One dozen of the genuine JOHANN HOFF'S MALT EXTRACT gives as much strength and nourishment as a cask of ale, without being intoxicating. It is highly beneficial for use at meal time for convalescents, weak children and ladies, and as a general tonic for the weak and debilitated.

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Eisner & Mendelson Co., Sole Agents, New York.

GENERAL NEWS OF INDUSTRIES

The sheriff's sale of the charter and franchises of the Lehigh and Eastern Railroad company last week opens up a new chapter in the history of a railroad which has been in course of construction for nearly half a century, but has never been built. In a Stroudsburg dispatch to the New York Sun, an interesting history of the road is given: The expected coming of the Erie road into the state at the Pike county village of Matamoras, opposite Port Jervis, had given certain influential men in that part of the Delaware valley an inspiration. They would build a railroad from Milford to Matamoras to connect with the Erie, and thus hitch the outside world squarely on to Pike county. So in 1848 they got a charter for the Milford and Matamoras Railroad company. When the Erie decided on the change of route these influential men declared that the Erie must cross the Delaware at Matamoras or nowhere. The Pennsylvania legislature agreed them and refused to change the Erie's route. And there the Erie road would have stopped for years, perhaps, if the company had not proposed a compromise with the Milford and Matamoras company, which was agreed to. This was that in consideration of the Erie building a combined wagon and railroad bridge across the Delaware at Matamoras, maintaining the same forever, and giving the Milford and Matamoras railroad, by that bridge, connection with the Erie at Port Jervis, the change of route would be granted.

. . .

This was in 1852. The Milford and Matamoras Railroad company, whether it had grown lukewarm in its enterprise or was mad because the Erie had worried it so, and consequently was determined to punish the Erie by refusing to build a road from Milford to connect with it, sat down and did nothing. In 1870 work was actually about to be begun. Then the bridge tumbled down. The Erie Railroad company was then Fisk and Gould. They made no move toward building a new bridge, and finally a deputation of solid citizens representing the Milford and Matamoras railroad went to New York and asked them about it. They were blandly received by Col. Jim Fisk who informed them that the Erie had disposed of its interests in the bridge to the La Monte Coal and Mining company, permission having been granted by the Pennsylvania legislature.

. . .

The delegation of solid citizens returned to Pennsylvania. An agent was sent to Harrisburg to look up the legislation Fisk had spoken of. He found it. It was on the record all right, passed and signed. But who introduced the bill, when he did it, and how, was not on record. No one in house, senate, or executive chamber could give any information about it. Hon. W. H. Dimmick who represented Pike county in the house that year was interrogated. He was amazed at the transaction. He threw them into more amazement only this was burdened with joy, by announcing that he had himself secured to the treasury of the Milford and Matamoras Railroad company, for ninety-nine years, by an act that had passed the legislature and had been signed by the governor, the $10,000 annual bonus paid to the state by the Erie Railway company for right of way through the state.

. . .

With high hopes a reorganization was resolved upon. Then it was learned that Representative Dimmick had bought or controlled nearly all of the company's stock and that he was virtually the company to which the $10,000 was to be paid for ninety-nine years. This didn't seem to please some of the older stockholders, who were practically frozen out of the organization, and they plucked up courage and put things in the way of the company's plans. All the same, $160,000 in bonds of the Milford and Matamoras Railroad company were issued, and Colonel J. M. Moorehead, of New York, took the contract to build the road. Grading of the railroad was begun; injunctions flew to and fro; work done by the contractor's laborers during the day would be undone at night by the opponents of the road. Scores of lawsuits, civil and criminal, grew out of the troubles. The Erie was dragged into the trouble by a suit to forfeit its charter or compel it to build a new bridge.

. . .

