INDUSTRIAL AND LABOR

FLOOD WAS DISASTROUS TO THE MINES.

The Total Damage Will Amount to Some Millions of Dollars, Aside from the Losses Occasioned by the Suspension of Work—Way the D., L. & W. Board for Today Is Made Up—Largest Generators Ever Built Are Being Delivered to New York Elevated Road.

One of the most disastrous floods in the history of anthracite mining in Pennsylvania has caused an almost total suspension of shipments from the Lackawanna, Wyoming and Lehigh regions. The Lehigh river, which did so much damage to the lines of the Lehigh Valley and the Central Railroad of New Jersey last December, went on a rampage again, and quite eclipsed its December record. All the highway bridges between White Haven and Mauch Chunk, a distance of thirty miles, are reported swept away or weakened; luckily it so happens that along a stretch where a Jersey Central bridge is out the Lehigh Valley has one standing and vice-versa. This will facilitate repairs, but at best it will be a week before either road is shipping much coal. The Schuylkill region has suffered from flooded collieries, and there have been washouts along branch lines of the Reading, but the main line is open, and the company has about twenty-six collieries in operation. A few of the collieries drowned out had just recovered enough from the December flood to start shipping again. In the Wyoming region the Susquehanna river rose over thirty-two feet, covering the flat between Wilkes-Barre and Plymouth, and submerging the bridges.

The Lackawanna railroad had its bridge across the Delaware at Easton carried away, and the Delaware and Hudson is finding trouble in getting coal forward, owing to a bridge being down on the Erie, between Middletown and Goshen.

Some of the rivers in the anthracite region may have risen higher in past floods, but it is safe to say that they have never caused so much loss. It is quite likely that the total damage to railroads and mines will amount to some millions of dollars. Aside from the great amount of direct damage to railroads from broken bridges and washouts, there is the loss due to the suspension of traffic. As for the mines, the expense of pumping out the flooded workings will be great, shipments in some cases must be suspended for weeks, and on top of these losses is the expense, in some cases the heaviest item of all, of getting the flooded mines in good working shape again. Men who have been connected with the anthracite railroads for forty years do not remember a worse suspension of shipments from weather cause alone.

Present indications are that there will be no reduction of price on April 1, and current prices may prevail until May. It is also evident that the matter of labor troubles at the collieries will not be settled promptly if the United Mine Workers persist in the demands made at the Indianapolis convention. Considering the damage done to mines and railroads recently the great producing companies are not likely to submit to requests for higher wages nor look with favor upon demands for an eight-hour day and a minimum wage scale. The chances are, however, if John Mitchell can hold the rank and file of his followers in line, that there will be no strike.—Engineering and Mining Journal.

Forming Educational Classes.

The employes of the Lackawanna railroad shops departments are organizing clubs for the study of electrical and mechanical subjects, and regular meetings are now being held, at which instructors are engaged to give practical lectures and demonstrations.

The class in electrical study met last Friday evening and received their first course of study from E. D. Williamson, of the electrical department of the International Text Book company, who has been engaged as instructor. Another meeting will be held next Saturday evening.

The car foremen have also organized a mechanical drawing class, under the direction of Chief Draughtsman J. D. Murray, and will hold their first meeting during the coming week.

In view of the general use to which electricity is being put in railway equipment, these classes are of much importance, and will prove of great benefit to the mechanics who take advantage of them. In the plans for the new Railroad Young Men's Christian association building special thought is being given for the equipment of rooms for this and other instruction work for Delaware, Lackawanna and Western employes.

D., L. & W. Board for Today.

The following is the make-up of the Delaware, Lackawanna and Western board for today:

SUNDAY, MARCH 9.

Extras East—8 p. m., Van Wormer; 10 p. m., J. H. Masters, H. Gilligan's crew; 11 p. m., Hoboken, Oliver.

MONDAY, MARCH 10.

Extras East—6 a. m., Hoboken, Booth; 9 a. m., Hoboken, W. J. Mosier; 10 a. m., William Hoar, M. R. McLane's crew; 11 a. m., A. G. Hammitt; 1 p. m., D. Haggerty; 2 p. m., Hoboken, Nugent; 5 p. m., H. Coslar, J. H. Bush's crew; 6 p. m., Hoboken, H. Finnerty.

