The Masters of the Art.

By MAYNE LINDSAY.

(Rosina M. Hopkins.)

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SYNOPSIS.

Charlie Esdaile, superintendent of police in the Tirah district, India, a man learned in the wiles and subterfuges of native malefactors, is much troubled by insomnia. While in camp, one night, in the jungle, being unable to sleep, he strolls along an unused path. He suddenly comes upon a party of men before a fire. He listens to their conversation. They prove to be a retired merchant, Wajid Ali, a veteran soldier, Jan Khan, and three others, who possess the secret of prolonging life. They are discussing the wisdom of gaining possession of certain secret treasure. Esdaile draws near to listen, stumbles and falls in front of the party. He is seized, but is released on Wajid Ali's advice. Esdaile gives his word to remain silent, and Wajid Ali explains to him the finding of a marvelous powder, made by a wizard, which prolongs life.

PART IV.

"It chanced at last," continued Wajid Ali, "that I fell in with Jan Khan here, and I found a motive for living. Jan Khan is a soldier, he has fought and campaigned more than most men. He has been the soldier of fortune, and fortune has paid him well. It happened long ago that he was one of the bodyguard of the reigning prince of Gwalior. You know the story of the Gwalior treasure—how they searched for it not many years since, digging and tapping and mining; to discover nothing. The maharajah and and his people were very clever, but they were looking in the wrong place. The treasurer was hidden too securely for them to discover; but there is one man who knows where it is, and that man is here."

"Ay, I know," said Jan Khan, his deep voice booming in suddenly. "I was one of the men that buried it, in the dead of night, working like moles in the darkness. We were promised a great reward, and we were picked men. I can picture it now—the fear and confusion that there was in the palace, the word of invasion coming ever nearer and nearer, and the calling of us to secrecy in the maharajah's presence. So we buried it, and we had our reward. By the intervention of Allah I heard a word whispered that meant death, and when the work was done I left everything and fled into the night. There was an order that we were to get our pay for what we had done. They went—the others—and they did not return. It is not well to be trusted with the secrets of princes."

He relapsed into silence again.

"You see," said Wajid Ali, "what he speaks is no lie. I met this man, and foregathered with him, and out of our two minds—mine for the most part—we formed this thing. Here are two great gifts, riches and life, the things that hold power and greatness if they are used aright, in our hands, and it is to our honor that we have not squandered them. * * * Will you hear the end, sahib?"

"Since I have given my word, I may as well hear all," said Esdaile.

"Our plan, then, is to be rulers of the land; to pick, as the time goes on, the wisest men and join them to us so that their intellect may work with us. We have time enough, and I see the time coming when you English will let the empire slip from your fingers, and it will be well for the man that is at hand to catch it. You are eaten up with dissensions at home, and your speakers and governors in England do not know the worth of what they hold. Why there are many of them that are ready to let it go even now. Is it not true that even the "Lat' sahib is made to listen to the babble of little men and obey them, by your laws, so that he is made a laughing stock to his servants? Do they not come here and listen to the idle tales of Bengalis and schoolmasters, and go away full of them, to work mischief? Oh, yes, I know it. This thing was not when I was a young man; it has come of late years, and it the worth of what they hold. Why, we were to rise up tomorrow these fools that you set to make your laws would applaud us, though it were to their shame and the downfall of your empire. They are pleased when a Bengali stands up and speaks sedition; they put them even to rule over us, the children of the true faith! We ruled the land before ever you came, and we will rule it again, for it was made for us. You that govern here are good men and wise, for the most part, but your time is nearly over. You are far away from the heart of your country, and the sedition-mongers have it all their own way. Who cares that you come here and die in harness? They only fling mud at you when you are not there to reply to them. Your work is good, it will endure, but you will not reap the benefit, for you will be harassed and denied even while you do it, and then you will be forgotten. Ah, sahib, I am not without knowledge. To you I say—be one of us. Leave this working for masters that scoff at you and join us; you will not find us ungrateful."

Esdaile rose and looked round upon the little gathering.