The opponents of the railroad placed the facts before Governor Geary, and when the legislature met the first official act the governor did was to demand, by special message, the repeal of the act appropriating the Erie $10,000 bonus to the Milford and Matamoras Railroad company, and the act was promptly repealed. That knocked all the pinning from under the railroad. The bonds became worthless, there was no bridge, and the irate old stockholders would persist in tearing up the roadbed. So the Milford and Matamoras railroad died again. The last chapter in its history was when Colonel Moorhead, the contractor, made the state pay $68,000 of bonds which he had accepted in payment for work. Soon after the collapse the Lehigh and Eastern Railroad company bought the franchise of the Milford and Matamoras railroad, and started to build it as a link in its line. Then it became bankrupt. Next the Poughkeepsie and Delaware railroad was going to build it, but didn't. Later the Lehigh and Eastern began a struggle for life. It was this struggle that it gave up last week in this village when Sheriff Kresge sold the company's franchises. They were purchased by Liddon Flick, J. B. Shiffler and J. B. Perry, Wilkes-Barre capitalists. What is to be done with them no one knows. But the purchasers say they intend to build a railroad up the Delaware, and complete at last, as one link of it, that long-fought-over, long-litigated-over, and long-legislated over Milford and Matamoras railroad.

. . .

The Canadian Pacific steamer Empress of China brings information that Japanese coal is attracting considerable attention. A recent shipment to Bombay was found satisfactory, and it is announced that telegraphic instructions have been received for its shipment to England. This is literally "taking coals to Newcastle," but Japanese coal is nearly 50 per cent cheaper than Welsh coal landed at Bombay, and its consumption is only 8¼ per cent. higher.—Black Diamond.

. . .

The new coal and freight docks of the New York, Susquehanna and Western Railroad company, which are situated at Edgewater, N. J., will open for business today. The new piers are equipped with all modern appliances and conveniences for the quick handling and disposing of coal and freight, and will have a capacity of shipping 10,000 tons of the former daily. The new freight terminals, round house, etc., of the company are also situated at this point. The celebrated tunnel of the road, which runs from a point near Fairview to Edgewater, N. J., a distance of 5,070 feet, will also be opened. The company is now prepared to handle their increasing business with dispatch.

. . .

Captain Rockell and Messrs. Wightman appear to have a bonanza in the Middletown and Goshen Street railroad. Thus far they have been able to attend to all business of the road without accident. The cars have made trips with regularity and the patronage has been encouraging from the beginning.

ALMOST TOO EXUBERANT.

Judic Chollet Thinks Hats and Bonnets Are Beflowered Beyond Reason.

The floral decorations used on hats this year are almost too exuberant in both quantity and variety. Three or four different kinds of flowers are clustered together on one hat, and unless the grouping is very skillfully done the effect is not pleasing. The little auriculas in various colors are much used, and these compact little bunches are interspersed with slender sprays of other varieties of blossoms, giving a result which is unsatisfactory to the eye, however up to date it may be. Jetted tips are a prettier trimming, although they are of short lived beauty, as the glittering frost drops off very quickly and leaves the feathers in a too evidently dismantled condition.

All headgear intended for women's wear seems to be of an ephemeral character, meant only for the quietest of sunny days. The severe simplicity and ugliness of a man's hats permit him to appear at an equal advantage in all weathers, but women, unless they adopt masculine styles, find it difficult to keep from looking more or less bedraggled in times of bad weather. To women who have no occasion to go out of doors except on bright days this is of no consequence, but to the many others who do go out it is a great annoyance to experience the facts that velvet and ribbon are spotted by rain, lace wilts and ostrich feathers look as if they were plucked from a wet hen. There is a certain degree of consolation in knowing that a man, in spite of his superiority in convenience of costume, undergoes an exactly similar vexation when his new silk hat is exposed to an unexpected shower.

STRAW AND LACE HAT.

A favorite trimming for lace hats is a large garland of roses or perhaps mere buds and foliage. This includes several sprays besides three or four long rubber stems set with thorns and tiny buds or leaflets. A transparent hat thus decorated needs no other garniture. One or two of the sprays are allowed to stand erect, while the rest are laid along the brim and round the crown, one being permitted to drop upon the hair.

The sketch given is of a large hat of fancy straw of the natural color. The brim is covered with white lace, which drops over the edge. In front is a cluster of four black tips, held together by a tight bunch of pink roses. A little to the right of the back are three full blown pink roses.

JUDIC CHOLLET

The Silk Industry.

Attempts have been made to raise the silkworm in the United States, but not with marked success. Before the Revolutionary war the silkworm was introduced into Virginia, North and South Carolina and Georgia, but the industry died out completely during the Revolution and has not been resumed to any considerable extent. But the silk manufactures of this country form an important part of its business. By the census of 1880 it appeared that there were 382 factories, with a capital of $19,125,300, employing 30,000 hands and turning out in the preceding year $34,519,723 worth of goods.—St. Louis Globe-Democrat.