Summits, Etc.—10 a. m., A. Frounfelker; 2 p. m., Thompson; 6 p. m., J. Hennigan; 8 p. m., M. Golden.

Pushers—6 a. m., Widner; 7 a. m., Finnerty; 8 a. m., Houser; 11.45 a. m., Moran; 6 p. m., O. Bartholomew; 10 p. m., Lamping.

Helpers—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., J. H. Swartz; 6.45 p. m., Lattimer; 8.30 p. m., McGovern.

Extras West—1 p. m., John Gahagan; 2 p. m., R. Casiner; 4 p. m., C. Kingsley; 11 p. m., J. J. O'Mara.

NOTICE

H. Gilligan will run A. Gerrity's crew 11.30 p. m., March 9, one trip.

M. Ginley will run pick-up 9 a. m. March 10, until further notice.

Brakeman Frank Gaffney will report at Superintendent's office 10.30 a. m. March 10.

This and That.

Local union, No. 1331, United Mine Workers of America, will hold a special meeting this evening at Golden's hall, corner of Luzerne street and Railroad avenue. All members are requested to be present. By order of the president, J. J. Jones; T. M. Morgan, secretary.

A committee of mine workers from the Avondale and Hallstead collieries of the Delaware, Lackawanna and Western company are expected to make a call on Superintendent R. A. Phillips tomorrow, when an effort will be made to effect a mutual settlement regarding the hours to be worked by the firemen and engineers.

The Burns Fire Brick company, of Williamsport, Pa., intends building a dust plant near Lock Haven, in the spring, and is receiving bids for three nine-foot clay grinding pans, etc. It is the intention of the company to build an eight-mile standard gauge railroad from Lock Haven to its mines in the Scottac district. The Williamsport brick plant will also be enlarged. Another pan and a boiler and engine will be purchased.

The Westinghouse Electric and Manufacturing company, of Pittsburg, Pa., is delivering to the Manhattan Elevated railroad in New York city the largest electric generators ever made. Each will have 8,000 horse-power, and with each is a pair of 12,000 horse-power Allis-Chalmers Corliss engines. The shafts are hollow, of Bethlehem nickel steel thirty-seven inches in diameter in the center and thirty-four inches in the bearing, with a sixteen inch bore. Each shaft weighs over 60,000 pounds.

The Sharon Foundry company has organized with a capital of $250,000, and will build a large foundry between South Sharon and Wheatland, Pa. Robert Bentley, W. J. and Frank Hitchcock, pig iron manufacturers in the Mahoning valley, are interested. The new concern will manufacture blast furnace and rolling mill machinery, ingot molds and iron and steel castings. The officers are Joseph Riddell, president, and Thomas Kennedy, secretary and treasurer.

NO CHARGES PREFERRED.

Patrolman McMullen's Action Upheld by His Superiors.

There have as yet been no charges preferred against Patrolman McMullen, who arrested two married couples in the central city last Thursday morning, and the police are inclined to the belief that there will be none preferred, when the case is sifted down by the attorney for the parties who were arrested.

The department sustains Patrolman McMullen in his action. It is an unwritten law in the police department that women found on the streets after midnight when unaccompanied by escorts shall be arrested for street walking except they are able to give a satisfactory account of themselves to the officer who accosts them.

Mrs. O'Dowd and Mrs. Crandall, the two women arrested by Patrolman McMullen, were seen by him coming out of "Roxy" Jones' saloon and this in itself because of the saloon's reputation according to the police authorities, justified him in arresting them and in seriously questioning their story that they were looking for a hotel.

THORNTON INSURANCE CASES.

Will Likely Occupy Two More Days in United States Court.

Discussions on the admissibility of evidence occupied most of the single session of United States circuit court Saturday. The direct examination of the plaintiff was concluded at 11 o'clock and Mr. Lenahan then began the cross-examination. The hour or less at his disposal was consumed with efforts to make ground for the inference that the plaintiff's claim that the furniture and library were worth nearly $7,000 is an exaggeration.

When Judge Archbald adjourned court at noon it was until 10 o'clock this morning. The insurance cases, however, are not to go on until 2 o'clock. It is likely they will take up two more days.

MID-YEAR CONVENTION.