"Five men—and the greatest power in the world!" he said. "Do you know the people you would turn against? The babblers at Westminster are not the voice of the English. Your words are as meaningless as a madman's."

"The babblers rule, though, while you concern yourselves only about your word," said Wajid Ali, with a chuckle. "They have leisure enough to misgovern. Your hands are tied, and you know it. Five men? Yes, it is few enough, but there will be more presently. I have taken twenty years to choose these men, and I have not chosen them foolishly. Jan Khan here is a soldier; he can fight, and he can stir up other men to fight. Azimud-din yonder is a man versed in the knowledge of ways and means, and of all the mysteries of money. He shall be our financier. The two remaining have silver tongues to charm men. Their work has already begun, and there are many who hang upon their words even now. And you, sahib"—turning suddenly—"shall be a power, too! You shall organize and watch, and feel the pulse of the country with me. Five men only! Did not an idle tale of some discontented sepoy set the country blazing forty years ago, and does the nature of the eastern man change in a day? There were no leaders then, only men greedy for spoil and revenge, else you would not have conquered as you did. I know my people; and I know that the thing I hope for is not only possible, but will certainly come if I strive for it. It is not idle lust of power, either, this, but the desire to work our country good and to free it from you aliens—for aliens you are for all your noble work. We will respect your memory, but the time will come when you must leave our land to us. So few, you say, sahib? The man that is the Master of life, that is crippled by no fear of the sickness that overshadows his brothers, is worth more than you can realize. We are the Masters of the Art of living, and we shall win. Once and for all, will you join us?"

There was a long pause. Then said Esdaile, quietly:

"You know that I cannot. I have been wondering at your audacity in proposing it. You are a strange man, Wajid Ali."

Wajid Ali bent forward and caught the Englishman by the coat.

"I am not so sure," he said. "Think of the little children, sahib. You are a poor man now; how are you going to send them back to England, and keep the mem sahib from fading before your eyes? Is your government grateful enough to do that? Yet you have worked long and hardly for it. Think of your sons, Englishmen that will be, and of the life here that is sapping the blood from them every hour. What would you not have been if you had gone home as other men's children did? The taint of the east has dogged you. Ah! that makes you wince, but it is true. With us your pay would be in proportion to your service, and you know how we estimate that. Not for yourself, no, but for the wife, sahib—the wife and the children that are dearer than your life! It is a barren scruple that prevents you benefiting them."

The man's voice, pleading out of the half-light, had surely magic in it. Esdaile saw the struggle for existence that he fought for so long ended at once, and forever. The children; what a chord that touched; It was true that to be easternbred as he was carried with it loss of caste and priviiege, and it maddened him to think that the bitterness of it lay before those that should come after him. It was a taint, though he had never avowed it before. And then to give his wife back her youth in an English home, though he must stay and—Ah! what was it he would stay and do? Madness to think of it; madness, and worse than that. He faced round again.

"Not another word, Wajid Ali," he said. "I am weak from want of sleep and unmanned, else surely I should not have listened thus far to you. I am not to be bought, not even with such a bribe as you offer. Fortunate for you that my lips are sealed, otherwise I should hold you up to ridicule as a man that was fool enough to try to bribe an Englishman. Your treasure, too, is not yet in your hands, and all your babble of power and riches may be of less consequence than the slightest accident that might reveal the hidden wealth to others. For my part I think your talk is idle vaporing, impracticable and vain, though I agree that you have the appearance of wise men, but for your madness in choosing a meeting place in this wild jungle. I am no skeptic. I know too much; but this wild scheme of yours is too romantic for me. And here a word of advice. The empire is not built on as unstable a foundation as you think. You have looked only on the surface, and you underestimate the obstacles before you. Remember the thousands of Englishmen that have died for it—here, on this very soil—and think if the nation to which they belong would have sent them forth unheeding. Think of the network of careful government that covers all the land, and the use we have made of the lesson of forty years since that you mentioned just now. And when was east ever pitted against west that it did not sucsumb, sooner or later? The reins are not slipping from our hands; it is that we have seen our way to a broader, nobler rule than perhaps your nature can comprehend. I will not argue with you further, because there are some things too sacred to be spoken of unadvisedly, and, as I said before, I am dazed and bewildered now. If you win your treasure there is use enough for that without overturning the cleanest government your country has known. Look around at your millions of fellow countrymen, poverty-stricken, sick and struggling, and reflect if it could not benefit them. As you say, power is the best of the trinity that money can give, but the power of charity only. Let this money be cleansed from its blood stain by the thanksgivings of the poor, to whom it can give blessings your Muslman empire could never distribute. As for your precious gife of life, you are handling edged tools, and you may find it to be no benefit, but a bitter curse. I will have none of it."

