GENERAL NEWS

On both the Pennsylvania and the Big Four lines the run from Indianapolis to New York is now made in two hours quicker than ever before. This is six hours quicker than ten years ago, four hours quicker than three years ago and two hours quicker than under the schedule which was in effect up to Sept. 30, and this speed does not seem to have reached its highest point. Recently the new fast express over the St. Louis division of the Big Four arrived at Indianapolis twenty minutes late, owing to delays in getting out of St. Louis, and in that case made up fifteen minutes' time. The train left Indianapolis twenty minutes late and arrived at Galion on time, covering the 204 miles in four hours and ten minutes, making eight stops at county seats and railroad crossings, which makes the speed of the train fully fifty-four miles an hour the entire distance, A comparison of a schedule of twenty-five years ago with the present schedule of the Vanderbilt or the Pennsylvannia lines will show that from year to year there has been a steady increase in speed. This increase is by no means confined to passenger trains, although local pass-enger trains are now scheduled as fast as were express trains fifteen years ago, but in the speed of freight trains there has been marked increase. Pennsylvania has of lat made some very remarkable runs with live stock trains. During the Debs strike a live stock train and one loaded with dressed meats was run from Chicago to Jersey City at an average speed of twenty-six miles an hour, and all the lines, on westbound busi-ness, are bringing freight through two or three days quicker than ten years ago. The Erie is making a great re-cord on time freights, being able to move them more rapidly than are its competitors, owing to the fact that between New York and Chicago or New York and Indianapolis it has no delays by passing through large railway cenwhere freight often gets blocksded and delayed a day or two. On the Erie a train is made up and runs solid through, only changing engines and crews, there being no shifting to delay the movement. Twenty years ago, were it stated that the two important lines between St. Louis and New York would cover the distance in twentynine hours, the person would have been thought to be beside himself; now it is predicted that the improvement to track and equipment will be such that the 1,065 miles will be covered in twenty-five hours, or even less.

As soon, says the Hazleton Standardas the old shaft, which served for many years as a water way to No. 2 new and old slopes, had been abandoned by the managers of the Coleraine colliery, preparatory arrangements were completed for the development of the Primrose vein, which up to the present date has extented prosperously. The average thickness of the vein is five feet and the coal is of extra quality. Situated 100 feet from the foot of the shaft or half the distance to the top, affords the lower portion to be used as a schute into which the coal is dumped and then loaded into cars in the main slope. Workings were opened in four direc-tious from the shaft where the vein was discovered, proving satisfactory. Extra efforts are now being put fourth to complete arrangements for the intro-duction of large cars instead of the buggies now in use.

The demand for anthracite coal has increased recently, but the financial editor of the Philadelphia Press thinks the latter fact is nullified by an increased production of coal, which has unsettled prices again. Following the last meeting of the coal sale agents, at which it was agreed to ship 3,000,000 tons of coal this month, there was some attempt to steady prices. Ship-ments of 972 000 tons in the week ending Sept 29, and large shipments last week, indicate clearly enough that there will be no serious attempt at the kind of restriction the trade needs, and it is already plain that there will practically be a go-as-you-please race. There is now no hope of any marked change for the better in the anthracite trade for six mouths or more.

An order has been issued at all the shops of the Reading railroad in Read ing, which, it is said, applies to all the shops in the system, stating that hereafter all the employes will work ten hours a day except Saturday, when they will work but nine. This order restores the hours of labor as they existed previous to the curtailing of expenses more than a year ago. It applies to all departments except the machinery department at the car shops where the men are working double turn, and in the machinery department, where they are working five days a

Coxe Bros. & Co. have at last succeeded in pumping all the water out of their Beaver Meadow No. 3, old slope, and are now about to put things in shape for the mining of coal. A large force of men will be put to work cleaning the sump and another force placing the pumps in position. Material for the laying of a track in the slope has arrived and it will be constructed immediately. diately. It has not as yet been made known in what way the coal will be transported to the breaker.

The anthracite trade, while not materially improved, is in somewhat bet-ter shape. The larger producing com-panies are holding down their output nearer to actual requirements, if not to the tennage, it was agreed should be mined this month. They are also adhering more closely to schedule prices, but a considerable quantity of coal is going forward on old contracts. The western trade is demoralized, but the prospect of improvement is reported to be much brighter.

