

[Copyright 1895, by Irving Bacheller.]

VII.-FOR JOSEPHINE'S SAKE. | or that he was the thief I had been set The slam of the door aroused M.

Droubet to action.

He cast a hunted look about him He cast a hunted look about mand and darted toward the rear door, but I stepped in the doorway and headed him off.

him off.

He hesitated for a moment, and then, confronting me, he asked: "Who are you, m'sler?"

"I have told you," I replied.

"And you come from M. Croneau?"

I nodded. I cannot tell you how sur-prised I was that this name, chosen at random, should have so powerful an effect upon this member of the gang of thieves who had conspired to plunder the mines of Benita. But in the scene that had just ensued I had seen my ad-vantage, and, conscious that M. Drou-bet was in my power, I resolved to end the matter at once.

the matter at once. "Look you." I said sternly, "I know your whole vile plot. I am an American detective, and I have discovered at last

detective, and I have discovered at last the thieves who have so long robbed the Benita diamond mines. Howard Forsythe is dead, and—"

But there was no time to say more. Like a shot Drubert had turned and darted from the door, and when I reached it a moment later he had disappeared in the passing throng.

How to act in an emergency of this kind puzzled me. Should I call upon the Parisian police to assist me in capturing this man? So far I had acted entirely alone, and I had at present no authority to pursue and capture the

authority to pursue and capture the thief. Coming to Paris in pursuit of evidence, I had stumbled upon my whence, I had stumbed upon my man at once; but now that I knew him for a receiver of the stolen diamonds I felt myself powerless to act until I had more direct evidence of his guilt. The first thing I did was to lock the street door. Then I re-entered the little back room and was rejoiced to find the oak door slightly ajar. Had it been closed I should have required a locksmith to open it, and at present I pre-ferred to work alone.

I pushed open the door and entered.

It was Droubet's workshop, and was composed of four solid brick walls, lighted from a skylight, and with no neans of egress excepting the oak

door.

In the center of the room was a bench

ontaining the implements required by a diamond cutter, and one or two half-cut stones also lay upon it.

There was another bench behind the door, and when I turned toward it I stopped abruptly, while my heart semed turned to stone as I realized semed turned to stone as I realized what a revelation confronted me. Piled upon the bench were more than a score of brigfitly bound books. One was laying open before me, and the leaves were perforated with a round hole near the edge!

A steel die, used for cutting this hole, stood beside the book, and under the banch were several new packing.

the bench were several new packing cases.

With a horrible fear at my heart-a

sickening certainty of what I should see—I turned over one of the cases and found it marked: "M. Jules Croneau,

Bookseller. treet, New York." I sank into a chair and buried my I sank into a chair and burled my face in my hands. This, then, was the result of my long search—the search whose reward was to have been the happiness of my darling Josephine. I had been so joyous a day before; I had thought myself so near the successful termination of my task! That very evening, as I walked to my inter-



Burning the Evidence.

view with M. Droubet, I had pictured to myself the cozy home I should es-tablish when my reward was earned, and the joy of seeing Josephine flitting lightly about the sunny rooms, minis-tering to the comfort of her husband and of that father she loved so de-votedly.

Without a word to announce my arrival I walked into Mr. Forsythe's office one bright June morning and told him that I had come to the end of my mis-

He was overcome with grief at hearing of his brother's death, which I informed him was due to the bite of a surpost that had secreted itself in the house. I did not tell him that Howard

to catch. What use to cause him unnecessary grief? If I could cover up part of the crime to protect my loved one, I could surely afford to spare the memory of his only brother, one whom he affectionately regarded, and believed an honorable man. No! Let the skeletons the side by side undisturbed.

lle side by side undisturbed. I did not mention Mother Videaux, either, satisfied that she could cause no further mischief, but I invented a fairy tale of a pocket found in the rocks, in which were hidden the rough and pol-ished gems I laid before him. He sighed and regarded them absent-

"And you could discover absolutely no clue to the theft?"

"None whatever."

"Then we must let the matter rest, and trust the thlef will be to frightened by the discovery of his store of pelf to carry his depredations further."

I had lost my reward, but Mr. Forsythe kindly offered me a position of trust in his establishment, which I refused. I could not bear to associate with him in business with that terrible secret in my breast. "None whatever."

ecret in my breast.