TO BE CONCLUDED.

MINE STATISTICS FOR THE YEAR.

Number Killed and Injured During Twelve Months Ending Dec. 1.

The statistics prepared by the mine inspectors of the two Lackawanna districts show that in the first district during the year ending Dec. 1, 1896, there were a total of 186 accidents, of which 45 resulted fatally, leaving 17 widows and 50 orphans. In 1895 there were 158 accidents, 37 being fatal with 18 widows and 56 orphans, and in 1894 the record was 146 accidents, 52 proving fatal with 25 widows and 85 orphans.

In the Second district the past year there were 202 accidents, 40 having a fatal result, causing 15 widows and 29 orphans. In 1895 the record was 225 accidents, 33 of which were fatal, with 22 widows and 76 orphans, and in 1894 the summary was 163 accidents, 33 being fatal, with 9 widows and 28 orphans.

A WELL-KNOWN RAILROAD MAN.

Richard Hall is one of the oldest engineers on the Delaware, Lackawanna and Western road. His home is on South Main avenue, but for many years he lived on Hampton street. Mr. Hall returned from the civil war in 1863 and shortly afterwards began "braking" on the Delaware, Lackawanna and Western road. In a few months he was promoted as fireman on the "John I. Blair," running a train from Scranton to Hampton Junction. Early in '64 Mr. Hall again went to the field of battle and was wounded at Antietam. After the

ENGINEER RICHARD HALL.

war he again began work as a fireman, working on the Southern division and in September of '65 he was made an engineer of a coal train. Since that time he has been an engineer. He has never lost a day's work for misconduct and he was never discharged.

Mr. Hall was the first engineer to run a Delaware, Lackawanna and Western train with the air brake attachment; in fact he made the trial test on this road. He also was among the first to run a train with the vacuum brake, in run a train with the vacuum brake, in 1886 the boiler of Mr. Hall's engine exploded while his train was standing on a switch at Washington, N. J. Mr. Hall and his fireman were on the engine at the time and both men were thrown many feet in the air, Mr. Hall landing on one of the cars about forty feet from the demolished engine. He was but slightly hurt although a severe scalp wound necessitated his confinement to home for several weeks.

This is only one of the thrilling incidents of Mr. Hall's life as an engineer. In 1870 one of the most interesting steel rail chases on record, in which Mr. Hall figured, took place on the Southern or main Delaware, Lackawanna and Western division. Mr. Hall was engineer on a coal train and on the eventful morning under discussion, his engine was pulling a train of coal cars bound for Washington. When Moscow was reached the train was stopped in order to "switch" a car. The particular car was near the end of the trip and when the engine pulled ahead to make the switch two cars and a caboose were left standing on the up track. The caboose was about forty feet away from the two cars and all brakes were on. Somehow the brakes on the two cars loosened and they rolled down toward the caboose. The speed was so great that when the car-with-the-red-light was struck the brake chains were broke and away started the car for Scranton on the up-track. The danger was imminent. At any time a train might be coming from Scranton and a bad collision would result.

Mr. Hall saw the danger. He ran his engine a few rods down to the Moscow station where Martin Hurd, conductor of the train, had stopped the two coal cars after they had bumped the now invisible caboose. Says Mr. Hall:

"Mart, we must catch that caboose."

"Can we do it?" asked Hurd as he jumped on the engine.