The general business of the country The general business of the country is going backward again. There has, says the Pniladelphia Press, been a fall in prices during the past three weeks, which would occasion notice at any time, and which is of peculiar significance in view of the fact of the low level to which the value of commodities had previously fallen. There has level to which the value of commodities had previously fallen. There has during this period been a decline in iron, wheat, corn, lumber, printing cloths, cotton, steel billets, turpentine, coal, coke, wool and many other important staples and commodities. At the same time there has been a decrease in railroad earnings. Bank clearings have increased, but they are 22.8 per cent. below 1892. Manufacturers in many instances are struggling with new difficulties put them by the new tariff bill and there has been a reduction in wages in many industries. There is less doing in the dry goods markets and the sales

of wool since the tariff bill went into operation have been 24,279 300 pounds, as compared with 17,138,175 pounds, and 37,352 900 pounds in the same period in 1892. Very many other similar facts could be mentioned. How, under these circumstances any one can say there is an improvement in trade is a Each year witnesses an increase of speed of both passenger and freight trains, says the Indianapolis Journal.

On both the Pennsylvania and the Big

MINOR INDUSTRIAL NOTES: J. W. King has been appointed superintendent of the Philadelphia, Beading and New England.

The Washington carbon works have put twenty-five more men to work, paying out about \$1,290 per month more in that town. The Bates mill, at Lewistown, has begun running sixty hours a week. For some time the mills have been running on short

The Portage iron works, at Duncanville, Blair county, has resumed operations in all its departments on double turn and will employ 550 men. The Central Traffic association is having

a hard time in solving the differential question between the roads operating beween Pittsburg and Chicago. The empty car movement west-bound is again large, which promises good business for some time to come. Cars to carry grain, cotton and live stock are in

The Pennsylvania lines handled at In-dianapolis last week 4,154 loaded cars, 336 more than the week ending Sept. 29, and 662 more than in the corresponding week of 1894.

The Strong engine, which was to revolu-tionize the type of locomotives, and which was for a while run on Western lines and attracted a good deal attention, now stands on a side track of the Cincinnati, Hamilton and Dayton, rusting. Its fault was that it required too much coal.

FINANCIAL AND COMMERCIAL

New York, Oct. 10.-There was a fallng of in business at the stock exchange today, the sales having amounted to only 152,641 shares, against 158,172 yesterday. The storm interfered with business, and the Hebrew fast day kept an important The Best Compendium of Sports. the Hebrew fast day kept an important element away from the street. In the early trading American sugar, Chicago gas and Bay State gas monopolies speculative at speculative attendon. Sugar advanced 3/2 to 83. Chicago gas 3/2 to 73/2 and Bay State gas 2/2 to 28. The general list at this time moved up 3/2 to 3/2 present outside of Lackawanna rose 1/2 to 168/2 on dealings on 200 shares. The advance was succeeded by a decline of 1/2 to 1 present in the active list and a break of 2/2 to 10/4 in bordage common and 5 to 19 in the preferred. The decline was due to the closing out of long stock bought at considerally higher prices. During the afternoon the market showed a tendency to rally and sugar rose 2/2 to 8/3/2, and the other prominent issues 14 to 112 per cent. The market closed weak in tone. The net changes of the day show losses of 3/2 to 3/2 per cent. changes of the day show losses of 1/2 to 1/4

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:

3	no.	High- est	est.	Clos
Am. Cot. Oil	3014	3014	30	30
Am. Cot. Oll Am Sugar A. T. & S. F	811	8446	82	82
A. T. & S. F	558	598	514	5
Can. So	****	****	****	**
Chespeake & Ohlo Chie, Gas Chie & N. W C. B. & Q. C. B. & Q. C. C. C. & St. L. C. M. & St. Paul Chicago, R. L. & Pac. D. & H. D. L. & W. D. L. & W. G. E. Co. Ills, Cent. Lake Shore	73	7434	78	74
Chie & N. W	0314	10314	103	103
C., B. & Q	72%	73	7296	72
., C. C. & St. L	****	61	6016	60
Thisage P I & Pag	50112	Equal.	59	59
D. & H.	13546	5934 13594	18596	
) L. & W	8944	16934	196%	169
D. & C. F	994	916	9	9
. E. Co	3714	373%	3734	37
lis. Cent	****	****	****	355
ake Shore	5316	58%	53	53
Manhattan.	11347	11498	11334	118
lich. Cent.				
		2994	28	64
at. Cordage	1294	1234	1014	11
tat. Lead	****	****		**
Not. Cordage Nat. Lead Now Jersey Cent N. Y. Central N. Y. & N. E N. Y. L. E. & W N. Y. S. & W., pr. North Pac.	0032	9914	9936	99
Y. A. N. E.	3014	3014	3014	30)
Y., L. E. & W	1416	9916 3016 1414	1416	14
I. Y., S. & W	15%	1092	1516	15
. Y., S. & W., pr	44	44	44	44
orth Pac. pr	2225	1445	1796	iż
& W	1012	1774 1694	1668	16
hil. & Reading	1816	19	1814	18
ich & W. P	1734	1814	171	17
., C. & L		****	****	
exas Pac Inion Pacific	****	****	****	**
nion Pacific	****	****	****	**
abash	14	14	14	ii
Vabash pr Vestern Union	8876		8876	88
Ł. M	1652	1634	8876 1694	16
S. G	2616	28	2554	26
A. M. T	100	10014	9959	100
CHICAGO BOARI	OF			
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American in	ing	est.	est.	in
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May	0098	5894	6334	50
			10778	
Dec	0030	22.64	****	
DetOct	10310	****	****	*
OATS.	33	8886	33	30
Oct OATS. May	33 20%	3334 2936	33 2994	33
OATS. Iay	33 20%	8886	33	30
OATS. May	33 20%	3334 2934	33 2954	35
OATS. May	33 20%	18994 1994 5094	33 2094	30
OATS. May Dec CORN. May	33 2096 5016 4894	3334 2934 5034 4834	33 2954	35
OATS. May. Dec. CORN. May. LARD.	33 2096 5016 4896	18994 1994 5094	33 2094	30
OATS. MAY. Dec. CORN. May Dec. LARD. Jan.	33 2096 5016 4896	3334 2934 5034 4836	33 2096 50 4834	30
OATS. OATS. May. Dec. CORN. May. Dec. LARD.	33 2096 5016 4896	3334 2934 5034 4834	33 2094	30
Dec. Oet. OATS. May Dec Oct. CORN. May Dec. LARD. Jan. Oet. PORK.	33 2096 5016 4896 7 60	33% 29% 50% 48%	33 20% 50 48% 	325 · · · · · · · · · · · · · · · · · · ·
Oct. OATS. May. Dec. CORN. May. Dec. LARD, Jan.	33 2094 5014 4894 7 60	33% 29% 50% 48% 7 60	33 2096 50 4834 7 57 12 60	33 35 45 45 12

NEW YORK, Oct. 10. - FLOUR-Weak,

New York Produce Market.

New York, Oct. 10. — FLOUR—Weak, jobbing trade only.

WHEAT—Dull, red winter, 34a31c. up; scarce, closing firm; No. 2 red, store and elevator, 55½a55½c.; afloat, 56½a57c.; c. o. b., 56½a56½c.; ungraded red, 50a-56c.; No. 1 northern, 65½a65¾c.; options dull, irregular, declining ½c, closing steady at ½a½c. under speculators waiting for government report, December and May most active: October, 55½c.; November, 56½c.; December, 57½c.; May, 61½c.; June, 61½c.

CORN—Dull, lower with options, closing firm; No. 2, 57½c.; elevator, 55½c. afloat; options opened weak and declined ½c. and closed firm at ½a½c. below yesterday; May most active; October, 55½c.; November, 56c.; December, 53½c.; November, 56c.; December, 53½c.; November, 34c.; December, 53½c.; November, 34c.; January, 34½; May, 87½c.; No. 2 white, November, 34c.; No. 2 white, November, 35½c.; No. 3 white, November, 35½c.; No. 3 white, November, 35½c.; No. 3 white, 35½c.; mixed western, 33½; white 36a40c.; white state, 80a40.

Bees—Quiet; dressed beef quiet; cnt meats, quiet; pickled shoulders, 5½a6c.; pickled hams, 9½a10c.; middles, nomnal, quiet, steady; western steam closed 79.9a 100; city, 73.8a5; Sales, 125; options 48, none.