The earliest mention of holly in connection with Christmas embellishment is a carol in its praise, written about 1450, and preserved in the Harleian manuscripts.

INDIFFERENCE.

Now that my hopeless spirit beats no more
Against the portals of the iron gates,
Behind whose bars dwell the relentless Fates—
Nor dared I hope to win from joy's deep store
Aught that is good—I stand at Fortune's door
And watch the throng that good and evil waits,
And smile to think how pleasure satiates,
And pain is healed when the first thrill is o'er.
Since all the gods have spent their wrath, and now
They nor the Furies have no worse to give,
Nor bliss may longer set my soul aflame,
Unchanging quiet rests upon my brow;
Let whatsoe'er will come or pass, I live
In certain calm eternally the same.

—May Lennox in Boston Transcript.

THE WAY INDIANS FISH.

DESCRIPTION OF THEIR CURIOUS METHODS AND TACKLE.

They Cling to the Ways of Their Forefathers—Hooks of Shell, Lines of Bark and Nets of Vegetable Fiber—They Also Use Clubs and Spears.

When the artistic angler stands at the head of the pool clasping in his hand a four and a half ounce split bamboo rod, mounted with bands of German silver, a reel to match containing the finest of fine silk, carefully braided line, and casts forth three dainty flies attached to a leader of Spanish gut, it is not strange that his thoughts go back to the time when the Indian crept along the same stream and whipped out fine trout from the same pool. A glance at his complete outfit of modern make, fully in keeping with the civilization of the day, leads to speculation as to the tackle the original owner of the hills and streams used in securing his fish dinner.

The fact is that the Indian was a very able angler. He did not do his fishing for sport, but to gain food, and he did it well.

Some idea of the primitive tackle and methods of the early days of the country can be gained from the Indians of the northwest coast, who are slow to adopt modern apparatus, and even now make little substitution for the tackle of 200 years ago except in accepting iron barbs for the early hooks of shell or bone. The Indians of the earlier period had to do mostly with salt water fish, and depending largely upon fish for food were obliged to develop the piscatorial art and make big catches. To put out a hundred set hooks and gain a like number of fish was a matter of common occurrence with them. The size of the fish did not bother them, and they safely landed immense halibut weighing as much as 150 pounds.

Salmon were so common in various parts of the coast rivers and streams that a fish trap was often used. Sometimes they used spears at narrow passages in the river.

OLD FASHIONED TACKLE.

In the Smithsonian Institution report for 1889 is an account of the customs and habits of the tribes along the coast all the way to Alaska, and some statements are made as to their fisheries. While not, of course, showing the evolution of modern tackle which is the outgrowth of the piscatorial tendencies of the seacoast inhabitants of the Old World, these statements prove how efficient even bungling tackle can be made. The Indians did not catch fish for pleasure any more than the pygmies in Africa do now. The Egyptians did, if the pictures found in the historic ruins are properly interpreted. Indeed, it is thought that the Egyptians were very successful anglers, and came pretty near becoming fly casters.

The Indians of the northwest coast retain their old tackle to this day. The big hooks obtained from the whites are used for gaffhooks and as spearheads. The hooks are traded as other merchandise. A primitive style of hook used by the Haida tribe of the northwest coast is a straight piece of bone, the shank a straight piece of wood, and the snood or snell a piece of whalebone, the snell being attached to the shank by lashings of bark. In another style a narrow block of wood is used with a spike of bone, shell or iron, and a snood of spruce root or whalebone. In Alaska large halibut hooks are also used.

At first these were barbed with bone, but now they are with iron. They are made in two pieces, each lashed at the joint with cedar bark, the shanks made in different designs, supposed to give good luck to the fishermen. Some are made from the forked branches of trees, yew and spruce being generally used. In the wood is set the bone, shell or iron barb. The bait is lashed to that arm of the hook which carries the barb, and placed just under it. These are very strong, and halibut weighing as much as fifty pounds are caught on them.

By steaming and bending a tough piece of yew branch various shaped hooks are made. One variety is twisted just as though the shank of a long weakfish hook were bent in an oval shape and brought back so as to leave a little space between the point of the barb and the long space shank, and across it a strip of steel is placed upon which to tie a piece of bait.