"One thing is certain," responded the engineer; "if we start we must catch it." And down the line they went on the "down" track chasing the flying caboose. Besides Mr. Hall and the conductor Fireman Dan Brainard was on the engine. The three men, with determination in each face, looked ahead for the runaway while the engine with full power on sped down the track at a great speed. Seven miles were covered before the flying caboose was overtaken. Then came the question: "How can we stop it?" The engine was on one track, the caboose on the other and the speed was too great to permit of running ahead and switching in front of the flying machine.

So, when the tender of the engine was within the correct distance from the caboose the three men held out a large iron hook and catching it in the rear platform of the caboose they attempted to hold it. The hook was pulled from their hands. Another try was made with another hook. This time it was a success and the runaway was brought to a standstill. Then the news of the great chase reached the newspapers. Mr. Hall with the other two, were much lauded for their grim devotion to duty and the big company. This is Richard Hall. He is now 53 years of age and is reckoned among the most trusted men on the road. He has been treasurer of the Delaware Lackawanna and Western Mutual Aid for the past ten years.

R R R
RADWAY'S READY RELIEF
FOR INTERNAL AND EXTERNAL USE
CURES AND PREVENTS
Colds, Coughs, Sore Throat, Influenza, Bronchitis, Pneumonia, Swelling of the Joints, Lumbago, Inflammations,
RHEUMATISM, NEURALGIA,
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CURES THE WORST PAINS in from one to twenty minutes. NOT ONE HOUR after reading this advertisement need any one SUFFER WITH PAIN.
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That instantly stops the most excruciating pains, allays inflammation, and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs, by one application.
A half to a teaspoonful in half a tumbler of water will in a few minutes cure Cramps, Spasms, Sour Stomach, Heartburn, Nervousness, Sleeplessness, Sick Headache, Diarrhea, Dysentery, Colic, Flatulency and all internal pains.
There is not a remedial agent in the world that will cure Fever and Ague and all other Malarious, Bilious and other fevers, aided by RADWAY'S PILLS, so quickly as RADWAY'S READY RELIEF.
Fifty cents per bottle. Sold by Druggists.
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Lager Beer Brewery
Manufacturers of the Celebrated
Pilsener Lager Beer
CAPACITY:
100,000 Barrels per Annum

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Enormous Reductions
In order to clean out our stock as much as possible previous to stock-taking we have made arrangements for a big
SACRIFICE SALE
in every branch of our business. Until about January 1st we shall offer some exceptional values in the following departments:
Black and Colored Silks and Satins,
Plain and Fancy Cloakings,
Black and Colored Astrakhans
Blankets and Bed Comforts.
Plain and Fancy Flannels,
Trimmed and Untrimmed Millinery,
Ladies', Misses and Children's Underwear.
Ladies' and Children's Rain Coats,
Hosiery, Handkerchiefs and Gloves,
Gent's Furnishing Goods, Etc.,
Bleached and Brown Muslins and Sheetings,
Table Linens and Napkins.
The remainder of our immense stock of Holiday Goods at less than halt the cost.
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Has Moved to His New Quarters,
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Entrance on side next to First National Bank. He has now in a
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Comprising everything requisite for fine Merchant Tailoring. And the same can be shown to advantage in his splendidly fitted up rooms.
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MINING AND BLASTING
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ORANGE GUN POWDER
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What Sarah Bernhard says

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For Sale by MATTHEWS BROS., Druggist Scranton, Pa.

PENNSYLVANIA RAILROAD.
Schedule in Effect November 15, 1896.
Trains Leave Wilkes-Barre as Follows:
7.30 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington, and for Pittsburg and the West.
10.15 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.
3.15 p. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.
3.15 p. m., Sundays only, for Sunbury, Harrisburg, Philadelphia, and Pittsburg and the West.
6.00 p. m., week days, for Hazleton and Pottsville.
J. R. WOOD, Gen'l Pass. Agent.
S. M. PREVOST, General Manager.

