# NOTABLE RUNS OF OFFICIAL TRAINS

**Railway Managers Tell Stories About Celebrated Trains.**

## THE TRUE ROMANCE OF THE RAILS

**A Scheme That Was Abandoned. Quick Work on a Down Grade. How a Fireman Showed His Nerve and Was Promoted.**

From the Globe-Democrat.

Some weeks since a group of about fifteen railroad officials, comprising presidents, general managers, superintendents, and passenger agents, assembled in Washington to arrange the winter schedules. They represented the railroads of the East, and are undoubtedly the brightest men in the business.

After a particularly hard day's work in the matter of arranging a schedule to suit all parties concerned, about a dozen of these gentlemen gathered around a window at one of the big uptown hotels and, of course, talked "shop." After going over the day's work and several minor subjects, the group fell to discussing fast runs on the different roads, and then took up the subject of special trains. This subject is a favorite one with the heads of the different roads, as they generally figure as the most important personages connected with the runs. The special train that carried the Vanderbilt party from Cleveland to Buffalo recently in record-breaking time came under discussion, and considerable of the glory connected therewith melted away as the circumstances were dissected in the nature of an ideal country and an almost perfect roadbed. If the same locomotive and cars were placed on the roads that cross the Blue Ridge or Alleghanies, it is a safe assertion to make that the time per mile would be increased by at least a dozen or more seconds.

"Of course, I don't mean to detract from the merits of that run," said a prominent official from Philadelphia, but we frequently make time equally as fast as that when we strike good sections of the road and the engineer can let his locomotive spread itself. I have been out on special trains that have made time that would make your eyes open wide with astonishment, but it has frequently happened that our advertising agent was not along, and the world at large heard nothing of the performance.

ONE DISMAL FAILURE.

"About the most dismal failure that I can recall in the way of a special train," continued the official from the quiet city, "was started from Jersey City some years back. At that time there was considerable speculation as to how far a train could be run without stopping for coal or water. The government was desirous of making contracts for the transportation of mail, and we inaugurated the limited express trains for its benefit. To develop still better service the idea of continuous runs was discussed at great length in railroad circles.

"The tanks holding water in the middle of the tracks had proved a great success, and the matter of stopping for water had been done away with. This permitted a run of a hundred miles continuously, but then came the change of engines and crews. Several of the bright young men of our road, and we had a few, put their heads together at that time and determined to try and make a continuous run from Jersey City to Pittsburg. An extra large tender was provided, and the car next to it was loaded with coal. Rubber tubing was run from the floor of the cars to the axle boxes carrying oil, and other little contrivances provided to lessen the chances of a stop as much as possible.

"Everything looked lovely for the run on the morning that the train started out of Jersey City, and as I saw the engineer oiling up the finest engine our company owned, I knew he would do his part to make the experiment a success. The plan was to have the engineer go to the end of the division he was familiar with, drop off, and an engineer that knew the division they were entering thoroughly take charge. Everything passed off smoothly on the New York division, and the time made was something remarkable. As we passed through Philadelphia the weather-beaten engineer left us and the new man grasped the throttle for his race against time to Harrisburg, the other terminus of the division.

"Out near Bryn Mawr, a pretty suburb of Philadelphia, our special was simply shattering space and everybody was offering congratulations and predicting that records would be made that would stand for years. A little defect then developed in the oil tube running to the axle box on one of the cars, and Charley Douglass, one of the brightest young men in the employ of our company, grasped the handle alongside the steps and, leaning far over, endeavored to repair the break. At the moment Douglass was deeply engrossed in his work the special dashed around a short curve, and the next instant poor Charley's head came in contact with a milk stand alongside the track. He never knew what struck him, as his death was instantaneous. As the body was dashed from the steps I pulled the bell cord, and after running a quarter of a mile the train stopped and backed up to where the remains lay.

"Everybody knew Douglass well, and it took the heart out of every one on that train. The object of the special was lost, as a stop had been made, but for the rest of the run to Pittsburg the different engineers made records that stood for several years. That was the most dismal failure of a special train that has ever come to my notice, and to this day the experiment of making a continuous run from Jersey City to Pittsburg has not been repeated. Yet you fellows here would laugh at me if I hinted that officials as well as employes of railroads are superstitious.

