GENERAL NEWS

The Philadelphia Press does not gant President Harris deposed from he Reading railroad management. It ays: 'There is grave doubt about the future of Reading if there is to be a change in management every two or three years. Mr. Harris, the present president, is an honest and capable man. He has been a mining engineer all his life and has always been acquainted with the Reading mines and business and property. Some people say he is not a railroad man. He has shown since he took the presidency of Reading that he knows how to run a road economically and he has kept away from the stock market. An honaway from the stock market. An honest, capable, non-speculating president is a great thing for any railread in these difficult and dangerous times. If the Reading security holders could and would elect Mr. Harris next January for the term of ten years they would do a wise thing. If there is to be a change Mr. Wanamaker would probably be as good a man as could be chosen outside the ranks of those who chosen outside the ranks of those who are known as trained and capable rail-road men, but the change would mean the disintegration of the great Reading property. Any reorganization of the company based on the present capital means nothing but an experiment to save that which is already almost lost. Such an experiment has but one hope of success, and that is a long period of conservative management."

The Financial Chronicle, in a supplemental report of the railroad earnings during the first half year of 1894, gives the total gross earnings on 234 roads at \$441.397,290, as compared with \$529.— 811.695 last year, a loss of \$89.914,408 or 18.61 per cent. These figures are based on 153.385 miles of road in 1894 and 151,089 miles of road in 1893. The Chronicle estimates the total gross loss on all the roads in the United States during the six months ending June 30, 1894, at \$100,000,000.

It is said the New York committee on Reading reorganization will be ready to announce its plan in a few days. This plan will include some new features in the way of sweetening the dose which is to be offered to the junior security holders. If the plan about to be proposed meets with the approval of the people who control the Reading company it will be tried; if not, it will be succeeded by a new scheme.

Complaining of the artificial character of the stock market last week, the financial editor of the Philadelphia Press says: 'Jersey Central, in the ordinary railroad list, was one of the strong stocks. The company has lost 25 per cent. in net earnings during the 25 per cent in net earnings during the first seven months of this year, as compared with the same period in 1893. The company has fallen below its fixed charges and dividends to the important amount of \$1,195,000 in that period. The Jersey Central is a new and doubtful 7 per cent stock, which has been selling at about 113, a pretty fair price for such a property when the outlook is good. But the company has not earned a cent toward dividend in this year, and the outlook for the balance of the year is not as favorable as it ought to be. The net earnings and other income to July 31 were \$2,748,358, and the interest, rentals, etc. for the same period, were \$2,762,358, so that the company failed to earn it fixed charges by the sum of \$14,000. Last year, when the coal trade was disturbed by the Reading collapse, the Jersey Central company earned mor-than \$1,000,000 more than its fixed charges. The amount necessary to pay dividends during the period involved in \$1,181,092. When the stock market in in a natural condition such facts at these are important in their bearing or

These Lehigh Valley changes have been bulletined: Edward Smith out side superintendent for the Lehigh Valley Coal company at their Maltby cutting will take charge of the Exeter colliery at Pittston, succeeding Thomas Thomas who takes the late William Wilson's place cas inside foreman John B. Keeter, clerk of the Malthy col-liery, has been promoted and will have charge of the outside work at Malthy. M. J. Mulhall, Mr. Keeter's assistant has been promoted and will have charge of the office at Malthy. Herbert Mat thewson outside foreman for Lehigh Valley Coal company at their Heidelburg No. 1 colliery has resigned to accept a situation as janitor under the Stevens Coal company. He will be succeeded by Joseph Wintle, of Pittston.

Sales of wool for last week were 3. 84.500 pounds domestic and 1,665,000 unds foreign, against 2,343,000 unds domestic and 605,000 pounds eign last week and 1,320,000 pounds hestic and 180,000 pounds foreign for the same week last year. The sales to date show an increase of 33,693,877 pounds domestic and a decrease of 9,393,900 pounds foreign from the sales to the same date in 1893. The receipts show an increase of 41,853 bales domestic and a decrease of 69,299 bales foreign. Port Philipelothing, superior to Ohio xx, has seld at 19 cents or 89 cents elean, 5 cents a scoured pound less than eurrent quotations on domestic wool. Canada combing, too, is coming in again and is offered at 28 cents or 27 cents clean. It is rather inferior to domestic quarter blood, which costs 30 cents clean. This is a drop of 4 cents the secured pound from boom prices. The market is uneasy and unsettled and prices will probably not be settled till the London wool sales on Sept. 18. Foreign clothing wools are selling with some freedom. The top notch paid for finest Australian merino is 23 cents, or 44 cents scoured. Ohio xx, has sold at 19 cents or 89 cents 44 cents scoured,