RAILROAD TIME-TABLES

Del., Lack. and Western.
Effect Monday, October 19, 1896.
Trains leave Scranton as follows: Express for New York and all points East, 1.40, 2.50, 5.15, 8.00 and 9.55 a. m.; 1.10 and 3.33 p. m.
Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.55 a. m.; 1.10 and 3.33 p. m.
Washington and way stations, 3.45 p. m.
Tobyhanna accommodation, 6.10 p. m.
Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.20, 2.35 a. m., and 1.55 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.
Bath accommodation, 9.15 a. m.
Binghamton and way stations, 1.05 p. m.
Nicholson accommodation, 5.15 p. m.
Binghamton and Elmira express, 5.55 p. m.
Express for Utica and Richfield Springs, 2.35 a. m., and 1.55 p. m.
Ithaca 2.35 and Bath 9.15 a. m. and 1.55 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, 9.55 a. m. and 1.55 and 6.00 p. m.
Nanticoke and intermediate stations, 8.08 and 11.20 a. m. Plymouth and intermediate stations, 3.40 and 8.47 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.

Central Railroad of New Jersey.
(Lehigh and Susquehanna Division.)
Anthracite coal used exclusively, insuring cleanliness and comfort.
TIME TABLE IN EFFECT NOV. 15, 1896.
Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a. m., 12.45, 2.00, 3.05, 5.00, 7.10 p. m. Sundays 9.00, a. m., 1.00, 2.15, 7.10 p. m.
For Atlantic City, 8.20 a. m.
For New York, Newark and Elizabeth, 8.20 (express) a. m., 12.45 (express with Buffet parlor car), 3.05 (express) p. m. Sunday, 2.15 p. m. Train leaving 12.45 p. m. arrives at Philadelphia, Reading Terminal, 5.22 p. m. and New York 6.00 p. m.
For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a. m., 12.45, 3.05, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m.
For Long Branch, Ocean Grove, etc., at 8.20 a. m. and 12.45 p. m.
For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 12.45, 5.00 p. m. Sunday, 2.15 p. m.
For Pottsville, 8.20 a. m. 12.45 p. m.
Returning, leave New York, foot of Liberty street, North River, at 9.10 (express) a. m., 1.10, 1.30, 4.15 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.
Leave Philadelphia, Reading Terminal, 2.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.25 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. Agt.
J. H. OLHAUSEN, Gen. Supt.

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IN EFFECT NOV. 15, 1896.
TRAINS LEAVE SCRANTON.
For Philadelphia and New York via D. & H. R. R. at 6.45, 7.45 a. m., 12.05, 1.20, 3.33 (Black Diamond Express) and 11.30 p. m.
For Pittston and Wilkes-Barre via D. L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.55, 3.40, 6.00 and 8.47 p. m.
For White Haven, Hazleton, Pottsville and principal points in the coal regions via D. & H. R. R., 6.45 a. m., 12.05 and 4.41 p. m.
For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 7.45 a. m., 12.05, 1.20, 3.33 (Black Diamond Express), 4.41 and 11.30 p. m.
For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations via D., L. & W. R. R., 6.00, 8.08, 9.55, a. m., 12.20 and 3.40 p. m.
For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west via D. & H. R. R., 7.45 a. m., 12.05, 3.33 (Black Diamond Express), 9.50 and 11.30 p. m.
Pullman parlor and sleeping or Lehigh Valley chair cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.
ROLLIN H. WILBUR, Gen. Supt.
CHAS. S. LEE, Gen. Pass. Agt., Phila. Pa.
A. W. NONNEMACHER, Asst. Gen. Pass Agt., South Bethlehem, Pa.
Scranton Office, 309 Lackawanna avenue.