After my interview with Mr. Forsythe I turned toward the French book-store, with my heart filled with the most pleasurable anticipations, for at least I was to see Josephine. But my career as a detective was to

bear more fruit. I little knew that I was entering a house of mourning. I am convinced that only my opportune arrival saved my darling's heart

from breaking.
M. Croneau had that morning received a message from Paris. He appeared dazed after reading it, but controlling his emotion he carefully burned



13. Michigan Central and Pacific Mail
1, and Canada Southern 5½.

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 for William Linn, Allen & Co., stock brokers, 412 Spruce street, Scranton.

	If my little girl, with her frank na-				Care & China
	ture, and pure, sweet soul, discovered		High-	Low-	Clos-
	that her father was a thief, the know-	Am ma ing.	ent.	est	ing.
		Am. Tobacco Co 9514	9634	92%	93%
	ledge would surely kill her, or at least	Am. Sugar Re'g Co.109	1111/6	108%	11074
	embitter her whole life. She was likely	Atch., To. & S. Fe 20%		2014	20%
	to refuse to marry an honest man.	Can. South 56%	573%	56%	57%
	with this taint upon her name. And	Ches. & Ohlo	2134	21%	21%
	then I conceived a determined resolu-	Chicago Gas 6274	6314	6256	623
	tion that never, could I prevent it,	Unic. & N. W 10014	1000	105%	105%
		Chic., B. & Q 92	92	9114	9114
	should my darling know the truth.	Chic., B. & Q	4954	4914	491/4
	What mattered it to the owners of	Chic., Mil. & St. P 77	77%	76%	764
	Benita, now that the theft was dis-	Chic. H. I. & P. W.	8414	8314	83%
	covered and the arch-criminal dead,	Delaware & Hud121	131	131	131
	now that no more stones could be	D., L. & W 1691/	16214	16214	16214
		D. L. & W 1621/2 Dist. & C. F 215/2	2214	2114	
	stolen and disposed of, what mattered	Gen. Electric 3714	901		21%
	it if one or two of the minor criminals	Ill. Central104%	381/4	371/4	371/4
	'should escape their just punishment?	Louis. & Nash 63%	104%	10114	1013/4
	'I dared not arrest Droubet now, for	Manhattan Ele1154	63 1/4	937	631/4
	his capture would be sure to implicate	Mich. Central 1024	115%	114%	11434
	M. Croneau. I believed that no one	Mo. Pacific 38%	103	102	103
	but myself and Mother Videaux knew	Not I and	40	3914	39%
		Nat. Lead	35	35	35
	what became of the stones, and I re-	N. J. Central10914		108%	10914
	solved to suppress all knowledge that	N. Y. Central1011/2	10416	101%	1011/4
	might lead to the discovery of the	N. Y. & N. E 6214	6214	62%	6214
	truth.	N. I. I. II. P. & W 1964	9%	91/2	914
	I acknowledged then, and I do now,	N. Y., S. & W 1374	1414	13%	14
	that my action was culpable. A fine de-	N. Y., S. & W., Pr 2514 Nor. Pacific	35%	34%	3474
		Nor. Pacific 51/4	5%	514	644
	tective, indeed, must be one who allows	Nor. Pacinc, Pr 1844	18%	1814	18%
	criminals to escape their merited pun-	Ont. & West 17%	17%	17%	17%
	ishment! An honorable servant, in	Pacific Mail 30	3134	30	31
	truth, is he who falls to carry out the	Phil. & Read 1934	1914	18%	1914
	task he has assumed! But Josephine!	Southern R. R 14	14	1374	1376
	Shall that lovely flower be crushed by	Tenn., C. & L 2874	40%	38%	391/4
		Tex. Pacific 12	12	12	12
	a weight of infamy in no way deserved	Union Pacific 15	154		1514
	save through the decrees of a mocking	Wabash, Pr 234	9%	9%	934
	fate? Never, if I can help it!	Wabash, Pr 231/4	23%	2314	2314
	In a corner cupboard was a jar con-	West, Union 9414	9474	9114	91%
	taining seventy finely cut diamonds-	U. S. Leather 1634	1714	16%	17
	several more were secreted in the pock-	U. S. Leather, Pr 83%	8514	83%	8414
	ets of the books. I secured them all,	CHICAGO BOARD OF			10111
	and then turned my attention to the	Open-	High-		Clos-
	task of obliterating all proofs of Drou-	WHEAT. ing.	est.	est.	ing.
٩	bet's complicity in the crime.	September 60	6114	5974	6134
	I broke up the boxes, and burned	December 62%	63%	621/4	63%
	them and the books in the grate. I	May 67	6814	6634	6814
	destroyed whatever tools I could and	OATS.		-	2000
		September 18%	1914	18%	1914
	threw the rest in a corner. Then I	May 2214	22%	221/4	22%
	walked out and sprung the catch of the	CORN.		12000	595
	great door behind me, and left the fruit	September 3614	3614	3574	3614
	shop forever.	December 30%	3014	35%	3044
		May 31%	3114	30%	311/4
	and the state of t	LARD.	1	Contract.	-
	Without a word to announce my ar-	September 5.85	5.85	5.77	5,80
	rival I walked into Mr. Forsythe's office	January 5.92	5.92	5.87	5.87