W. C. T. U. Will Meet at Dunmore on March 13.

The W. C. T. U. of Lackawanna county will hold their mid-year convention March 13, in the Dunmore M. E. church. Rev. Dr. Whalen, of Carbondale, will be the speaker of the evening. The state president of the Loyal Temperance Legion will also be present and speak on that branch.

A fine programme for the day has been carefully arranged and the meeting promises to be one of the best ever held by the union. The public is cordially invited to be present and participate in the discussions.

NOVEL CASE FROM DINGMANS.

Man Arrested on Charge of Violating Liquor Laws on Election Day.

Special to the Scranton Tribune.

Stroudsburg, Pa., March 9.—A novel case, the outcome of which is awaited with much interest, is that in which Constable Person, of Dingmans, Pike county, was recently arrested for an alleged violation of the liquor law, and at a hearing before 'Squire Frazler was held for court, the defendant furnishing the requisite bail.

Person was arrested on complaint of George Jagger, who alleges that on election day, contrary to law, Person offered him a drink from a bottle. Person asserts the complaint was prompted through spite.

TROUBLE IN IRELAND.

United Irish Leaguers Arrested for Raising a Disturbance.

By Exclusive Wire from The Associated Press.

Dublin, March 9.—The belief that the United Irish League is about to be proclaimed caused great excitement at Kilrush, county Clare, today, and the arrest of two men named Crowley and Eustace, who were charged with moonlighting and firing into the house of a woman who had purchased hay from a farmer who was under the ban of the league.

Yesterday a man named O'Donnell was arrested and sentenced to one month in prison for trying to prevent this farmer from selling hay.

Big Coal Deposits.

By Exclusive Wire from the Associated Press.

Montreal, Que., March 9.—Cornelius Shields, general manager of the Dominion Coal company stated today that borings made by the company near Butler's lake, C. B., had revealed the present of a coal deposit estimated to contain oune billion tons of bituminous coal.

If You Could Look into the future and see the condition to which your cough, if neglected, will bring you, you would seek relief at once—and that naturally would be through

Shiloh's Consumption Cure Guaranteed to cure Consumption, Bronchitis, Asthma, and all Lung Troubles. Cures Coughs and Colds in a day. 25 cents. Write to B. C. Wells & Co., Le Roy, N. Y., for free trial bottle.

Karl's Clover Root Tea purifies the Blood

PENNSYLVANIA COAL FIELD

FACTS ABOUT MINING OF ANTHRACITE.

Taken from the Third Part of the United States Geological Survey Now Passing Through the Press. Description of the Pennsylvania Anthracite Coal Field Was Prepared by H. H. Stoek, of This City, Editor of Mines and Minerals—Size of the Different Districts.

The good or the bad condition of the Pennsylvania anthracite coal mining industry affects happily or unhappily the lives of hundreds of thousands of our people through all grades of society, from the coal picker to the millionaire capitalist; and the discussion of this great industry is of corresponding interest. The third part of the twenty-second annual report of the United States geological survey, now passing through the press, contains the description of "The Pennsylvania Anthracite Coal Field," by Mr. H. H. Stoek, Editor of Mines and Minerals of this city.

Speaking broadly, the anthracite coal field, consisting of long, narrow, upland valleys and located in east-central Pennsylvania, may be said to be bounded on the west by the Susquehanna river, on the north by the north branch of the Susquehanna, and on the east by the Delaware and Lehigh rivers. The anthracite region lies mainly within Lackawanna, Luzerne, Carbon, Schuylkill and Northumberland counties, though the measures overlap into Wayne, Susquehanna, Wyoming, Sullivan, Columbia, Dauphin and Lebanon. Of the total anthracite territory, only about 484 square miles are underlain by workable coal measures; nor is this productive area continuous, but consists of detached basins.

FOUR MAIN DIVISIONS.

Of the four main geographic divisions, the northern basin, including the Wyoming and Lackawanna valleys, contains 176 square miles. The eastern middle basin has a total coal area of about 33 square miles. The southern basin extends 70 miles from Mauch Chunk on the Lehigh river west to Dauphin on the Susquehanna, and contains 181 square miles. The western middle basin contains 94 square miles.

This anthracite coal field is divided for trade and labor purposes into the Wyoming region, or labor district No. 1: the Lehigh region, or labor district No. 7; and the Schuylkill regions, or labor district No. 9.