Here are some Goeman bill consequences: Glassworkers in the Indiana natural gas belt were offered a 30 per cent reduction in wages. The Lambut & Bishop wire mill, Joliet, Ill., 10 per cent. reduction. The Illinois steel mill rod department, 10 to 20 per cent. reduction. Oregon Railway and Navigation company, 10 to 12½ per cent. reduction. Coal miners, southern and central Illinois, 10 per cent. reduction. Coelecco mills, Dover, N. H., 6 per cent. reduction. cent. reduction.

A largely attended meeting of the individual coal operators of the Wyoning and lake region was held at Gien Summit last Friday. The discussion turned upon the better preparations of coal for market. It was hinted, according to the Wilkes-Barre Leader, that Lebigh coal, other things being equal, is finding a readier market because of its cieaner preparation. i. e., it contains, each size, a smaller per centage of seal of the next lower size. For example, it is stated that the Lebigh grade of chestnut contains only about 3 to 4 per cent. of pes, while the

Wyoming chestnut often has 6 to 7 per

MINOR INDUSTRIAL NOTES: American railroads pay \$858,000,000 per year to labor. Louisville and Nashville net earnings in July increased \$3,886.

The supply of gold in national banks and the treasury is \$331,000,000. The Chicago Gas company has reduced prices of gas to 72 cents and \$1 per thous-

The coke production in the Connellsville region last week was the largest with one exception for a year.

A number of steel and wire mills in the west will soon start up under a 10 to 20 per cent, reduction in wages. The amount of American railroad bonds outstanding is \$5,173,777,005. of which \$1,-200,000,000 is held by foreigners.

One railroad passenger in 3,000,000 is killed in this country; 1 in 29,000,000 in England, and 1 in 20,000,000 in France. Andrew Carnegie writes in the Contemporary Review that an American workman can live for less money than a foreign workman if he chooses.

The Lehigh Valley report for the quarter ended June 30, as filed at Albany, is as follows: Earnings, \$1,028,842; expenses, \$723,836; charges, \$209,864; surplus, \$95,142. The gress earnings of seventy-seven railroads during the third week in August increased 3.52 per cent. During the second week eighty-three roads decreased 0.11 per

The Interstate commission's report for 1893 shows that dividends were not earned on 61.24 per cent. of railroad stock capital in this country in 1893, and interest was not earned on 14.39 per cent. of the bonded

The hay crop of the United States, Canada and Europe is reported by the Hay Trade Journal to be short 9 per cent., and that 3 per cent. of old hay remains in farmers' and dealers' hands.

The Lackawanna leased lines' earnings for the year ended June 30 were as fol-

Gross,..... \$8,506.345 \$9,290,588 Storage battery cars have been tried for some time on the Northern Tramways company, of Paris, says Engineering. The cars are arranged to seat fifty persons and inside the city run at a speed of seven and one-half miles an hour, which outside the barriers is increased to ten miles an hour. Inclines of 1 in 25 have to be mounted at certain parts of the line and each car runs about eighty miles a day.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds. NEW YORK, Sept. 4.—Opening dealings NEW YORK, Sept. 4.—Opening dealings at the Stock exchange were characterized by firmness, and even Sugar, which has been under the hammer for some time back, developed a little more strength. This was succeeded by a weaker tone. London having sold some Louisville and Nashville which was accepted by local traders who were bearishly inclined, as indicating a change in sentiment on the part dicating a change in sentiment on the part of foreign operators.

The rise in the market was generally ascribed to manipulation by a pool which has been credited with bringing about the recent wide changes in American Sugar. General business is better and railroad earnings are improving, and while the rise may be artificial, as claimed, the extension of business and railway receipts make a pretty good argument in Wall street, where sentiment is the controlling factor. The total sales were only 178,162 shares. Net changes show gains of ½ to to 2 per cent., Western Umion and Manhattan leading. The market closed strong.

The range of today's prices for the active stocks of the New York stock market are given below. The quotations are furnished THE TRIBUNE by G. du B. Dimmick. manager of William Linn Allen & Co., stock brokers, 412 Spruce street, Scranton.