Scranton Board of Trade Exchange Onc-tations-All Quotations Based on Par of 100.

Scranton Packing Co...... BONDS. Scranton Traction Co...... Economy Steam Heat & Power Scranton Glass Co.
Rushbrook Coal Co. 6%.
Scranton Pass. Railway first
mortgage 6's, due 1920. 110
People's St. Railway, first
mortgage 6's, due 1918. 110
People's St. Railway, second. 110
Scranton & Pittston Traction
Co. 6's

New York Produce Market.

New York, Aug. 29.—Flour—Dull, weak.
Wheat—Firmer; affoat, 67c.; f. o. b., 665a
674c.; ungraded red. 69a5c.; No. 1 northern, 58c.; options firm, higher; August, 66c.; September, 654c.; October, 694c.; December, 654c.; October, 694c.; December, 654c.; May. 724c. Corn—Dull and easier; No. 2, 424c. elevator; 434c. affoat; options dull and firm; September, 415c.; October, 415c.; May. 334c. Oats—Dull and steady; August, 244c.; September, 254c.; October, 415c.; May. 334c. No. 2
white, 77c.; No. 2 Chicago, 25a254c.; No. 2
white, 27c.; No. 2 Chicago, 25a254c.; No. 2
white, 27c.; No. 2 Chicago, 25a254c.; No. 2
white state and western, 24a35c.
Provisions—Quiet and unchanged, Lard—Qu'et and lower; western steam, 36,224;
city, 86; September, 26,15; refined, dull;
continent, 26,65; South America, 36,30; compound, 45;a5c. Butter—Steady, unchanged, Cheese—Quiet, closed casier, Eggs—Steady; state and Pennsylvanta, Bal6c.;
western fresh, 134a15c.; do. per case, \$1,25a4. New York Produce Market

Buffalo Live Stock.

Bualo, Aug. 29—Cattle—Receipts, 462 head; on sale, 29 head; market weak; veals, easy; choice, \$6.50a7; light to good, \$4a4.62. Hogs—Receipts, 4,160 head; on sale, 2,690 head; market very dull, with ten loads unsold; best corn fed Yorkers, \$4.70a4.75; grassers and Michigans, \$4.50a, 4.60; mediums and mixed corn fed packers, \$4.70a4.75; Michigans, \$4.40a4.60; roughs, \$3.25a4; good ends, \$4.15a4.25; stags, \$3a3.50. Sheep and Lambs—Receipts, 5,750 head; on sale, 4,000 head; market 4c, lower for lambs; best selected lambs, \$4.90a5.10; good to choice, \$4.50a4.80; light to fair, \$3.50a4.25; culls, \$2.50a3.25; mixed sheep, \$2.50a2.85; culls and common, \$4.25a2; exports, \$3.55a, 3.70. Cattle—Light steers, \$3.60a3.85; old cows, \$2a2.50. Buffalo Live Stock.

Chlengo Live Stock.

Chicago Live Stock.