It is probable that only a very small part of the coal measures originally deposited in this region has escaped erosion. In the report of the coal waste commission (Harrisburg), Mr. D. W. Smith estimates the original contents of the anthracite coal field before mining began at more than 19,500 million tons, and he thinks that this amount of coal represents not more than 6 per cent., probably about 2 per cent., and possibly only 1 per cent. of the vast original coal deposit before erosion took place. The coal beds vary in thickness from mere traces of coal to the 50 or 60 feet of the mammoth bed. In the Wyoming basin of the northern field 81.8 per cent. of the total coal may be considered marketable; in the eastern middle field, 75 to 77 per cent.; in the southern field, 72 per cent.; in the western middle field, 75 per cent.

DEVELOPMENT OF FIELD.

The development of the anthracite coal field may be briefly suggested by the following chronology: 1762, anthracite discovered in Wyoming valley by Connecticut settlers. 1769, Obadiah Gore first burned anthracite in his blacksmith forge. 1802, anthracite first burned in a grate in Philadelphia. 1812, anthracite first successfully used in an iron furnace at Philadelphia. 1823, first cargo of anthracite shipped around Cape Cod to Boston. 1820-1840, period of canals and navigation companies. 1840-1901, period of railroad exploitation. 1855, anthracite leads charcoal in manufacture of pig iron. 1887, important development of lake and western trade. 1900, large number of individual collieries bought up by railroads.

After a protracted contest with the railroads, the individual operators consolidated their interests in 1899 with the Pennsylvania Coal company and incorporated a railway for themselves; whereupon, in January, 1901, the Pennsylvania Coal company was bought by Messrs. Pierpont Morgan & Co., at an increase of 752 per cent. upon the par value of the stock; this property was then immediately sold to the Erie railroad; and thus the contest was closed.

The mining is by "stripping," where the coal outcrop can be easily reached and by the room and pillar system for underground work. Slopes and shafts are the prevailing form of mine opening. Anthracite is universally mined with hand rotary drills and by the use of black blasting powder, dynamite or giant powder being sometimes used.

APPROXIMATE RESULT.

The reports of the bureau of mines give 39.3 tons of anthracite mined as the approximate result per keg used, as against 282 tons, per keg of powder, of bituminous coal mined during the same period. The coal is not undercut as a general rule, and mining machines have never been applied successfully to the anthracite field. Ventilation is universally by rotary fans, and fire-damp exists in a number of mines in such quantities as to render it necessary to work them entirely by the use of safety lamps. Every known form of haulage—mule haulage, rope haulage, locomotive haulage—is to be found in the anthracite mines, there being in 1900, 832 engines of various kinds, and 15,708 mules for hauling coal.

Unlike bituminous coal, anthracite must be broken, sorted to sizes, and have the impurities picked out, before it can be marketed. The coal is broken by toothed rolls, and screened in circular or horizontal screens, the slate being picked out by machinery or by boys and old men.

Some years ago the anthracite miners were mainly American, English, Welsh and Irish; but at present a great many nationalities are represented in the anthracite fields. The percentage of nationalities are about as follows. American, 21; Irish, 16; English, 5; Welsh, 9—a little over 51 per cent—Polish, 27; Hungarian, 6; Italian, 3; German, 4; and Austrian, Slavonic, Scotch and Lithunians over 1 per cent each. In 1899 the amount of employes inside the mines was 92,223; of outside employees, 48,433, a total of 140,656.

INCREASE OF PRODUCTION.

The production of the coal in the anthracite field by decennial periods since 1880 has been in round numbers: 1880, 28,700,000 tons, valued at $42,300,000; 1890, 46,500,000 tons, valued at $66,400,000; 1900, 57,400,000 tons, valued at $86,000,000. Concentration of interests in the anthracite coal fields has been the policy for the past few years in connection with the mining and preparation of coal, as well as in the ownership of the properties.

Large central plants are rapidly replacing isolated smaller plants. One large breaker now does the work formerly done by a number of small ones. A single tubular boiler plant has replaced possibly half a dozen scattered individual plants of old-fashioned cylindrical boilers, and mammoth central pumping plants or drainage tunnels are now draining whole basins, where formerly a large number of small plants were doing the work. This concentration naturally tends to better management, and to a saving in fixed expenses and in labor. These economies have resulted from the increase of capital and labor required to produce anthracite without a corresponding increase in demand for it.

