsheld opera house tomorrow evening. There are twenty-five people in the company. Admission, 25, 55 A young son of Mr. and Mrs. C. McLaughlin

was run over by a carriage on Sunday afternoon. He was badly bruised, but his condition is not serious.

Friday will be donation day for Mercy hospi-tal. Persons who wish to send articles will ship them to the Delaware and Hudson station at Wilkes-Barre.

WAS QUEEN OF THE KLONDIKE

[Concluded from Page 6.]

you heard about the woman up at the Forks? She wears specs, and she a himmer. She's buildin' a hotel up there, Yes, at the Forks, in the month of October, at 20 below zero, and it's two have two stories! There ain't no use sayin' she won't get it up, neither, for she will. She hired the last mule alive in the country at \$50 day to snake logs down from the hill, and she' right out in the snow up to her knees to see that that mule earns his hire. The rest of the mules brought down the river this summer were dead a month ago. This 'un looks as if he was ready to die, and wanted to die. But Miss Mulrisoney won't give him a chance. She boests him up who he goes to till down, and then the old fello logs along and seems to think it's no use."

Thenceforth she was known as Miss Mulrooney of the Forks, and Miss Mulrooney of the Forks she will remain as long as there is a mining cam in Dawson or the memory of Dawson remains a the minds of men. She is not only the bes the minds of men. She is not only the best known women in the Klondike, by she is the one most generally respected. There is no region where good humor and gameness count for so much as in the Klondike, and she possesses both and, therefore, made a reputation in a week and a fortune in six months. She does not wear bloomers, or even the abbre-

viated skirts which are worn by most of the women in Dawson. Her only article of masculine attire is her crush hat. The Forks, from which Miss Mulrooney gets the title of "Miss Mulrooney of the Forks"—which is more commonly used than queen-is at the junction of Eldorado and Benanza, the two rich

When Miss Mulrooney came to the forks it was desolate. Now it is a cluster of log cabins and is called a town. The miners said that Miss Mulconey was foolish to balld a hotel there; at the same time they said they would patronize her because of her enterprise. It turned out that she majority of the gentlemen interested in had foresight and they had not. She knew that Are we not therefore entitled to pay for good things, and she was in the center of this community. St. bought the best food in Dawson, early in the winter, paying prices that then amuzed the other restaurants, and had it taken up the Forks when sledding was good and freighting consequently cheap-for the Klondikepaying some 20 cents a pound for a distance of sixteen niles.

She did not neglect to hire the best cook it he town, Billy. Upstairs in her house she had the best bunks in the Klondike region, and they were full almost every night at \$2.50 a head. Late in the winter the bill of fare in the Dawson restaurants was pretty well limited to bacon, beans and coffee, for which you paid \$2.50. Miss Mulrooney charged \$3.50 for a meal, but she had great variety of canned goods and always on he table a pot of stewed fruit, the contents of which had no more disappeared in the ravenous ouths than it was filled by the ubiquitous Billy, who swore by Miss Mulrooney and swore a great

deal in another sense. Each miner was a self-appointed champion of Miss Mulrooney, and when he went to Dawson he took particular deligitin guying the restaurants there. Yukon Joe, who was just down from the Forks, ato seven meals in one afternoon at the rate of \$2.50 a niece just for the privilege of culogizing Miss Mulrooney at the expense of the

Dawson restaurant keepers.

When I told Miss Mulrooney that if she didn't watch out on her return to civilization Sorseil would take her up and ask her to make a speech. "It's a great speech they'd get from me," she said, her blue eyes twinkling. "I don't want to make speeches, but to make a fortune. Then I'm going to travel all over the world. And I'll tell you what, I'll be good to the stewardesses. 1 was a stewardess myself on one of the Pacific east tourist steamers that run to Alaska. If the passengers sauced me, I tell you I sauced them back. An old Englishman expected me to black didn't do that. He went to the captain, and the captain called me up in the old man's presence; but I saw a twinkle in the caotain's eye. I sauced the old man again and then I blarneyed ism a little and got him to laughing, and we were

She was born in Ireland less than thirty years fore she was a stewardess she was a housekeeper When she heard of the Klondike she started for Dawson with her savings, which she risked wit be nerve of an old California plunger. Aside from her hotel she conducts a mining exchange and she owns a number of excellent claims. When I saw her the day I left Dayson she was burrying about on the details of the big hotel which she s building there, and meanwhile she was paying 818 a deg rent for an "apartment" in a log cabin hostlery, "The Pioneer House." A week before when we had chatted together at the Forks she was up to her clbows in soap-suds.

FUNERAL OF SISTER ALOYSIUS.

Interment Was Made in the Cathedral Cemetery.