Chicago, Aug. 29.—Cattle—Receipts, 10,000 head; market steady; common to extra steers, \$3,60a5.95; stockers and feeders, \$2,40 a4; cows and bulls, \$1,25a3.75; calves, \$3,50a 6; Texans, \$1,90a3.50; western rangers, \$2a 4.65. Hogs—Receipts, 18,000 head; market weak, 5a10c. lower; heavy packing and shipping lots, \$4,10a4.55; common to choice mixed, \$4,05a4.55; choice assorted, \$4,50a 4.60; light, \$4,15a4.60; pigs, \$2,50a4.50. Sheep—Receipts, 13,000 head; market steady; inferior to choice, \$1,50a3.50; lambs, \$3a5.20.

Philadelphia Tallow Market. Philadelphia, Aug. 29.—Tallow is stendy and quiet: We quote: City, prime, in hids, 4%c.; country, prime, in bbls, 4%c.; do, dark, in bbls, 44%c.; cakes, 4%c.; grease, 3%a3%c.

A Message from Parts.

A Message from Parts.

The paper, took his daughter in his arms and kissed her tenderity and then, walk-during the heart.

All this happend years grou I am an old man nov. I have fived to see Josephine's happy face through many years were and she did with the miliona. Doins with his milionary years were and she did return to make the heart.

All this happend years grou I am an old man nov. I have fived to see Josephine's happy face through many years were and she did frusting to meet year father in paradise. Our children where own; the mines of Benitta are since abandoned, and their owners were father in paradise. Our children where own; the mines of Benitta are since abandoned, and their owners were father in paradise. Our children where own; the mines of Benitta are since abandoned, and their owners with the state of the state

A Practical Trolley Reform.

Walter Wellman's Washington Letter:
"Not only is the underground trolley system a success in this city, but the managers of the line have instituted a genuine reform in their method of operating trains. The new rule is to stop at the near side of crossings instead of the far side, as formerly. For the new plan it is claimed that there is not only greater convenience to passengers but much less risk of accident at the street intersection. Having stopped before crossing the line of right angle travel the car is much more likely to be under the thorough control of the motorman than if it were driven across the intersecting thoroughfare at full speed. While waiting for cars passengers have a tendency to stand at the crossing, and, as the train rushes by them before coming to a stop under the old method, many men, and even some women, are tempted to clamber aboard and take a seat while the cars are still in motion. There is the same temptation for passengers to alight in order to avoid being carried too far by their street. Under the new plan would-be passengers approach the cars as they come to a stop, walking toward them, and not with them, and in the case of travelers who wish to alight the longer they stay aboard the nearer they may be carried to the street which is their destination. The near-crossing stop has been thoroughly tested in Baltimore and other castern cities, and, it is claimed, saves many lives and limbs and much damage to property. The managers of the new underground trolley line say they will never go back to the old method, and there is talk of asking congress to compel all the transportation lines in the national capital to adopt that system."

Leader Magee's View of It.

Pittsburg Times: "The narrow margin of a mere majority in a convention does not alter or transpose the abdirg right and wrong of things. We believe as firmly as ever that Senator Quay's attempt virtually to take into his own hands as a personal appointment the selection of a mayor for the great Republican city of Philadelphia, out of which this contest had its beginning, was a despote invasion of the right of home rule, which deserved the resentment and defeat it received at the hands of the Republican manhood of that city. We da not see that the result of the ballot in the convention yesterday has whitened the record of his subsequent invasion of the prerogative of the governor of the commonwealth, and his interference with Governor Hastings and the leguslature to prevent the performance of their sworn duty We fall to see any plank in the platform, although it was presented as having been prepared by himself, which approves, or even excuses, his unnatural alliance with the solid Democracy in the legislature to defeat any and all Republican apportionment bills. There is a similar omission of any resolution declaring it to be sound Republican doctrine that exceptional service to the party in the capacity of its state chairman, such as was that of Chairman Glikeson, a something which should be followed with turnification and degredation from office. Convention and

jorities may continue temporary power to go on doing these things, and worse, but they cannot sanctify the doing of them-not even if despotic control of conven-tions should be so complete that not one independent voice was raised in manly protest."

-:11:--Gains in Seif-Respect.