Pork—Fair demand; steady; mess, \$14.75

none.
PORK—Fair demand; steady; mess, \$14.75
a15; extra prime, \$14.
BUTTER—Quiet, weak; unsettled; state
dairy, 14a23c.; do. creamery, 17a28c.; Pennsylvania do., 17a24c.; western dairy,
18a17c.; do. creamery, 18a24½c.; do. factory, 12a15c; elgins, 24a24½c; imitation
creamery, 14a19c; June creamery, 20a22c.
EGGS—dull; scarce; steady; state and
Pennsylvania, 19a20c.; ice house, 15a16½c.;
western freeb, 17a19c.; do per case \$2.25a
4.25; limed, 16½c.

Philadelphia Tallow Market. PHILADELPHIA, Oct. 10.—Tallow is dull-and weak. We quote: city, prime, in hogsheads, 4%c.; country, prime, in barrels, 4%c.; country dark, in barrels, 4%c.; cakes, 5c.; grense, 4c.

EVERYBODY WILL

See what? See the Saturday Tribune. Why?

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It will contain some of the brightest features ever put into a Scranton newspaper; for example:

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you briefly some of White Clover, the special articles Choice Timothy and that are to be in Sat- Lawn Grass Seeds urday's Tribune: Miss Kaiser will have another charm. ing letter, narrating a most pathetic incident during one of concerts Wales; Physical Director Weston will contribute a column article on Sandow, thestrong man whose wonderful feats in this city last week astonished the entire neighborhood; there will be an interesting scientific article by Professor Martin Joyce putting astronomical truths in a clear light; the appalling revelations of the Lexow committee in New York will be summarized in a manner not previously realized; and the quantity of poe- MT. PLEASANT try, humor and miscellaneous information will be largely increased. You cannot afford to miss it.

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Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a, m., 12.50, 2.00, 3.00, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a. m., 100, 2.15, 7.10 p. m.

For Atlantic City, 8.30 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.

parior car), 3.30 (express) p. R. Sandar, p. m.

FOR MAUCH CHUNK, ALLENTOWN, BETHLEHEM, EASTOR and PHILADELPHIA, 8.31 a. m.,
12.50, 3.30, 5.00 (except Philadelphia) p. m.

Sunday, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at
8.10 a. m., 12.50 p. m.

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

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Allentown, 8.20 a. m., 12.50, 5.00 p.m.
For Pottsville, 8.20 a. m., 12.50 p. m.
Returning, leave New York, foot of Liberty street, North river, at 8.10 (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, 8.30 a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.
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5 ACTS
SCENES
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The Ship Yard.
The Ship Mary Vale.
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Realistic Scenes

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received at all times. Next term will open
September 10.

MAY 13, 1894

Train leaves Scranton for Philadelphia and New York via. D. & H. B. R. at 7,45 a.m., 12,95, 283 and 11,38 p. m. via. D. L. & W. R. R., 6,00, 8,08,11,30 a.m., and 1,39 p. m.

Leave Scranton for Pitston and Wilkes-Barre via D. L. & W. R. R., 6,00, 8,08, 11,30 a. m., 1,30, 3,50, 6,07, 8,56 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. at 7,45 a.m., 12,05, 2,88, 4,6 p.m., via. D. & H. R. R. at 7,45 a.m., 12,05, 2,88, 4,6 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., 12,05, 2,38, 11,33 p.m., via. D., L. & W. R. R., 6,00, 8,08, 11,20 a. m., 120 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, 2,38, 11,38 p.m., via. D. L. & W. R. R., 8,98 a.m., 13,9 p. m.

Leave Scranton for Toukhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate with the second of the second of

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Trains leave Scranton as follows: Express
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5.15, 8.09 and 9.55 a. m.; 12.55 and 3.59 p. m.
Express for Easton, Trenton, Philadelphia
and the South, 5.15, 8.09 and 9.55 a. m.; 12.55
and 3.50 p. m.
Washington and way stations, 3.55 p. m.
Tolybanna accommodation, 6.10 p. m.
Expr ss 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.
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Express for Cortland, Syracuse, 6.05 p. m. Express for Cortland, Syracuse, Oswero, Utics and Richfield Springs, 2.15 a. m. and 1.28

Utics and Richfield Springs, 2.15 a. m. and 1.29 p. m.

Itinea, 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, 600, 845 a. m. and 1.20 and 607 p. m.