CHASED BY WILD CARS.

"I can recall a run made by a special train about three years ago," said a member of the group, whose road winds in and out of the Lehigh coal region, "that comes into my mind without the least trouble to my thinking apparatus. The special was made up of an engine and two cars, and the distance covered was only ten miles, but, although no record was kept of the time made, I am positive it was a record-breaker for the distance.

"We had been up in the mining region inspecting the road, and were returning down the hill at an easy rate. As we neared a little telegraph office stuck in the side of the mountain our engineer noticed the young operator running toward the special like a wild man. The engineer lost no time in pulling up to meet him, and was more than frightened when he called out:

"'Three loaded coal cars have broken loose up near the mine and are coming down the hill like h—; pull out for Sidell for your life!'

"While officials are averse to having their employes use profanity while on duty, I doubt if either one of us ever thought of the breach of the rules by the little operator. Sidell was ten miles away, and was the nearest siding, and away we flew. If the worst came we knew we could slow up a little, jump, and save our lives, but the engineer was true blue, and put forward his best efforts to save his engine and the two cars he was hauling. Sometimes I think these nervy knights of the throttle care more for the equipment of a railroad than they do for the officials."

This little sally on the side created considerable merriment among the group of old gray-bearded railroad officials, but the story teller was commanded to continue his tale.

"Well, that engineer simply pulled the throttle wide open and after the special had made a tremendous start he closed her up, and we drifted down the mountain like the wind.

"When we started for Sidell we had about half a mile the best of those runaway coal cars, and I don't believe they gained an inch on us. I was on the point of crying out a couple of times for the engineer to reverse the lever, and put on the air brakes so we could jump, as I was hanging on to the side of the engineer's cab for dear life, because at every curve we struck I thought we would leave the rails, but as he and his fireman stuck gamely to their posts without a quiver I knew it would never do for me to weaken first.

"We finally reached that siding. I thought it was about a month from the time we had received the warning, and in about twenty-five seconds the three cars dashed by with a rush, and were caught as they stalled on a heavy up grade near the base of the mountain. There were a half dozen attaches of the road in the rear car during that run, and I must say, with the exception of a little paleness, they went through the ordeal like game men."

ONE NERVY FIREMAN.

"The nerve displayed by that engineer is met every day in railroad life," chimed in a gray-haired veteran; "but, speaking of special trains, I ran across a nervy display—this time by a fireman. About two years ago our division received a new locomotive of very peculiar pattern, being exceedingly large and equipped with many new patents whereby great speed was to be attained.

"I was superintendent of the road then and determined to take the engine out myself on a special schedule and ascertain if the new ideas were practical. I selected a first-class engineer and fireman to accompany me. The latter particularly I want to call attention to, as he plays a very important part in my story. He was six feet tall and built in proportion, and as he stood in the glare of the open furnace door presented a picture worthy of the finest artist.

"The locomotive proved to be all the builders claimed for her, and ran the record up to sixty-one miles an hour, which is quite a speed for our road, being possessed of many sharp curves and grades. When the engine was going her best and had just rounded a sharp curve I noticed directly ahead a little girl half way across a single-track bridge that spanned quite a body of water.

"There was no room for the child and engine to pass on the structure, and in despair I pulled the whistle, and tried, although I knew it was a hopeless task, to stop the locomotive. As the shrill shriek of the whistle reached the little girl's ears she turned, and, seeing the engine bearing down on her, ran ahead a few steps, and then, realizing the impossibility of reaching the other side before the engine would be upon her, she sprang to the side of the bridge, and with a scream jumped into the deep water twenty feet below.

"My reversing the engine startled the half dozen railroad men in the single coach I was hauling, and they at once rushed out on the front platform to ascertain the cause in time to witness an act worthy of the bravest man.

"As the little girl's form sank beneath the dark water another figure went whirling through the air. It was that big fireman of mine. He had seen the child simultaneously with me, and, acting instantly, had jumped down on the step between the engine and tender, and as the girl sprang into the water he leaped after her. Owing to the velocity of the train his body whirled around like a ball before striking the water. The stream had become quite swollen by recent rains and the current was swift. The fireman had hardly disappeared under the water than the child was seen several yards in front of the place where he struck, but he quickly came to the surface and struck out manfully after her. The little thing went under a second time, but as she arose my fireman was at her side, and, grasping her firmly with one arm, he turned and after a hard struggle, managed to reach the shore, almost exhausted.