Philadelphia Press: "Governor Hastings comes out of the contest beaten on the immediate Issue, but with increased honor on the part of all who respect manhood, independence and force of character. He was flewise beaten in 1890, but he came to his own in 1894. He was right then as he was right this time. The attitude he held in the struggle was one he was compelled to take, whether he was to succeed or whether he was to fail. The position in which his administration was flaced left him no honorable alternative. Had he timorously shut his eyes and remained passive, as a man of less resolution would have done, he would have avoided an unpleasant conflict, but he would have been obliterated as a personal force in Pennsylvania. This battle is ended, the result is accepted, and it would be useless and un-Republican to fight it over. At the same time, it would be less than chivalrous and far less than just not to say that Governor Hastings has acted the part of a true, intrepid and high-minded man, with a first sense of self-respect and honor. Whatever else has appeared, this chapter has made it plain that Daniel H. Hastings is governor of Pennsylvania, and, with fair deference to all who have a title to consideration, means to be such throughout his term." Gains in Self-Respect.

Can Present a United Front.

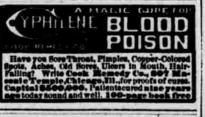
Lancaster New Era: "It was apparent to all disinterested observers, before the contest was half over, that Quay had public sentiment on his side and would have a majority of the delegates. There are hundreds and thousands of Republicans who had no particular liking for Quay, and who had opposed bim in the past, who were in full sympathy with him in this fight, because the combination opposing him was justly regarded as the most unscrupulous and most dangerous that ever sought the political control of the state. It was virtually a consoEdation of the combines which have been ruling the two great cities of the state, with the state administration, to extend their power over the entire commonwealth; and this the people of the state were determined to resist, and hence the phenomenal railying of public sentiment around the "lone fisherman" whom the combine was using all its powerful resources to down. Every Republican who has the welfare of his party at heart will rejoice that this contest, which for a time threatened the unity of the organization, has ended in a manner which will enable us to present a united front to the common enemy in the great battle to come off a year hence." Can Present a United Front.

to come off a year hence. Won His Biggest Bartle.

Syracuse Post: "Matthew Stanley Quay is the biggest man in Pennsylvania today. He has fought the greatest political battle of his life and won it. In the great contest for leadership among Pennsylvania Republicans he has won his fight alone. He announced some time ago, (in a frank and manly fashion, his ambition to be chalrman of the Republican state committee. Perhaps one of the most bitter political fights known in American politics followed that announcement. The knes were sharply drawn. Intense feelpolitical fights known in American politics followed that announcement. The Enes were sharply drawn. Intense feeling was aroused. When the delegates came to Harrisburg the fore part of the week, there was danger that angry passions might tead to physical violence. Happily that has been averted. Senator Quay secured a majority of the delegates and then proceeded to use his power generously. A satisfactory compromise was arranged, a single convention instead of two was held, liberal recognition was given to the defeated side, and harmony was restored. Senator Quay has reason

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Standard Both Day.

THE GREAT Both Day.

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CURES THE TOBACCO HABIT IN 4 TO 10 DAYS OR MONEY REFUNDED.

Use All the Tobacco You Want Till Your "Craving" Is Gone.

NARCOTI-CURE is the only remedy in the world that acts directly on the nerves and drives the nicotine from the system tn from four to ten day. It leaves the patient in better health than before taking, and is warranted free from any injurious

NARCOTI-CURE is popular because it allows the patient to use all the tobacco he wants while under treatment, or until the "craving" and "hankering" are gone. It is then no sacri-

fice to throw away tobacco forever. NARCOTI-CURE is sold at the uniform price of \$5.00 a bottle and one bottle cures. Money refunded if a cure is not effected when taken accord-

PROF. W. N. WAITE.

ing to directions.

'PROF. W. N. WAITE,

Of Amherst, Mass., Chewed Tobacco for
40 years, and Was Cured by NarcotiCure.

AMHERST, MASS., Feb. 8, 1895.

THE NARCOTI CHEMICAL Co.,

Springfield, Mass.