THE HOOK DESCRIBED.

The hook that is used in catching cod and flounders, constructed with the special purpose of preventing fouling, is described by Judge J. G. Swan as follows:

"They are made of knots of hemlock limbs cut out from old decayed logs. These are split in pieces of suitable size and whittled to the required shape, and bent by being steamed into the form which in the skil hook resembles the longitudinal section of a goose egg. The lower portion of these hooks are turned inward to form a barb, and when not in use the two ends of the hook are fastened together by a piece of twine, which is also used to tie on the bait. The two parts of the hook are separated by means of a stick or peg, which the fish knocks out when he takes the bait, and the two ends of the hook close together and hold him fast. The peg floats to the surface and indicates to the Indian that he has caught a fish.

"The sinker is another ingenious contrivance. It is a large stone weighing from twelve to fifteen pounds and a smaller one to serve as a tripping stone. The line is wound around these stones many turns and a bight or loop tucked under one of the parts in the same manner. A signal officer rolls up a flag in a ball and tucks a bight of a halliard under a turn which, when pulled out, sets the flag free. So when the Indian fisherman thinks from the number of floating pegs that he has enough fish, he pulls out the loop of his line, the stones become loosened and fall out, and he hauls in his line relieved of the weights.

"The Haidas frequently put on 100 hooks to a line, which act like a trawl, and so plentiful are the black cod that often from fifty to seventy-five are hauled in at one time. The bait used seems to be anything handy, as the skil is a greedy feeder and will take either fresh herring, squid or a strip of white skin from a halibut's belly. The Indian, however, has enemies to contend with, one of the most formidable being the groundfish, or nursefish, as the sailors call them, which will eat off the bodies of a long line of fish, leaving only their heads. There is also a small sculpin variety, which will steal the bait. Dogfish also are at times very troublesome. Whenever the Indian is sure of the presence of these pests he goes to another place to fish."—New York Times.

Charcoal in Wood.

A puzzle in tree growth is how to account for the charcoal, which forms the main part of the structure. Every botanist knows that the leading component of a tree trunk is charcoal. All that is in a tree it has to get from the atmosphere. This atmosphere contains carbonic acid gas, which is a compound of oxygen and carbon. It is known that the leaves absorb this carbonic acid gas, and that in some way it is decomposed—it is believed by the action of light. The carbon which we popularly term charcoal is retained, while the oxygen is sent back again into the atmosphere.

We know that something of this kind must be, because we find the charcoal there, but in endeavoring to conceive of the process by which this is brought about we are as much at a loss as we are in discussing how the world was made. If the separation of the oxygen from the carbon occurs in the green of the leaf we have to regard the solid carbon descending through the whole system to the uttermost ends of the roots, which is not in accord with any a priori reasoning, nor has there been any observation whatever to sustain such a view of the case.

One the other hand, if we are to regard each young cell as the unit of plant life, through which all the operations for the perpetuation of the individual are transacted, there is no method known by which the oxygen is sent back to the leaves from these cell individuals. Whichever way we turn on this charcoal question, we are met with equal difficulties, and all the conscientious biologist can say about it is, "I do not know." Many a time some class book has settled the whole question; but few are satisfied, and it comes up continually for a new solution.—Thomas Meehan in Philadelphia Ledger.

A Queer Snake Fight.

A delegate to the Baptist association told the following snake story: He and his uncle were sitting by a creek side, in the state of Kentucky, fishing, and were surprised by seeing a blacksnake dash out of a thicket, and running to a weed standing near them bite a leaf from it and quickly return. This he did several times, when, their curiosity being excited, they followed him to see what he meant by such strange conduct, and found him engaged in a fearful fight with a moccasin several times his own size.

As often as his antagonist succeeded in biting him he ran to the weed for his antidote, and was at him again. At length the uncle pulled up and removed the weed to see what the snake would do. He soon came again, and, finding his remedy gone, he looked eagerly from side to side, a perfect picture of despair, and fell stone dead on the spot. The moccasin, already badly disabled, they dispatched.—Crawford (Ga.) Herald.