"While the struggles in the water were going on I was fighting that pesky engine, and finally brought it to a standstill a short distance from the end of the bridge. We immediately deserted that special and all of us rushed down to the bank of the river and yelled encouragement to the brave fellow. As he came out, puffing like the air-brake on a locomotive, we gave him three cheers and a tiger, but he only replied to it with the remark:

"'Christopher Columbus, that water's cold.'

"Of course we made up a nice little purse, but I wasn't through with him. I sized him up this way: A man with his nerve and self-possession was out of place shovelling coal into a locomotive and belonged upon the seat allotted to engineers, and the next pay roll he signed was as one of the knights of the throttle."

If your children are well but not robust, they need Scott's Emulsion of Cod-liver Oil.

We are constantly in receipt of reports from parents who give their children the emulsion every fall for a month or two. It keeps them well and strong all winter. It prevents their taking cold.

Your doctor will confirm this.

The oil combined with the hypophosphites is a splendid food tonic.

50c. and $1.00, all druggists.

SCOTT & BOWNE, Chemists, New York

## TAYLOR NEWS.

**The Windows Are Decorated for the Holidays--Reynolds and Nicholas Marriage.**

That the holiday season is here is made clear by a glance at the window displays of the leading business places in this borough. The decorations this year have been made on a grander scale than in the past, and the results are very pleasing to the children.

The Welsh Baptist church will hold a jubilee on Jan. 9.

On Wednesday evening Mr. William D. Reynolds and Mrs. Margaret Nicholas, both of this place, were united in wedlock at the Welsh Baptist parsonage, by the Rev. J. M. Lloyd. After the marriage the couple returned to the bride's home, where a reception was held. Those present at the reception were: Mr. and Mrs. William Reynolds, Mr. and Mrs. Thomas Reynolds, Mr. and Mrs. Harry Smith, Mr. and Mrs. William White, Mr. and Mrs. John Steele, Mr. and Mrs. William Marsh, Mr. and Mrs. Gomer Williams, Mrs. John Thomas, and Misses Mary Evans, Lizzie Jenkins, Sarah J. Hughes, Mary J. Thomas, Jennie Howells, Annie Jane Nicholas,, Jennie Smith, Maggie Reynolds, and Messrs. W. H. Nicholas, Morgan Marsh, William Price, John Marsh, William Griffiths, John T. Jones, Joseph Steele, Edwin White and Daniel Reynolds.

Rev. Dr. H. H. Harris, of this place, performed the ceremony of Miss Gwendoline Jones and Mr. Jonathan J. Jones, of Hyde Park, on Wednesday.

Mrs. James Taylor, of the Pyne, who has been confined to her home with sickness, is rapidly recovering.

Miss Annie Lenahan, of Philadelphia, is visiting her parents, Mr. and Mrs. Lenahan, of the Archbald.

Superintendent W. H. Storrs, of the Delaware, Lackawanna and Western company, was in town on business yesterday.

Miss Margaret Gibbs, elocutionist, of Scranton, has opened an oratory class in Van Horn's hall on Main street. Quite a number of students have been enrolled. They will meet Wednesday of every week.

Mrs. H. J. Daniels, of Washington street, was the guest of relatives in West Pittston on Thursday.

Mrs. John Conley and children, of Laflin, were the guest of her mother, Mrs. E. J. Evans, of North Main street, yesterday.

Next Monday evening the Masonic lodge, of this place, will instal officers. After the installation they will conduct a banquet at Weber' rink.

The Lackawanna Valley council, No. 81, Jr. O. U. A. M., are preparing for a grand reception on New Year's eve. They will have for their guests the Moosic council.

Miss May Simmons, of Carbondale, is the guest of Miss Lizzie Davis, of North Main street.

The Price Library association will meet this evening at their hall on Main street. Every member is requested to be present.

## JERMYN.

Dr. Peter C. Manly has purchased a valuable property of Patrick Hyland, situated at the corner of Main and Maple street. He will have it remodeled and occupy it as an office and residence.

Mr. James Callahan has accepted a position with Green and Morris.