In 1880, coal royalties were from 20 to 25 cents per ton for prepared sizes, the sizes below chestnut being neglected or thrown away; now royalties are 25 cents for pea coal, about 10 to 12½ cents for small sizes below pea, and from 40 to 50 cents for prepared sizes above pea. In 1877, the average number of days worked per year was 205; 1897, it was 152. The cost of opening a colliery in 1887 was $100,000; now it is from $400,000 to $500,000. Owing to requirements of cleaning, about 14 per cent. of the coal product which was formerly saleable must now be thrown upon the dump.

AVERAGE AT THE BREAKERS.

In 1887, the average daily breaker output was 500 tons; in 1897, the average of all breakers was 880 tons. In 1880, 88 per cent. of the coal sold was of the size which sold at a profit; in 1897, on y 70 per cent. In 1877, 38 per cent. of all coal mined was grate and larger sizes not requiring preparation for sale; in 1887, only 26 per cent.; in 1897, 15 per cent. The selling price of prepared sizes at tide water was $3.26 in 1877, $3.67 in 1887, and $3.46 in 1897. Deeper workings, heavier machinery, greater costs in many ways of mining, have greatly increased cost of preparation.

Nevertheless, pessimists to the contrary, says Mr. Stoek, the anthracite industry, with an invested capital of some $700,000,000, with natural annual profits of from $85,000,000 to $100,000,000, with a freight traffic worth $40,000,000 per year to the carriers, cannot be rapidly wiped out of existence.

SOPRANO'S DOMESTIC TRIALS.

Wedded, Deserted, Divorced, Remarried. All Within a Year.

By Exclusive Wire from The Associated Press.

Fargo, N. D., March 9.—Married, deserted, divorced and remarried within twelve months is the busy record of Jennie Lind Lewis, of Lowell, Mass., who attained wide reputation as a soprano and was a member of several operatic organizations.

Last spring she married Dr. E. B. Evans, of Fargo, but was unable to accompany him West on account of the illness of her father. In July she came here, and two weeks later, it is alleged, was deserted for a dining-room girl, Belle Quackenbush, with whom, it is claimed, Dr. Evans had been infatuated.

Later Mrs. Evans secured a position as soloist in Plymouth church, Minneapolis, and early in February secured a divorce, and has been married to Dr. S. T. Satterthwaite, a local capitalist, who was Dr. Evans' most intimate friend and in whose home Dr. and Mrs. Evans spent their brief honeymoon. Her present husband was very kind in Mrs. Evans' hour of trouble, and the sentiment developed into something more than ardent friendship.

The former husband is now clerking in a Chicago drug store.

BOOTH TARKINGTON'S CHANCES

Friends Claim His Nomination for the Legislature Is Assured.

By Exclusive Wire from The Associated Press.

Indianapolis, March 9.—The friends and supporters of Booth Tarkington, the author of "The Gentleman From Indiana," who is standing for the Republican nomination for the legislature, are congratulating themselves on what they claim is the auspicious outlook for his nomination.

His friends claim that the colored voters of the city, of whom there are between 5,000 and 6,000, have determined to support him. The support is said to come from Tarkington's kindness to the colored people.

AUSTRALIAN MINE TRICKS.

Cuteness Amusingly Shown in Efforts to Defraud.

From the London Mail.

In a recent case in which a certain mine manager was sentenced to two years' imprisonment at Brisbane for obtaining money by false pretences, amusing particulars of the method in which mining should not be conducted were given in the following letter, which was found locked in the prisoner's safe and which was read in court:

"I am pestered with visitors, all watching progress, and my presence both at drill and shaft is absolutely necessary. For instance, the shaft in which we obtained that splendid return of gold—you know it was compulsory that the ground should 'cave in'—well, that made it imperative that I should do the work myself, and after the small-sized timber had been put in over night I made the remark that the ground was running, and was afraid it might 'cave in.'

"It did—because I went down in the middle of the night and knocked every prop out. Then down it came, and what a beautiful mess it did look next morning! The men said it was not safe to work in—exactly what I wanted. I had to 'salt' the mine, and to do it carefully, but did it, and did it well, too. I quite understand your anxiety, but the moves were made with diplomacy, and we were fully protected. Mind, old man, the mine is a payable one without salting, but actual returns would not have moved the market.