The funeral of the late Sister Aloysius, vho was known in the world as Miss Mary O'Niel, of Pleasant Mount, and who died in St. Paul's convent, Green Ridge, last Friday night, was held yesterday morning from St. Paul's church. Green Ridge, where a solemn high mass of requiem was solemnized. The officers of the mass were as fol-

lows: Celebrant, Rev. John Healey, of Pleasant Mount; deacon, Rev. M. E. Loftus, of Scranton; sub-deacon, Rev. J. I. Dunn, of Jermyn; master of ceremonles, Rev. J. J. Griffin, of Scranton. Rt. Rev. Bishop M. J. Hoban occupied a throne erected in the sanctuary and was attended by Rev. Thomas Coffey, of Carbondale, and Rev. N. J. Mc-Manus, of Scranton. Other clergymen in the sanctuary were as follows: Rev. P. J. Murphy, of Olyphant; Rev. Father O'Malley, of Pittston; Rev. Father ley, Rev. John Dunn and Rev. William P. O'Donnell, of Scranton.

Rev. P. J. McManus, rector of St. Paul's church, delivered a brief funeral sermon, taking for his text, "The Lord gave and the Lord taketh away." He referred to the Christian influence which the dead Sister had upon the lives of her pupils and upon the Sisters with whom she came in contact,

The pall-bearers were as follows: T. J. Kelly, John McTague, James Croghan, E. J. McNally, J. J. Varley and

RAILROAD TIME TABLES Delaware, Lackawanna and Western. In Effect Nov. 3, 1901.

In Effect Nov. 3, 1001.

Trains leave Scranton for New York—At 1.40, 3.15, 6.05, 7.50 and 10.05 a. m.; 12.15, 5.40, 4.53 p. m. For New York and Philadelphia—7.59, 10.65 a. m., and 12.45 and 3.53 p. m. For Tobyhama—At 6.10 p. m. For Binfalo—1.15, 6.22 and 9.06 a. m., and 12.45 and 3.53 p. m. For Tobyhama—At 6.10 p. m. For Binfalo—1.15, 6.22 and 9.06 a. m. and 1.10 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m. and 1.10 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m. and 1.22 a. m. and 1.10 p. m. For Montpose—6.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—4.00 and 6.15 p. m. Micholson accommodation—4.00 and 6.15 p. m. For Pymouth, at 8.10 a. m.; 1.55 and 6.10 p. m. For Pymouth, at 8.10 a. m.; 1.55 and 6.10 p. m. For Dymouth, at 8.10 a. m.; 1.55 and 6.10 p. m. For Binghamton and way stations—10.20 a. m. For Binghamton and way stations—10.20 a. m. Bloomsburg Division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

Delaware and Hudson.

In Effect November 24, 1901. Trains for Carbondale leave Secunton at 6,20, 8,60, 8,53, 10,13 a. m.; 12,00, 1,29, 2,34, 3,52, 5,20, 6,25, 7,57, 9,15, 11,39 p. m.; 1,31 a. m. For Honesdale, 6,29, 10,13 a. m.; 2,34 and 5,29

P. M. Wilkes Barre 6.38, 7.48, 8.41, 9.38, 10.43, a. m.; 12.03, 1.42, 2.18, 3.28, 4.27, 6.10, 7.48, 10.41, 11.39 p. m. For 1. V. R. R. Points 6.38, 9.38 a. m.; 2.18, 4.27 and 11.39 p. m. For Pennselvania R. R. Points 6.38, 9.38 a. m.; 1.42, 3.28 and 4.27 p. m. For Albany and all points north 6.20 2. m. and 3.59 p. m. and 3.52 p. m. SUNDAY TRAINS. For Carbondale—8.50, 11.35 a. m.; 2.34, 3.52,

52 and 10.52 p. m. For Wilkes-Barre—0.38 a. m.; 12.65, 1.58, 3.28, For Wilson Br. 18.

So and S.42 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—8.50 a. m. and 3.52 p. m.

W. L. PRYOR, D. P. A., Scranton, Pa.

Timothy Burke. The remains were taken to the Cathedral cemetery, where interment was made, upwards of thirty Sisters of the order of the Immaculate Heart of Mary accompanying them to

HOSPITAL OFFICERS.

Elected at a Meeting Held Yester-· day Afternoon.

The following officers were elected at he Hahnemann hospital yesterday afernoon to serve the coming term: President, Mrs. C. H. Welles; vicepresidents, Mrs. C. D. Simpson, Mrs. W. T. Smith; corresponding secretary, Geo. Sanderson; recording secretary, Miss E, K. Richmond.

CAPITAL WILL PUSH THE NEW 'PHONES

Strowger Patents Backed by \$2,000,-000 Company-Switchboard and 25,000 Instruments Ordered.