The following is the programme given under the auspices of the Ladies' Aid society of Primitive Methodist church last evening: Vocal duet, Miss Roberts and L. A. Green; recitation, Master Richard Penrose; recitation, Eliza Langman; tableaux, "Rock of Ages;" recitation, Janie Morcom; dialogue, "The Book Agent;" recitation, Janie Tompkins; tableaux, "Reaper of the Flowers;" recitation, Mrs. Anthony Vest; vocal solo, L. A. Green.

The Crystal Fire company rendered the following programme at the fair being held in Enterprise hall last evening: Quartette, Messrs. Griffiths, Roach, Grant and Hocking; banjo duet, Messrs. Long and Mellow; vocal duet, Alfred Griffiths and L. A. Green; quartette, "Midnight Fire Alarm," Misses Kate Griffiths, Sarah Bengough, Messrs. A. Griffiths and Richard Hocking; male quartette, banjo duet, Messrs. Levy and Mellow.

Court on Tuesday granted a divorce to Mrs. Jesse O. Bengough, a former resident of this place, but now of Philadelphia. The Bengoughs were married at Vandling on May 20, 1890, and lived in that vicinity until Feb. 12, 1894, when, she claimed, her husband deserted her.

This evening a delegation of fifteen members of Court Lily lodge, will attend the eleventh anniversary of their sister lodge at Carbondale. After the concert a banquet will be given in Wentz hall by the ladies.

Mr. Frank Winters is spending his Christmas vacation in town.

## PRICEBURG.

Everybody should buy a ticket for the masquerade ball to be given in Erbe's hall by the Eagle Hose company on New Year's eve, Dec. 31. The tickets are being sold for fifty cents, which will entitle the holder to a chance on a tea set.

Mrs. G. W. Wieland visited in Scranton the forepart of the week.

Noah Davis, with his family, have moved to Nanticoke.

Miss Bella Wrightson spent yesterday afternoon with her parents, on Lincoln street.

The Knights of Golden Eagle lodge are making preparations for a grand entertainment, to be held in January.

## HOW IT WAS PAID.

**He Certainly Won But the Stakes Went to the Wrong Person.**

From the Chicago Post.

"Why do you seem to try to avoid Miss Sweet?" asked the man with the cigar. "Only a week ago you were devoted to her."

The man with the cigarette scowled. "Don't speak of her," he said. "She is the most aggravating, underhand and designing girl that ever walked the earth."

"What has she done?"

"Oh, she hasn't done a thing but play a regular confidence game on me," returned the man with the cigarette. "You see, we made a bet.

"Yes."

"I bet a box of candy against a kiss on what was practically a certainty in my favor, and she knew there wasn't one chance in a thousand of my losing."

"I see. The inference being—"

"The inference being," said the man with the cigarette with emphasis, "that she would a little rather lose the bet than win it. Naturally I was considerably elated, but to avoid any possible mistake I made her promise that she would surely pay if she lost and not try to get out of it on any technicality."

"And she agreed?"

"Promised faithfully—in fact, seemed offended to think that I had deemed it necessary to exact such a promise; said she was a girl of her word and whatever she promised she would do. And then I won the bet."

"Yes—and she?"

"Well, she kept out of my way for a while, so that I had no chance to collect, but finally I caught her and asked her if she intended to pay the bet.

"'Pay it,' she cried. 'Why, I've already paid it.'

"'I've never received that kiss,' I asserted.

"'Then you've got no one but your sister to blame,' she answered. 'I gave it to her to give to you.'"

The man with the cigar gave a low whistle.

"That was a mean trick," he admitted.

"But that wasn't the worst of it," continued the man with the cigarette. "It knocked me out so that I hadn't a word to say, and the next day she told my sister that she didn't think much of a man who hadn't the gumption to collect a kiss that he had fairly won. I tell you, a woman is the most aggravating and contradictory thing that was ever sent to torture man."

GOOD TIMES have come to those whom Hood's Sarsaparilla has cured of scrofula, catarrh, dyspepsia, rheumatism, weak nerves, or some other form of impure blood.