"Now, today I got the biggest shock of all. S—'s brother came. I was working on the wash and was in a deuce of a fix. But I professed to be glad to see him and invited him to take a dishful and wash it. He did so. Meantime I made a clay pill, put a grain of gold in it, and put it into my mouth. When he handed me the dish I promptly did a sneezing fit and the pill accidentally fell into the dish, and you ought to have seen his face when he washed it! He behaved like a schoolboy, shook hands with me and generally played the fool. I invited him to try another dish. But no, he was 'more than satisfied, had taken the dirt himself and had washed it.' I impressed upon him the utmost secrecy, with the result—as a matter of course—that he promptly rode into town, wired his brothers and told every one he met, and put them all into a fever. From this you will gather that I am pulling the ropes correctly."

THE RUSSIAN SOLDIER.

Dull Routine and Poor Fare of His Daily Life.

From Pearson's Magazine.

The newly-fledged Russian soldier, when his corners have been knocked off, is drafted into a regiment and prepared for the severe training he will soon be forced to undergo in camp. If he is in the cavalry, he will have to rise at 4 in the morning to look to his horse; if in the infantry he must be out and about by 6 a. m., cleaning and mending his clothes as the first duty of the day. Early morning inspection is followed by a call to prayers, and then the soldier, hungry enough by now, eats his morning black bread and rusks and drinks his tea, in preparation for the real work of the day.

Every morning and every night the Russian soldier is summoned to prayers. The services are as much a part of the everyday routine as breakfast and supper. No other army observes so many religious ceremonies.

With drilling and riding, gymnastics, fencing and shooting, according to his regiment, the soldier works hard until the time for dinner arrives, between 11 and 12. Afterward, until 2 o'clock, he may sleep or rest. Two hours' drilling is followed by tea. Between 6 and 7 the illiterates of the regiment study the arts of reading and writing in large classes, for in every regiment they form a goodly company. The teaching is undertaken by officers, and considering the simplicity of their pupils, their duties are hardly enviable. At 7 o'clock comes supper; at 9, the men are again summoned to prayers, and afterward may seek their hard and by no means luxurious beds.

The Russian soldier's diet is largely vegetarian. Favorite dishes include "stche"—a cabbage soup—potatoes, peas, beans, macaroni and various kinds of porridges, eaten with onions and lard. Only half a pound of meat is allowed each man daily, and the Russian pound is 10 per cent. less than in this country. Mushrooms are consumed in great quantities when in season. Three pounds of black rye bread are included in the daily rations; and if any is left over, the men are at liberty to sell the remains. As the soldier's bread is very nourishing and purer than the ordinary baker's, the extra rations sell well. In the way of drink, beer is too great a luxury for Ivan Ivanovitch, so he quenches his thirst with "qvas," a cheap substitute, made from fermented black bread, and very wholesome. On high days, the soldiers are regaled with vodka, often at their officers' expense.

QUEER MARINE CRAFT.

From Cassier's Magazine.

Being so well able to build vessels of foreign type suggests the query why the Chinese should continue to build junks? Here, again, is another example of official restrictions cramping natural enterprise. The shipping cleared out of Hong Kong in 1899 amounted to 27,975 vessels, of which 22,501 were junks. Now, foreign-built vessels can trade only to the "open" ports, but there are numberless other centers of trade in China to which junks can ply. These pay customs dues, assessed by the local hoppo, and varying with his degree of rapacity and the astuteness of the skipper or ship owner. But the dues are invariably higher for vessels of foreign type. Customs passes may be obtained at the port of departure and are recognized by the officials of the imperial marine customs, who have no power to levy duties on cargo carried in native bottoms.

When clearing at the Hong Kong harbor office a junk pays a fee and receives a paper on which are stated the nature of the cargo and the alleged destination, and a recommendation to the crew to succor any distressed seamen they may meet, and to carry no stinkpots. There are no load-line regulations, the number of passengers and crew is immaterial, the food question the business of the master, no side lights—it costs oil to burn them—no vexatious rules and regulations whatever, and this the Chinamen dearly love, for then he can economize to his heart's content. On the rivers steamboats are permitted to stop only at certain stations, yet passengers will travel twenty miles in a direction opposite to their route in order to catch a steamer, in preference to trusting themselves and their belongings to native craft. Were all disabilities removed we should soon see the picturesque but antiquated junk disappear.