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Skin

From one to two bottles will cure boils, pimples, blotches nettle rash, scruf, tetter, and all the simple forms of skin disease. From two to four bottles will cure salt rheum or eczema, shingles, erysipelas, ulcers, abscesses, running sores, and all skin eruptions. It is noticeable that sufferers from skin

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LEHIGH AND SUSQUEHANNA DIVISION

Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a. m., 12.50, 2.00, 3.30, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a. m., 1.00, 2.15, 7.10 p. m.

For Atlantic City, 8.10 a. m.

For New York, Newark and Elizabeth, 8.20 (express) a. m., 12.50 (express with Buffet parlor car), 3.30 (express) p. m. Sunday, 2.15 p. m.

FOR MAUCH CHUNK, ALLENTOWN, BETHLEHEM, EASTON and PHILADELPHIA, 8.20 a. m., 12.50, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m.

For LONG BRANCH, OCEAN GROVE, etc., at 8.20 a. m., 12.50 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 12.50, 5.00 p.m. Sunday, 2.15 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

Returning, leave New York, foot of Liberty street, North river, at 9.10 (express) a. m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,
Gen. Pass. Agent.

J. H. OLHAUSEN,
Gen. Supt.

"The D&H"

DELAWARE AND HUDSON RAILROAD.

Commencing May 29, 1892, trains will run as follows: Trains leave Bridge Street Station, Scranton, for Pittston, Wilkes-Barre, etc., 8.00, 9.07, 9.37, 10.42 a. m., 12.10, 1.25, 2.38, 4.16, 5.15, 6.15, 9.15 and 11.35 p. m.

For New York and Philadelphia, 8.00 a. m., 12.10, 1.25, 2.38, 4.16 and 11.30 p. m.

For Honesdale (from Delaware, Lackawanna and western depot), 7.00, 8.30, 10.10 a.m., 12.00 m., 2.17, 5.10 p. m.

For Carbondale and intermediate stations, 5.40, 7.00, 8.30, 10.10 a. m., 12.00 m., 2.17, 3.25, 5.10, 6.20 and 9.35 p. m.; from Bridge Street Depot, 2.05 a. m., 2.17 and 11.35 p. m.

Fast express to Albany, Saratoga, the Adirondack Mountains, Boston and New England points, 5.40 a. m., arriving at Albany 12.45, Saratoga 2.20 p. m., and leaving Scranton at 3 p. m., arriving at Albany at 8.50 p. m., Saratoga, 12.55 a. m., and Boston, 7.00 a. m.

The only direct route between the coal fields and Boston. "The Leading Tourists' Route of America" to the Adirondack Mountain resorts, Lakes George and Champlain, Montreal, etc.

Time tables showing local and through train service between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson ticket offices.

H. G. YOUNG, Second Vice President. J. W. BURDICK, Gen. Pass. Agt.

LEHIGH VALLEY RAILROAD.

FEB. 11, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 8 a.m., 12.10, 2.38 and 11.35 p. m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., and 1.30 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30, 3.50, 6.07, 8.50 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6.40 a.m., via D. & H. R. R. at 8 a.m., 12.10, 2.38, 4.16 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30, 3.50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R., 8 a.m., 12.10, 2.38, 11.35 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10 and 11.35 p. m., via D., L. & W. R. R., 8.08 a.m., 1.30 p. m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R., 9.07 a.m., 12.10, 3.15, 11.35 p. m., via D., L. & W. R. R. and Pittston Junction, 8.08 a.m., 1.30, 8.50 p. m., via E. & W. R. R., 3.41 p. m.

For Elmira and the west via Salamanca, via D. & H. R. R., 9.07 a.m., 12.10, 6.15 p. m., via D., L. & W. R. R., 8.08 a.m., 1.30 and 6.07 p. m.

Pullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt. East Div.
CHAS. S. LEE, Gen. Pass. Ag't, Phila., Pa.
A. W. NONNEMACHER, Ass't Gen. Pass. Ag't, South Bethlehem, Pa.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

Trains leave Scranton as follows: Express for New York and all points East, 1.50, 2.50, 5.15, 8.00 and 9.55 a. m.; 12.55 and 3.50 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.55 a. m.; 12.55 and 3.50 p. m.

Washington and way stations, 3.55 p. m.

Tobyhanna accommodation, 6.10 p. m.

Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.15 a. m. and 1.24 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 9 a. m.

Binghamton and way stations, 12.37 p. m.

Nicholson and way stations, 5.45 p. m.