Open High Low Closing, est. low.

	Open	AATROIS.	170.16	CIOS
	ing.	68L	ont.	ing.
,-	Am. Cot. Oil 3334	3436	3894	34
	Am Sugar10484	105%	10314	10594
	A. T. & S. F 758	8	7.94	
0	Can. So	5314	5244	5834
B	Chespeake & Ohio 2134	2134	2116	2156
).	Chic. Gas 7414	7496	7314	7434
	Chie & N. W 10619	107	10614	107
8	Q., B. & Q 7736	7816	7734	7856
0	C., C. C. & St. L 4014	4136	4034	4134
e	C. M. & St. Paul 60	84.68		6734
đ	Chicago, R. I. & Pac. 6516	****	****	6614
	D. & H	16816	168	13516
y	D., L. & W168	1834		16814
8	D. & C. F 1894	42	18%	1894
is	G. E. Co 40%	9.0	****	42
	Ills, Cent	13616	13614	1001.0
15		5736		18614
11	L. & N 5676	12016	5616	5676
	Manhattan11819	12019	11816	12016
	Mich. Cent 2944	3096	2934	30%
	Nat. Cordago 1734	19	1716	19
8	Nat. Lead	4344	4962	4314
t-	New Jersey Cent 11854	11359	11342	11354
h	N. Y. Central10134	1013	10144	10134
	N V & N E	20174	10194	10194
у	N. Y. & N. E. N. Y. L. E. & W 1696	16%	1696	1094
r	N. Y., S. & W 1034	1636	1094	1634
18	N. Y., S. & W., pr., 4416	4136	44	44
	North Pac 576	536	516	536
n	North Pac. pr 2184	2246	2116	2134
1.	O. & W 1756	1784	1712	1737
-	Phil. & Reading 22	2014	2133	2016
e	Rich. & W. P 18	1834	1814	1894
	T., C. & L			4074
	Texas Pac 1036	1016	1094	1016
,	Union Pacific 14	1456	1336	14
é	Wabash 734	734	4734	714
	Wabash pr 16%	1656	1646	1632
-	Western Union 9016	92	9064	D138
h		V 55		W. T. T.
	CHICAGO BOARD OF	TRAD	E PRIC	ES.

High- Low- Closest. est. ing. 5374 5334 5334 5336 57 681. 5834 5736 584 564 564 Dec...... OATS. 2914 2954 2094 20% CORN. 5594 5234

New York Product Market. NEW YORK, Sept. 4 .- FLOUR-Weak,

New York, Sept. 4.—Flour—Weak, freely offered.

Winter Wheat—Low grades, \$1.85a 2.50; do., fair to fancy, \$2.40a2.90; do., patent; \$2.75a3.20; Minnesota clear, \$2.25a 2.65; do., straights, \$3a3.50, do patents, \$3.40a3.90; low extras, \$1.85a2.50; city mills, \$3.55a3.65; do., patents, \$4.25a4.35.

Wheat—Fairly active, red firm, spring lower: No. 2 red store and elevator, 58a584c; afloat, 58c4; f. o. b., 59a594c; ungraded red, 52a584c; No. 1 northern, 63%a64c; options firm at %a%c, over Saturday with trading dull, December most active; September, 584c; October, 59c; November, 60c; December, 61%c; May, 66%c.

most active; September, 58½c.: October, 59c.; November, 60c.; December, 61½c.; May, 66½c.

CORN—Dull, firm; No., 2, 68a63½c.; elevator, 64½c. afloat; options firm. May and December most active; September, 62½c.; October, 58½c.; May, 57½c.

OATS—Fairly active, firm; options dull, firm; September, 35½c.; October, 34½c.; November, 35½c.; December, 36½c.; May, 57½c.

OATS—Fairly active, firm; options dull, firm; September, 35½c.; October, 34½c.; No. 200, 2, 35½c.; No. 2 white, 37½c.; Spot prices, No. 2, 35½c.; No. 2 white, 37½c.; Spot prices, No. 2, 35½c.; No. 2 white, 36½a36½c.; No. 2 Chicago, 34½c.; No. 3, 33c.; No. 5 white, 36c.; mixed western, 34a35c.; white do., 36a40c.; white state, 36a40c.

Beef —Dull, steady; family, \$10.00a 12.00; extra mesa, \$5.00a8.50.

Beef Hams—Quiet, firm; city extra india mess, \$17.60.