Chakir Pasha Liberated.

By Exclusive Wire from The Associated Press.

Constantinople, March 9.—General Chakir Pasha, a brother of the late grand vizier, who was recently arrested by order of the sultan and other officers taken into custody with him, have been liberated.

FREE

To any one suffering from Bright's disease, weak kidneys, stone in the bladder or what is commonly known among women as "female weakness" we will send ABSOLUTELY FREE A SAMPLE BOTTLE OF DR. KENNEDY'S FAVORITE REMEDY, which will positively cure any case of kidney, liver, blood or bladder trouble and will restore you to perfect health.

Dr. David Kennedy's Favorite Remedy is the only kidney medicine that acts as a laxative. All others cause constipation, which imperils the patient's health.

"Do you desire to urinate often? Are you compelled to get up frequently during the night?"

"Do you have pains in the small of the back?"

"Does your urine stain linen?"

"Is there a scalding pain in passing it?"

"Is it difficult to hold the urine back?"

"Are you troubled with vital weaknesses?"

If the answer is "Yes" to any of these questions your kidneys or bladder are diseased.

TRY THIS TEST.

Put some urine in glass tumbler and let it stand 24 hours. If it has a sediment or if it is pale or discolored, milky or cloudy, stringy or ropy, your kidneys or bladder are in a bad condition. Dr. David Kennedy's Favorite Remedy speedily cures such dangerous symptoms as pain in the back, inability to hold urine, frequent desire to urinate, especially at night, and all the unpleasant and dangerous effects on the system produced by the use of whisky, wine or beer.

TRIAL BOTTLE

We receive thousands of voluntary testimonials from our patients, who cannot say enough in praise of Dr. David Kennedy's Favorite Remedy, which has cured them of their kidney and liver troubles.

Our patients who have been cured tell of the wonderful work done by Dr. David Kennedy's Favorite Remedy.

Mr. J. E. Palmateer of Athens, N. Y., writes: My little granddaughter had eczema the worst way; she was a mass of sores; my wife gave her Favorite Remedy, and the sores disappeared entirely and her skin to-day is smooth and clear. Mr. Palmateer says he was also cured of kidney and bladder trouble by Favorite Remedy.

William F. Bader of Driggs av. and 5th st., Brooklyn, says that he contracted rheumatism after a severe cold; nothing would give him relief until he took Dr. David Kennedy's Favorite Remedy. Two large bottles cured him. He says both his sister and her child were restored to health by "FAVORITE REMEDY."

Dr. David Kennedy's Favorite Remedy

Mr. J. S. Dean, Commander of General Grant Post, G. A. R., of Rondout, N. Y., was all run down with dyspepsia. Doctors could not help him, but Dr. David Kennedy's Favorite Remedy cured him, notwithstanding that he had no confidence in any cure.

In one week he felt better, and to-day he says he is as healthy as it is possible for a man to be.

Thanks to "FAVORITE REMEDY."

Miss Anna J. Aimes of 329 Soper st., Elmira, N. Y., says that she raised blood and phlegm with every breath, and was completely broken down in health until she used "FAVORITE REMEDY," which stopped her cough and restored her health and strength.

She says it is the greatest medicine ever discovered.

Remember, Dr. David Kennedy's Favorite Remedy is absolutely harmless.

It is absolutely and purely vegetable.

It contains no narcotics or minerals in any form, no dangerous stimulants, no mercury or poisons.

Children and invalids can take it with perfect safety.

It is a blessing in old age.

It will cure any case of kidney, liver, bladder or blood disease.

Dr. David Kennedy's "Favorite Remedy" is the only Kidney Medicine that does not constipate. It acts as a laxative.

Cures Kidneys

By special arrangement with the Dr. David Kennedy Corporation, the readers of this paper are enabled to obtain a trial bottle of this wonderful medicine and pamphlet of valuable medical advice absolutely free, postpaid, by simply sending their full post office address to the DR. DAVID KENNEDY CORPORATION, Rondout, N. Y., and mention having seen this generous offer in this paper. The editor guarantees the genuineness of this liberal offer. Dr. David Kennedy's Favorite Remedy is sold by all druggists at $1.00 a bottle, or 6 bottles $5.00, less than one cent a dose.