Nicholson accommodation, at 4 p. m. and 6 p. m.

Binghamton and Elmira Express, 6.05 p. m.

Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2.15 a. m. and 1.24 p. m.

Ithaca, 2.15 and Bath 9 a. m. and 1.24 p. m.

For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 6.00, 9.50 a. m. and 1.30 and 6.07 p. m.

Nanticoke and intermediate stations, 8.08 and 11.20 a. m. Plymouth and intermediate stations, 3.50 and 8.52 p. m.

Pullman parlor and sleeping coaches on all express trains.

For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 328 Lackawanna avenue, or depot ticket office.

NEW YORK ONTARIO AND WESTERN RAILWAY

SCRANTON DIVISION.
In Effect January 28th, 1894.

North Bound.				South Bound.		
209 Local Pass	207 Local Pass	205 N.Y. Day Exp	Stations (Trains Daily, Except Sunday.)	202 Local Pass	204 Local Pass	208 Ontar'o Day Ex
		P M Arrive	Leave			A M
....	....	7 25	N. Y. Franklin St.	....	....	7 35
....	....	7 10	West 42nd street	....	....	7 50
....	....	7 00	Weehawken	....	....	8 00
P M		P M Arrive	Leave	A M	....	P M
8 20	....	1 15	Hancock Junction	6 00	....	2 05
8 10	....	1 06	Hancock	6 06	....	2 11
7 58	....	12 58	Starlight	6 18	....	2 24
7 51	....	12 50	Preston Park	6 25	....	2 31
7 45	....	12 47	Como	6 32	....	2 41
7 38	....	12 32	Poyntelle	6 43	....	2 50
7 30	....	12 25	Belmont	6 45	....	2 53
7 22	....	12 13	Pleasant Mt.	6 55	....	3 05
f7 19	....	f12 09	Uniondale	f6 58	....	3 09
7 08	P M	11 59	Forest City	7 10	A M	3 19
6 51	5 33	11 41	Carbondale	7 24	9 45	3 34
6 48	f5 27	f11 40	White Bridge	7 27	9 48	f3 38
f6 43	f5 22	....	Mayfield	f7 32	f9 53	f3 48
6 41	5 20	11 33	Jermyn	7 34	9 56	3 45
6 35	5 14	11 28	Archibald	7 40	10 02	3 51
f6 32	5 11	f11 25	Winton	7 43	10 05	3 54
6 29	5 07	11 21	Peckville	7 48	10 10	3 59
6 25	5 03	11 17	Olyphant	7 52	10 15	4 04
6 21	5 00	11 15	Dickson	7 54	10 17	4 07
f6 19	4 58	11 13	Throop	7 56	10 20	4 10
6 15	4 55	11 10	Providence	8 00	10 24	4 14
f6 13	f4 52	....	Park Place	8 02	10 27	4 17
6 10	4 50	11 05	Scranton	8 05	10 30	4 20
P M	P M	A M Leave	Arrive	A M	A M	P M

All trains run daily except Sunday.

f signifies that trains stop on signal for passengers.

Additional trains leave Carbondale for Scranton 1.10 and 6.15 p. m., arriving at Scranton 1.55 and 7.00.

Leave Scranton for Carbondale 6.50 and 8.30 arriving at Carbondale at 7.36 and 9.15 p. m.

Secure rates via Ontario & Western before purchasing tickets and save money. Day and Night Express to the West.

J. C. Anderson, Gen. Pass Agt.
T. Flitcroft, Div. Pass. Agt. Scranton, Pa.

ERIE AND WYOMING VALLEY RAIL ROAD

Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.35 a. m. and 3.24 p. m. Also for Honesdale, Hawley and local points at 6.35, 9.45 a. m., and 3.24 p. m.

All the above are through trains to and from Honesdale.

An additional train leaves Scranton for Lake Ariel at 5.25 p.m. and arrives at Scranton from the Lake at 8.40 a.m. and 7.35 p.m.

Trains leave for Wilkes-Barre at 6.40 a. m. and 3.41 p. m.

THE DICKSON MANUFACTURING CO.

SCRANTON AND WILKES-BARRE, PA., MANUFACTURERS OF

Locomotives and Stationary Engines, Boilers,

HOISTING AND PUMPING MACHINERY.

General Office, SCRANTON, PA.