Gentlemen:—Replying to yours of the let,
would say that I have used tobacco for 40
years, and of late have consumed a locent
plug a day, besides smeking considerably.
I commenced to use tobacco when I was it
years old, and have never been able to give
up the habit until I took NARCOTI-Cure,
although I have tried other so-called remedies without effect. After using your remedy four days, all "hankering" for chewing
diaappearod, and in four days more smoking became unpleasant. I have no further
desire for the weed, and experienced no
bad effects, whatever. I am gaining in
fiesh, and feel better than I have for a long
time. To all who wish to be free from the
tobacco habit I would say, use NARCOTICURE.

Yours truly,

W. N. WAITE,

If your druggist is unable to give you full particulars about NARCOTI-CURE, send to us for Book of Particulars free, or send \$5.00 for a bottle by mail.

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SOFT - STEEL - HORSE - SHOES,

And a full stock of Wagon Makers' Supplies, Wheels, Hubs, Rims, Spokes, Shafts, Poles, Bows, etc,

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Agenta for the Repanso Chemical Com-

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AND BUILDING BRICK Office: 329 Washington Avenue. Works: Nay-Aug. Pa,, E. & W. V. R. R. M. H. DALE,

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Susranteed Cure for

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both of young and middle

agol men and women. Th

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CAPACITY:

100,000 Barrels per Annum

MT. PLEASANT

AT RETAIL Coal of the best quality for domestic ase, and of all sizes, delivered in any part of the city at lowest price. Orders left at my Office Orders left at my Office
NO.118 WYOMING AVENUE,
Rear room, first floor, Third National
Bank, or sent by mail or telephone to the
nine, will receive prompt attention.
Special contracts will be made for the
mis and delivery of Buckwheat Coal. WM. T. SMITH.

L HANGI, ENGRAVER, \$11 Lack. Ay, and Stowart's Art Store. hoto Engraving for Circulars, Books, Cata-

RAILROAD TIME-TABLES

Central Railroad of New Jersey.

Central Railroad of New Jersey.

(Lohigh and susquousans Division)
Anthracite coal used exclusively, insuring cleanliness and comfort.

Time Table in Effect June 2, 188.

Trains leave Scrauten for Pittstea, Wilkes-Barre, etc., at £3, 22, 11.50 a.m., 122, 200, 3.05, 5.00, 7.10 p. m. Sundays £00 a.m., 1.00, 2.15, 7.10 p. m. Sundays £00 a.m., 1.00 capress) a. m., 1.20 (express with histet parior car), 2.65 (express with histet parior car), 2.65 (express) p.m. Sundays, 2.15 p. m. Train leaving 1.23 p. m. arrives at Philadelphia, Reading Terminal, 6.21 p. m. and New York 6.65 p. m. For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 2.30 a.m., 123, 5.500 p. m. Sundays, 2.15 p.m.

For Long Branch, Ocean Grove, etc., at 8.20 a. m. (through coach), 1.25 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 20 a. m., 1.25, 5.00 p. m.

Sunday, 2.15 p.m.

For Pottsville, 8.20 a. m., 1.25 p. m. via Alientown, 8.29 a. in., 1.23 p. m.
Bunday, 2.15 p.m.
For Pottsville, 8.20 n. m., 1.23 p. m.
Returning, leave New York, foot of Liberty street, North river, at 9.10 (express)
a.m., 1.10, 1.20, 4.30 (express with Buffet
parlor car) p.m. Bunday, 4.30 a.m.
Leave Philadelphia, Reading Terminal,
9.00 a.m., 2.00 and 4.30 p.m. Bunday 4.37
a.m.

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.

Del., Lack. and Western. Effect Monday, June 24, 1825.
Trains leave Scranton as follows: Express for New York and all points East, 1.40, 2.50, 5.15, 8.90 and 9.55 a.m.; 12.55 and 2.55 1.40, 2.50, 5.15, 8.90 and 9.55 a.m.; 12.55 and 3.34 p.m.

Express for Easton, Trenton, Philadelphia and the south, 5.15, 8.90 and 9.55 a.m.; 12.55 and 3.34 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, 2.35 a.m., and 1.21 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.
Nicholeson accommodation, at 4 p. m. and
6.19 p. m.

10 p. m.. Bingbamton and Elmira Express, 6.06 m. Express for Cortland, Syracuse, Oswego tica and Richfield Springs, 235 a.m. and Utlea and Richileid Springs, 230 a.m. and 1.21 p.m.