Cut Meats—Quiet, steady; pickled bellies, 12 bs, 8½c: pickled aboulders, 7c; pickled hams, 11½fa12c; middles nominal.

Land—Quiet, bigher; western steam \$9 bid; city, \$9½a8½c.; September, \$9, nominal; refined, quiet, firm; continent, \$9.36.

South America, \$9.50; compound, 69½a89½c, Pork—Firm, quiet: mess \$15.25a15.50; extra prime, \$13.50.a14.

Butter—Moderate demand, steady; state dairy, 13½a17c., do. creamery, 15a24c.; do. factory, 13a16c.; elgins, 24c.; imitation creamery, 15a18c.

Cherse—Quiet, steady; state large, 8a 10½c.; part skims, 4a8½c.; full skims, 3a 34c.

Eggs—Choice, firmer: fair demand;

MEN AND WOMEN

Judie Chollet Shows That They Are Abou the Same, After All.

If everybody reads as he runs in thes rapid times, the general public must de rive a great deal of quiet amusement out of the propensity of a number of newspa-per writers—they probably call themselves journalists—to regard men and women as entire opposites in all respects. Not satis-fied with refusing to admit that the two sexes have any ideas, ambitions or tastes in common, such a writer delights to contrast them in the very minutize of daily life and prove them so far asunder by nature that one wonders that they are classed as belonging to the same species. One seeker after truth has discovered that in washing the face a man always rubs up, while a woman rubs down; a second an nounces that a woman shakes a lighted match in order to extinguish it, while a



certained that a woman is proud to appear in a new hat, while a man is asbamed to wear one, and another person assures us that a woman always walks over a muddy crossing on her heels, while a man goes on his toes, and so on ad infinitum. This is mildly funny, or was before it became monotonous. The matter is too trifling to merit the notice of a contradiction. If it were worth the observer's attention, he might, by looking about him, see a man crossing a muddy spot on his heels and a woman blowing out a match. If he hid behind the door, he might even see her scratch one on her shoe sole, and if he learned mind reading he might find that

when she tries to hammer a nail and strikes her thumb instead she thinks just about the same thing that a man says in similar circumstances. Men and women are, on the whole, very much alike, and the comparison of them as utterly opposite types is mere superficiality. The ten jacket shown in the sketch is of a tan colored muslin with white emidered dots. It is trimmed with coffee colored lace and insertion, mingled with pink ribbon. The garment is also lined throughout with pink. The front, which has an immense square collar, opens to the

JUDIC CHOLLET ON FOOD.

waist, showing a vest trimmed with hori-

zontal bands of insertion. The waist is encircled by a ribbon belt fastened with a

bow, while the sleeves are very full and

She Speaks a Good Word For the Robust Onion.

Mr. Walter Besant, who has a great deal to say upon all subjects in these days, is particularly prompt in giving his opin-ions and advice where women are concerned. Not wearied in the well doing of finally settling the question as to the boundaries of their social, intellectual and political spheres, he is considerate enough to take thought for them in hygienic and toilet matters, which is certainly very kind of him when his attention is demanded by so many affairs of national and even worldwide importance. During his visit to America he was particularly struck by our fondness for the onlon. It may be inferred that he was equally struck by our beauty, since on his return he hastened to advise, through the medium of the pub-

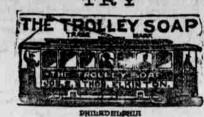


WHITE SERGE GOWN.

onions, alleging that to them are owing the health and beauty of the American women. Mr. Besant must have gone to some curious and little known parts of America, since in the places he visited "some of the best people, particularly in literary and academic circles, are not at home to their most intimate friends on Sunday. They devote that day to the consumption of the leek."

It is to be hoped that every well bred American woman is cosmopolitan enough to be able to eat any kind of food that is respectably cooked and that does not con-stitutionally disagree with her, whether it be onions, caviare, cabbage, pumpernickel, frogs, olive oil or garlic. There is no surer indication of the provincial mind than baseloss prejudice in the matter of cating. It is rather surprising, however, to see the onion elevated to the position of our na-tional dish, for it has always seemed to belong more especially to Spain. How-ever, it is an excellent vegetable, whether cooked or raw, and eminently wholesome. A sketch is given of a Hedfern gown of white serge. The revers and sash are of pale blue silk, and blue anchors are em-broidsred in silk on the yoke and sash

One Way of Putting It. Though not exactly a child, perhaps, a lad once appeared before Bishop Wilberforce for confirmation. The bishop feeling sure that he had confirmed him before,



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Ladies whose systems are poisoned and whose blood is in an impure condi-tion, due to menstrual irregularities, are peculiarly beneated by the won-derful tonic and blood cleanating prop-erties of P. P. P. —Prickly Ash, Poke Root and Potassium.