Nanticoke and intermediate stations, 8.08 and 11.20 a. m. Plymouth and intermediats stations, 8.50 and 8.50 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 Lackswanna evenue, or depot ticket office.

ERIE AND WYOMING VALLEY RAIL
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. BAUER'S ORCHESTRA - MUSIO 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. termediate points on the Eris rairoad at a dis-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. Al the above are through trains to and from H. nesdale. An additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scran-ton from the Lake at 7.45 p.m. Trains leave for Wilkes-Barre at 6.40 a. m. and 3.41 p. m.

and 3.41 p. m.

205 203 201

SCRANTON DIVISION.

In Effect Sept. 16th, 1894. North Bound. South Bound.

Stations

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All trains run daily except Sunday.

f. signifies that trains stop on signal for pas sengers.

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. Fliteroft, Div. Pass. Agt., Scranton, Pa.

FOR SALE STOCK AND ALL FARM-ING UTENSILS, NEAR LAKE ABIEL. INQUIRE OF J. M. SHEFFIELD, 711 Scranton street Scranton, PaAMUSEMENTS.

ONE GRAND NIGHT OF MUSIC

The Prize Winners' Gigantic Musical Festival

A Monster Reproduction of the Laurel Hill Park Festival On an Elaborate Scale at

The Frothingham, THURS | OCT. 11, ONLY

THE MENDELSSOHN SOCIETY, MRS. THOMAS' FEMALE PARTY,
THE UNITED CATHOLIC CHOIR, THE DRUID GLEE CLUB. 60 VOICES.

MALE CHORUS
THE LIEDERKRANZ SOCIETY, THE CHILDREN'S CHORUS, 60 VOICES Grand Double Quartette—Quartette— Duet, Solo Singers.

NELLIE CHANDLER'S BOSTON LA-DIES'S YMPHONY ORCHESTRA

Secure your seats at box office. Prices \$1.00, 75c., 50c., and 25c.

SPECIAL NOTICE—Owing to the extended length of the programme concert will commence at sharp 8 o'clock.

THE FROTHINGHAM SATURDAY MATINEE AND NIGHT, OCT. 13, QUEEN

COMEDIES

Mr. Gustave Frohman.

400 NIGHTS IN LONDON 100 NIGHTS IN NEW YORK

FUN, LAUGHTER, MERRIMENT,

Sale of Seats Thursday morning. Regular Prices.

THURSDAY, FRIDAY, SATURDAY, The Beautiful Irish Comedy,

An Idyllic Picture of Life in Erin.

ADMISSION, 10, 20 OR 30 CENTS Two Performances Daily at 2:30 and 8.15 p.m. NEXTWEEK:

Monday, Tuesday and Wednesday, "Enemies for Life;" Thursday, Friday and Saturday, Vivian De Monto Superb Vaudeville Co.

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AYLESWORTH'S Meat Market The Finest in the City. The latest improved furnishings and apparatus for keeping meat, butter and eggs.

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DELAWARE AND HUD-SON BAILBOAD.

DELAWARE AND HUD-SON BAILEOAD.

Commencing Monday, July 30, all trains will arrive and depart from the new Lack-awanna avenue station as follows:

Trains will leave Scraution station for Carbondale and intermediate points at 2.20, 5.45, 7.00, 8.25 and 19.19 a.m., 12.00, 8.25 and 19.19 a.m., 12.05, 1,29, 2.38, 6.00, 5.10, 6.05, 8.15 and 19.45 a.m., 12.05, 1,29, 2.38, 6.00, 5.10, 6.05, 8.15 and 19.35 p.m.

Trains will arrive at Scranton Station from Carbondale and intermediate points at 7.40, 8.40, 8.34 and 10.40 a.m., 12.00, 117, 2.34, 8.40, 5.55, 7.65, 8.11 and 11.23 p.m.

From Honesdale, Waymart and Farview at 8.34 a.m., 12.00, 117, 3.40, 5.55 and 7.45 p.m.

From Montreal, Saratoga, Albany, etc., at 4.34 and 14.35 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.56 a.m., 116, 2,14, 3.38, 5.10, 6,08, 7.29, 2.03 and 11.56 a.m., 116, 2,14, 3.38, 5.10, 6,08, 7.29, 2.03 and 11.56 p.m.