The Erie
DELAWARE AND HUDSON TIME TABLE.
On Monday, Nov. 23, trains will leave Scranton as follows:
For Carbondale—5.45, 7.55, 8.55, 10.15, a. m.; 12.00 noon; 1.23, 2.20, 3.52, 5.25, 6.25, 7.57, 9.10, 10.30, 11.55 p. m.
For Albany, Saratoga, Montreal, Boston, New England points, etc.—5.45 a. m.; 2.20 p. m.
For Honesdale—5.45, 8.55, 10.15 a. m.; 12.00 noon, 2.20, 5.25 p. m.
For Wilkes-Barre—6.45, 7.45, 8.45, 9.38, 10.45 a. m.; 12.05, 1.20, 2.28, 3.23, 4.41, 6.00, 7.54, 9.20, 11.30 p. m.
For New York, Philadelphia, etc., via Lehigh Valley Railroad—6.45, 7.45 a. m.; 12.05, 1.20, 3.33 (with Black Diamond Express), 11.30 p. m.
For Pennsylvania Railroad points—6.15, 9.38 a. m.; 2.20, 4.41 p. m.
For western points, via Lehigh Valley Railroad—7.45 a. m.; 12.05, 3.33 (with Black Diamond Express) 9.50, 11.30 p. m.
Trains will arrive at Scranton as follows:
From Carbondale and the north—6.10, 7.10, 8.10, 9.31, 10.40 a. m.; 12.00 noon; 1.05, 2.21, 3.25, 4.57, 5.45, 7.45, 9.45 and 11.25 p. m.
From Wilkes-Barre and the south—5.40, 7.50, 8.50, 10.10, 11.55 a. m.; 1.16, 2.14, 3.48, 5.22, 6.23, 7.53, 9.05, 9.45, 11.52 p. m.
J. W. BURDICK, G. P. A., Albany, N. Y.
H. W. Cross, D. P. A., Scranton, Pa.

Erie and Wyoming Valley.
Effective Nov. 2.
Trains leave Scranton for New York, Newburgh and intermediate points on Erie, also for Hawley and local points at 7.05 a. m. and 2.28 p. m., and arrive from above points at 10.23 a. m., 3.18 and 9.35 p. m.

NEW YORK ONTARIO AND WESTERN RAILWAY
SCRANTON DIVISION.
In Effect October 4th, 1896.

North Bound.				South Bound.		
203 Local Pass	201 N Y Day Ex		Stations (Trains Daily, Except Sunday.)	202 Local Pass	204 Ontario Day Ex	
P M	P M	A M	Arrive Leave	A M	P M	P M
....	....	7 25	N. Y. Franklin St.	....	7 40	....
....	....	7 10	West 42nd street	....	7 55	....
....	....	7 00	Weehawken	....	8 10	....
P M	P M	A M	Arrive Leave	A M	P M	P M
....	....	1 15	Hancock Junction	....	2 05	....
....	....	1 00	Hancock	....	2 11	....
....	....	12 56	Starlight	....	2 25	....
....	....	12 46	Preston Park	....	2 31	....
....	....	12 40	Como	....	2 41	....
....	....	12 25	Poyntelle	....	2 50	....
....	....	12 14	Belmont	....	2 58	....
....	....	12 03	Pleasant Mt.	....	3 06	....
....	....	11 50	Uniondale	....	3 09	....
....	....	11 40	Forest City	....	3 19	....
....	6 20	11 34	Carbondale	7 01	3 34	....
....	6 16	11 30	White Bridge	7 07	3 38	....
....	6 12	11 26	Mayfield	7 12	3 43	....
....	6 06	11 20	Jermyn	7 18	3 45	....
....	6 02	11 18	Archbald	7 20	3 51	....
....	5 52	11 15	Winton	7 23	3 54	....
....	5 48	11 11	Peckville	7 27	3 56	....
....	5 43	11 07	Olyphant	7 32	4 01	....
....	5 40	11 05	Priceburg	7 34	4 07	....
....	5 38	11 03	Throop	7 36	4 10	....
....	5 35	11 03	Providence	7 39	4 13	....
....	5 32	11 07	Park Place	7 41	4 17	....
....	5 10	10 55	Scranton	7 45	4 25	....
P M	P M	A M	Leave Arrive	A M	P M	P M

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Houses for Sale and for Rent.
If you contemplate purchasing or leasing a house, or want to invest in a lot, see the lists of desirable property on page 2 of The Tribune.

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