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It has done me more good than three
months' treatment at the Hot Springs,
Send three bottles C. O. D.
Respectfully yours,
A&M. N. EWTON,
Aberdeen, Brown County, O.

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To all whom it may concern: I hereby testify to the wonderful properties of P. P. P. for eruptions of the skin. I suffered for several years with an unsightly and disagresable eruption on my face. I tried every known femedy but in vain, until P. P. P. was used, and am now entirely cured.

(Signed by) J. D. JOHNSTON, Savannah, Ga.

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tnown as skin cancer, of thirty years'
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burines the blood and removes all irtration from the seat of the disease
ores. I bave taken five or six bottles
and feel confident that another course
fill effect a cure. It has also relieved
the from indigestion and atomach
roubles. Yours truly
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Attorney at Law.

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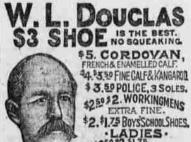
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at Union Square, New York.
American plan, \$3.50 per day and upward. SCRANTON HOUSE, near D., L. & W. pasSCRANTON HOUSE, near D., L. & W. pasScranton House, tear D., L. & W. pasBenger depot Conducted on the European
Plan. Victor Koch. Proprietor.

ARCHITEUTS.

DAVIS & HOUPT, Architects. Rooms 24,
25 and 26 Commonwealth pld'g, Scranton.

E. L. WALTER, Architect. Office, rear of

F. L. BROWN, Arch B. Architect, Price building, 136 Washington Ave., Scranton.

MISCELLANEOUS. BAUER'S ORCHESTRA - MUSIC FOR balls, picnics, parties, receptions, weddings and concert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming ave., over Hulbert's music store. HORTON D. SWARTS-WHOLESALE lumber, Price building, Scranton, Pa. MEGARGEE BROTHERS, PRINTERS' supplies, envelopes, paper bags, twina Warehouse, 130 Washington ave., Scranton, HORSES AND CARRIAGES FOR SALE
D, L. POOTE, Agent. FRANK P. BROWN & CO., WHOLE sale dealers in Woodware, Cordage and Oil Cloth, 720 W. Lackawanna avenue.

Robinson's Sons'

LAGER BEER BREWERY

Manufacturers of the Celebrates PILSENER

LAGER

CAPACITY 100,000 Bbls. Per Annum,

Hasson stark,
At the Old depot hotel,
Factoryville,
is prepared to receive summer boarders and
furnishings for tourists to surrounding towas

For Delicacy, For purity, and for improvement of the com-plexion, nothing equals Pozzoni's Powder.

CENTRAL RAILROAD OF N. J.

LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring cleanliness and comfort.

cleanliness and comfort.

TIME TABLE IN REPRET MAY 20, 1894.

Trains leave Scranton for Pittston, Wilkest-Barro, etc., at \$20, 9.15, 11.30 a.m., 12.50, 2.00, 5.00, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a.m., 100, 2.15, 7.10 p. m.

For Atlantic City, 8.20 a. m.

For New York, Newark and Ellizabeth, 8.21 (express) a.m., 12.50 (express with Buffet parlor car), 3.30 (express) p. m. Sunday, 2.15 p. m.

For MAUCH CHUNK, ALLENTOWN, BETHLE-HEM, 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 (with through car) a. m., 12.50 p. m.

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

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

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

Allentown, 8:20 a. m., 12.30, 3.00, p.m.

For Pottsville, 8:20 a. m., 12.50 p. m.

Returning, leave New York, foot of Liberty street, North river, at 3:10 (express) a. m., 1.10, 1.30, 4:20 (express) with Buffer parlor car) p. m. Sunday, 4:30 a. m.

Leave Philadelphia, Reading Terminal, 3:20 a. m., 2:00 and 4:50 p. m. Sunday, 6:37 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.



DELAWARE AND HUD-SON RAILROAD.