Ithaca, 2.35 and Bath 9 a.m. and 1.21 p.m.

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

Northumberland and intermediate stations, 6.69, 9.55 a.m. and 1.39 and 6.07 p.m.

Nanticoke and intermediate stations, 8.69 and 11.29 a.m. Plymouth and intermediate stations, 3.40 and 8.52 p.m.

Pullman parior and sleeping couches on all express trains

For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 222 Lackawanna avenue, of depot ticket office. HUDSON RAIL-ROAD.

Commencing Monday, day, July 30, all trains will arrive at new Lack-awanna avenue station as follows:
Trains will leave Beranton station for Carbondale and intermediate points at 2.20, 5.45, 7.00, 8.25 and 10.10 a.m., 12.00, 2.20, 2.56, 5.15, 6.15, 7.25, 8.18 and 11.20 p.m.

For Farview, Waymart and Honesdale at 1.00, 2.25 and 18.10 a.m., 12.00, 2.20 and 5.15 p.m.

at 7.00, 2.25 and 10.10 a.m., 12.00, 2.20 and 6.15 p.m.

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

For Wilkes-Barre and intermediate into at 7.45, 8.46, 9.38 and 10.45 a.m., 12.05, 12.0, 2.25, 4.00, 5.10, 6.05, p.15 and 11.33 p.m.

Trains will arrive at Scranton station from Carbondale and intermediate points at 7.40, 2.40, 9.34 and 10.40 a.m., 12.00, 1.17, 2.34, 2.40, 6.55, 7.45, 9.11 and 11.33 p.m.

From Honesdale, Waymart and Fareview at 2.35 a.m., 12.50, 1.17, 2.40, 5.55 and 7.45 p.m.

From Montreal, Saratoga, Albany, etc., at 4.54 and 11.33 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.55 a.m., 1.14, 2.35, 2.29, 5.10, 6.08, 7.20, 9.03 and 11.16 p.m.

Erie and Wyoming Valley.

Trains leave Scranton for New York and intermediate points on the Eric railroad at 7.00 a. m. and 3.24 p. m. Also for Honesdale, Hawley and local points at 7.00, 9.40 a. m. and 3.24 p. m. All the above are through trains to and from Honesdale.

Train for Lake Ariel 5.10 p. m. Train for Lake Ariel 5.10 p. m. Trains leave for Wilkes-Barre at 6.39 a. m. and 3.45 p. m.

May 12, 1895.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 7.45 a. m., 12.05, 120, 2.38 and 11.38 p. m., via D. L. & W. R. R., 6.00, 8.08, 11.20 a. m., and 1.30

a. m., 12.05, 1.20, 2.38 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 Pittiston and Wilkes-Barre, via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 3.50, 6.07, 8.52 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V. R. R., 6.40 a.m., via D. & H. R. R. at 7.45 a. m., 12.06, 1.20, 2.38, 4.00 p. m., via D. L. & W. R. R. 6.00, 8.08, 11.20 a. m., 1.20, 2.50 p. m.

Leave Scranton for Bethehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R., 7.45 a.m., 12.00, 1.20, 2.38, 4.00, 11.38 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., 8.45 a.m., 12.05 and 11.25 p.m., via D., L. & W. R. R., 8.08, 9.55 a.m., 1.30 p.m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R., 8.45 a.m., 12.05, 9.15, 11.38 p.m., via D., L. & W. R. R. and Pittston Junction, 8.08, 9.55 a.m., 1.30, 1.00, 9.15, 11.38 p.m., via D., L. & W. R. R. and Pittston Junction, 8.08, 9.55 a.m., 1.30, 1.00



SCHANTON DIVISION. In Effect, May 19th, 1885.

| 205 | 203 | 701 | Stations | 202 | 204 | 200 | 204 | 200 | 204 | 200 | 204 | 200 | 204 | 200 | 204 | 200 | 204 | 200 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | 204 | Beimont
Pleasant Mt.
Uniondale
Forset City
Carbondale
White Bridge
Mayfield
Jermyn
Archibald
Winton
Peckville
Olyphant
Dickson
Throop
Providence