RAILROAD TIME TABLES.

Delaware, Lackawanna and Western.

In Effect Nov. 3, 1901.

Trains leave Scranton for New York—At 1.40, 3.15, 6.05, 7.50 and 10.05 a. m.; 12.45, 3.40, 3.33 p. m. For New York and Philadelphia—7.50, 10.05 a. m., and 12.45 and 3.33 p. m. For Tobyhanna—At 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.55, 6.50 and 11.25 p. m. For Binghamton and way stations—10.20 a. m. and 1.10 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.55 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday. For Montrose—9.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—4.00 and 6.15 p. m.

Bloomsburg Division—For Northumberland, at 6.35 and 10.05 a. m.; 1.55 and 6.10 p. m. For Plymouth, at 8.10 a. m.; 3.40 and 9.00 p. m.

Sunday Trains—For New York, 1.40, 3.15, 6.05 and 10.05 a. m.; 3.40, 3.33 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.25 p. m. For Binghamton and way stations—10.20 a. m. Bloomsburg Division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

New Jersey Central.

In Effect Nov. 17, 1901.

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

Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, 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 vestibule train with Pullman Buffet Parlor Cars, for Philadelphia, with only one change of cars for Baltimore, Washington, D. C., and all principal points south and west.

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 Reading, Lebanon and Harrisburg, via Allentown, at 7.30 a. m. and 1 p. m. Sunday, 2.10 p. m.

For Pottsville at 7.30 a. m. and 1 p. m.

For rates and tickets apply to agent at station.

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

J. S. SWISHER, Dist. Pass. Agt., Scranton.

Delaware and Hudson.

In Effect November 24, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.53, 10.13 a. m.; 12.00, 1.29, 2.34, 3.52, 5.29, 6.25, 7.57, 9.15, 11.20 p. m.; 1.31 a. m.

For Honesdale—6.20, 10.13a. m.; 2.34 and 5.29 p. m.

For 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, 11.30 p. m.

For L. V. R. R. Points—6.38, 9.38 a. m.; 2.18, 4.27 and 11.30 p. m.

For Pennsylvania R. R. Points—6.38, 9.38 a. m.; 1.42, 3.28 and 4.27 p. m.

For Albany and points north—6.20 a. m. and 3.52 p. m.

SUNDAY TRAINS.

For Carbondale—8.50, 11.35 a. m.; 2.34, 3.52, 5.52 and 11.17 p. m.

For Wilkes-Barre—9.38 a. m.; 12.03, 1.53, 3.28, 6.32 and 9.17 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.

Lehigh Valley Railroad.

In Effect, Nov. 3, 1901.

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., 1.58, 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 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), 11.30 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. and W. R. R., 8.10 a. m. and 3.50 p. m.

For Geneva, Rochester, Buffalo, 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 S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.

A. W. NONEMACHER, Div. Pass. Agt., South Bethlehem, Pa.

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

Pennsylvania Railroad.

Schedule in Effect June 2, 1901.

Trains leave Scranton: 6.38 a. m., week days, through vestibule 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, Washington and for Pittsburg and the west.

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

1.42 p. m., week days (Sundays, 1.58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

3.28 p. m., week days, through vestibule 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, Philadelphia and Pittsburg.

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

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Electric Batteries, Electric Exploders, exploding blasts, Safety Fuse and

Repauno Chemical Co.'s HIGH EXPLOSIVES

RAILROAD TIME TABLES.

New York, Ontario and Western.

In Effect Tuesday, Sept. 17, 1901.

NORTH BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 1	10.30 a. m.	11.10 a. m.	1.00 p. m.
No. 7	6.10 p. m.	Ar. Carbondale 6.40 p. m.	

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6		7.00 a. m.	7.40 a. m.
No. 2	2.15 p. m.	4.00 p. m.	4.40 p. m.

SUNDAYS ONLY, NORTH BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 9	8.30 a. m.	9.10 p. m.	10.45 a. m.
No. 5	7.00 p. m.	Ar. Carbondale 7.40 p. m.	

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6		7.00 a. m.	7.40 a. m.
No. 10	4.30 p. m.	6.00 p.