Commencing Monday, July 39, all trains will arrive and depart from the new Lackawanna avenne station as follows:

Trains will leave Scrauton station for Carbondale and intermediate points at 2.59, 5.45, 7.09, 8.25 and 10.10 a.m., 12.00, 2.20, 3.55, 5.15, 6.15, 7.25, 9.10 and 11.29 p.m.

For Farview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a.m., 12.00, 2.30 and 5.15 p.m.

For Albany, Saratoga, the Adirondacks and Moutreal at 5.45 a.m. and 2.20 p.m.

For Wilkes-Barre and intermediate points at 7.45, 8.45, 9.38 and 10.45 a.m., 12.06, 1.20, 2.38, 4.00, 5.10, 6.55, 2.15 and 11.38 p.m.

Trains will arrive at Scranton Station from Carbondale and intermediate points at 7.40, 8.40, 9.34 and 10.40 a.m., 12.06, 1.17, 2.34, 3.44, 4.54, 5.35, 7.45, 9.11 and 11.38 p.m.

From Monesdale, Waymart and Farview at 9.38 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m., From Montreal, Saratoga, Albany, etc., at 4.54 and 11.43 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 1.05 and 11.56 p.m.

MAY 18, 1894

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 7.45 a.m. 12.95, 2.83 and 11.38 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 Wilkess-Barre via D. L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30, 3.50, 6.07, 5.00 p. m.
Leave Scranton for White Hayen, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6.40 a.m., via D. & H. R. at 7.45 a.m., 12.05, 2.38, 4.10 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. 7.45 a.m., 12.01, 2.38, 11.35 p.m.
Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R. 8.45 a.m., 12.05 and 11.35 p. m., via D. L. & W. R. R., 8.05 a.m., 1.30 p. m.
Leave Scranton for Rochester, Buffalo, Niagrara Falls, Detroit, Chicago and all boints west via D. & H. R. R. 8.45 a.m., 12.95, 9.15, 11.35 p. m., via D. L. & W. R. R., 8.55 a.m., 12.00, 1.31, 1.30 p. m., via D. L. & W. R. R. R. R. R. and Pittatos Junction, 8.08 a.m., 1.30, 8.59 p. m., via E. & W. R. R., 8.41 p. m.,
For Elmira and the west via Salamano, via

Junction, 8.08 a.m., 1.3), 8.59 p. m., via E. & W. R.R., 3.41 p. m.
For Elmira and the west via Salamanet, via D. & H. R. B. 3.45 a.m., 12.05, 6.05 p. m., via D. L. & W. R.R., 8.08 a.m., 1.39 and 6.07 p. m.
Pallman parior and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkee-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt. 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 RAILHOAD.
Trains leave Scranton as follows: Express
for New York and all points East. 1.49, 2.59,
5.15, 8.0 and 9.55 a. m.; 12.55 and 3.59 p. m.
Express for Easton, Trenton, Philadelphia
and the South, 5.15, 8.00 and 9.55 a. m.; 12.56
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, 12.19, 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 accommodation, at 4 p. m. and
6.19 p. m.

610 p. m. Binghamton and Elmira Express, 605 p. m. Express for Cortland, Syracuse, Oswego Utics and Richfield Springs, 215 a. m. and 1.38 Utics and Richfield Springs, 2.15 a. m. and 1.26 p. m.
Itinica, 2.15 and Bath 9a. m. and 1.24 p. m.
For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimora, Washington and the South.

Northumberland and intermediate stations, 600, 9.5 a. m. and 1.39 and 607 p. m.
Nanticose and intermediate stations, 8.05 and 11.29 a. m. Plymouth and intermediate stations, 8.50 and 8.55 p. m.
Pullman parlor and alseping coaches on all express trains.

For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 325 Lackawanna avenue, or depot ticket office.

ERIE AND WYOMING VALLEY BAIL

Trains leave Scrauton 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 5.10 p.m. and arrives at Scrauton from the Lake at 5.25 a.m. and 3.44 p. m.

Trains leave for Wilkes-Barre at 6.40 a.m. and 3.44 p. m.



North Bound. South Bound. 202 204 206 205 203 201

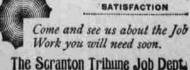
All trains run daily except Sunday.

£ signifies that trains stop on signal for pas-Recure rates via Ontario a Western before purchasing tickets and save money. Day and Ningt Express to the West.

J. C. Anderson, Gen. Pass. Agt.

T. Flittroft, Div. Pass, Agt. Scranton, Pa.





The Scranton Tribune Job Dept