The first papers were sent to Springfield from Chicago yesterday for the incorporation of the Automatic Electric company, with a capital of \$2,000,-600. This company has secured the manufacturing rights for the United States of the Strowger Automatic Telephone Exchange and its manufacturing plant in Chicago. creeks which were worked for the first time in

The interests back of it here are the same people who control the Illinois Telephone and Telegraph company, which is preparing to compete with the Chicago Telephone company. It will introduce the Strowger instrument, which is operated without "hello" girls and permits secrecy in conversation over the telephone

The incorporators of the new company are Edwin W. Gearhart, James C. Law and Albert G. Wheeler, jr. They represent Clarence D. Simpson, Thomas H. Watkins of Scranton, Pa., Chas, B. Eddy of New Mexico, and J. B. Russell & Co., bankers, of Scranton, New York and Chicago. These people recently bought the \$5,000,000 bond issue of the Illinois Telephone and Telegraph company.

The Illinois Telephone and Telegraph company will install telephones in Chicago on the same plan as the gas company furnished gas to its consumers. The telephones will be placed in offices and residences without charge to the tenants, except as they have use for them. By this method the company expects to be able to install a system in this city of at least 100,000 tele-

phones. A guarantee will be given to each patron that the cost a year shall not exceed \$85 for business and \$50 for

residence instruments. The Automatic switchboard has been installed and used for several years at Augusta, Ga.; Princeton, N. J.; Geneva, Ithaca, and Perry, N. Y.; Albert Lea, Minn.; Trinidad, N. M.; New Bedford and Fall River, Mass.

The new Automatic Electric company will begin business with an order from the Illinois Telephone and Telegraph company for a switchboard and its appliances and devices for 25,000 tele phones.-Chicago Tribune. Dec. 8.

Newest Calendars, Reynolds Bros. . Smoke the popular Punch 10c. cigar.

RAILROAD TIME TABLES. Lehigh Valley Railroad.

In Effect Nov. 3, 1901. Trains leave Scranton. Trains leave Scranton.

For Philadelphia and New York via D. & H.
R. R., at 6.38 and 9.38 a. m., and 2.18, 4.27
(Black Diamond Express), and 11.39 p. m. Sundays, D. & H. R. R., 1.38, 8.27 p. m.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.38, 2.18 and 4.27 p. m. For Pottsville, 6.38 a. m., 2.18

in the coal regions, via D. & H. R. R. 6.38, 2.18 and 4.27 p. m. For Pottsville, 6.38 a. m., 2.18 p. m.

For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H. R. R., 6.38, 9.38 a. m.; 2.18, 4.27 (Black Diamond Express), 11.39 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. and W. R. R., 8.10 a. m., and 3.50 p. m.

For Geneva, Rochester, Butlalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 12.03 a. m., 1.42, 3.28 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 12.03, 8.27 p. m.

Pullman parlor and sleeping or Lehigh Valley Parlor 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, R. C., New York, C., New York, C., New York, Pass. Agt., South Bethlehem, Pa.

For tickets and Pullman reservations apply to city ticket office, 69 Public Square, Wilkes-Barre, Pa.

New Jersey Central.

New Jersey Central.

In Effect Nov. 17, 1901.

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

Trains heave Scranton for New York, Philadelphia, Easton, Bethelsem, Allentown, Mauch Chunk, White Haven, Ashley and Wilkes-Barre at 7,30 a. m., 1 p. m. and 4 p. m. Sunday, 2,10 p. m. quaker City Express leaves Scranton at 7,30 a. m., through solid vestibute train with Pullman Buffet Parlor Cars, for Philadelphia.

For Avoca, Pittston and Wilkes-Barre, 1 p. m. and 4 p. m. Sunday, 2,10 p. m.

For Long Branch, Ocean Grove, etc., 7,30 a. m. and 1 p. m. For Long Branch, Ocean Grove, etc., 7.39 a.m., and I p. m.

For Reading, Lebanon and Harrisburg, via Allentown, at 7.30 a.m., and I p. m. Sunday, 2.10 p. m.

For Pottsville at 7.30 a.m., and I p. m.

For rates and tickets apply to agent at station.

C. M. BURT, Gen. Pass. Agt.

W. W. WENTZ, Gen. Supt.

Pennsylvania Railroad.

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

Trains leave Scranton: 6.38 a. m., week days, through vestibule train from Wilkes-Barre. Pullioan buffet parlor car and coaches to Philadelphia, via Pottaville; stops at principal intermediate stations. Also connects for Sunbury. Harrisburg, Philadelphia, Baltimore, Washington and for Pittaburg and the west.

p.38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

burg and the west.

1.42 p. m., week days (Sundays, L.88 p. m.),
for Suntarry, Harrisburg, Philadelphia, Baltimore,
Washington and Pittsburg and the west.

3.28 p. m., week days, through vestibule train
from Wilkes-Barre. Pullman buffet parker car and
coaches to Philadelphia via Pottsville. Stops at

coaches to Patladelpina via Potestie.

principal intermediate stations.

4.27 p. m. week days, for Hazleton, Sunbury,
Harrisburg, Patlad tahia and Pittsburg.

J. B. III TCHINSON, Gen. Mgr.

J. B. WOOD, Gen. Pass. Agt.

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

SolUTH BOUND.

Leave Leave Arrive
Trains. Cadosia.
No. 0 ... 2.15 p. m. 4.00 p. m. 7.40 a. m.
No. 2 ... 2.15 p. m. 4.00 p. m. 7.40 a. m.
SUNDAYS ONLY, NORTH BOUND.
Leave Leave Arrive
Trains. Scranton.
No. 9 ... 8.30 a. m. 9.10 p. m. 19.45 a. m.
No. 5 ... 7.90 p. m. Ar. Carbondale. Cadosia.
No. 9 ... 8.30 a. m. 9.10 p. m. 19.45 a. m.
No. 5 ... 7.90 p. m. Ar. Carbondale. 7.10 p. m.
SOUTH BOUND.
Leave Leave Arrive
Trains. Cadosia. Carbondale. Scranton.
No. 0 ... 7.00 a. m. 7.40 a. m.
No. 10 ... 4.30 p. m. 6.00 p. m. 0.45 p. m.
Trains Nes. 1 on week days, and 9 on Sandays, make main line connections for New York city, Middlerown, Walton, Norwich, Oncida, Oswego and all points weet.
For intriner information, consult ticket agents, 1 C. ANLERSON, G. P. A., New York.
J. E. WELSH, T. P. A., Scranton, Pa.

Erie Railroad, Wyoming Division. Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7.20 a m.; 2.25 p. m.

Arrivals -10.35 a. m. from Middletown, Hones dale, Hawley and intermediate points: 9.20 p. m. from New York, Newburgh and intermediate points. No Sunday trains.

Goldsmith's Bazaar FINLEY'S



Rugs and Art Squares

For Holiday Gifts

Our large stock of these useful and ornamental articles, now on sale in our Rug Department on 2nd floor.

Jute Smyrna Rugs, size 30x60, worth 98c \$1.50; our price

Velvet Wilton Rugs, size 30x60, worth \$2.00; our price.....

Heavy Smyrna Reversible Rugs, worth \$2.50; our price.....

Large size Marquette Rugs, new patterns, worth \$3.00; our price...... All-Wool Art Squares, size 21/2 x

21/2 yards, worth \$5.00; our price...... All-Wool Art Squares, size 3x3 yards, worth \$7.00; our price.....

Please present your checks when they amount to \$10.00 and obtain one of our Genuine Steel Engravings, beautifully framed and ready to hang, free of charge. Remember the distribution of these pictures continues only until December 31st, 1901.

MANAMANANANANANANANANANANA



Convince Yourself

We Invite Comparison

We Court Comparison

We Want Comparison

For by intelligent, unbiased comparison of our Pianos and prices with others, we are sure to secure your patronage.

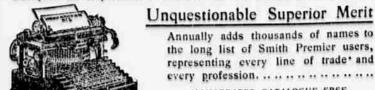
Come to the Factory Give Us the Benefit of a Thorough Critical Examination of our Piano

And we will prove to you beyond a doubt that nowhere else can you buy as good a Piano, as high class an instrument for the money as from us, at our factory. These pianos have been in use for the past 21 years, and not a dissatisfied customer. We guarantee every piano for ten vears. We shall be pleased to see you at any time.

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Pianos sold on easy payments. Old Instruments taken in exchange.

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Christmas Greeting

Of all the interesting things we meet. nothing appeals to us so quickly as a prettily dressed baby. There is that sublime sweetness radiating from them sublime sweetness radiating from them that fascinates us. We can not resist them, and meekly surrender. We wish we could induce all interested in gifts for the little folks, to visit our Baby department this week, while our assortment is still unbroken, satisfied that our line surpasses all others in richness of materials, beauty of designs, elegance of workmarship and claporelegance of workmanship and elabor-ateness in trimmings, that give our wares that distinctiveness not found

BABY'S LONG-COATS.

We are showing them made from fine silks, Bedford cords and all-wool cash-mere. Some plain, others richly trimmed n lace, embroideries and hemstitched.

BABY'S SHORT COATS. Are here in fine quality of White Bedford Cord, in all sizes and in many

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In White and Grey Angora Wool, Knit Silk Caps with wool lining. Taf-feta Silk Caps in white and colors Some plain, some with Beaver trim-ming. At all prices, CHILDRENS' POKE BONNETS. Never were shown in such an assort-

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