HOOD'S PILLS are the only pills to take with Hood's Sarsaparilla. Easy and yet efficient. **

A GREAT SURPRISE IS IN STORE for those who will go today an get a package of GRAIN-O. It takes the place of coffee at about ¼ the cost. It is a food drink, full of health, and can be given to the children as well as the adult with great benefit. It is made of pure grains and looks and tastes like the finest grades of Mocha or Java coffee. It satisfies everyone. A cup of Grain-O is better for the system than a tonic, because its benefit is permanent. What coffee breaks down Grain-O builds up. Ask your grocer for GRAIN-O. 15c. and 25c.

WE MAKE A SPECIALTY OF OYSTERS

Fancy Rockaways, East Rivers, Maurice River Coves, Mill Ponds, &c., &c. Leave your order for Blue Points to be delivered on the half shell in carriers.

W. H. PIERCE, PENN AVE. MARKET

Steam and Hot Water HEATING

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THE MOOSIC POWDER CO., ROOMS 1 AND 2, COM'LTH B'L'D'G, SCRANTON, PA.

MINING AND BLASTING POWDER

MADE AT MOOSIC AND RUSH-DALE WORKS.

LAFLIN & RAND POWDER CO'S ORANGE GUN POWDER

Electric Batteries, Electric Exploders, for exploding blasts, Safety Fuse, and Repauno Chemical Co.'s HIGH EXPLOSIVES

A GREAT OFFER FOR THE HOLIDAYS

—BY—

Germania Wine Cellars, Hammondsport and Rheims, N. Y.

We are determined to introduce our goods among the very best people in the country, and we can see no better way of doing this than by selling them a case of our goods, containing eleven bottles of wine and one bottle of our extra fine double-distilled Grape Brandy, at one-half its actual cost. Upon receipt of $5.00 we will send to any reader of this paper one case of our goods, all first-class and put up in elegant style, assorted as follows:

1 qt. bot. Grand Imperial Sec Champagne.
1 qt. bot. Delaware.
1 qt. bot. Riesling.
1 qt. bot. Tokay.
1 qt. bot. Sweet Catawba.
1 qt. bot. Sherry.
1 qt. bot. Elvira.
1 qt. bot. Niagara.
1 qt. bot. Angelica.
1 qt. bot. Port.
1 qt. bot. Sweet Isabella.
1 qt. bot. Im. Grape Brandy.

This offer is made mainly to introduce our Grand Imperial Sec Champagne and our fine double-distilled Grape Brandy. This case of goods is offered at about one-half its actual cost and it will please us if our friends and patrons will take advantage of this and help us introduce our goods. All orders should be in before December 15th.

Steam and Hot Water HEATING

Hot Air Furnaces, Sanitary Plumbing, Gas and Electric Light Fixtures.

ELECTRIC LIGHT WIRING.

THE HUNT & CONNELL CO., 434 Lackawanna Ave.

J. W. GUERNSEY'S GREAT MUSICAL ESTABLISHMENT

Is the best place in the state to buy either an Organ or Piano . .

YOU CAN BUY CHEAPER.
YOU CAN BUY ON EASY TERMS.
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Don't fail to call and see for yourself.

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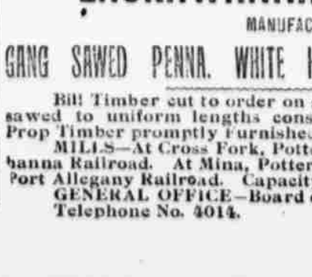

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CONRAD'S, PRICES THE LOWEST

FOR SALE

Boilers, Engines and Machinery.

We will sell you New or Second-Hand. We will sell you new or take old in exchange, or we will rent you anything you want in the Machinery line. Spot Cash paid for Scrap Iron and Metals.

National Supply and Metal Co., 709 West Lackawanna Avenue.

M. E. KEELEY, Mgr. Telephone 3945

KIMBALL PIANO

To those who are not acquainted with the standing of the W. W. Kimball Co., the following will prove of benefit:

REPORT.

Business established in 1859 by W. W. Kimball.

Incorporated June, 1892, with capital of $600,000.

Capital increased in January, 1895, to $1,000,000.

Capital increased from $1,000,000 to $1,200,000.

Statement, January, 1896, showed surplus of over $1,000,000 overpaid in capital.

The company is known as a first-class house in its line and is in high commercial standing.

If competitors say the Kimball guarantee is not good, ask them for a mercantile report of their company and see how it compares with the above.

GEORGE H. IVES, General Agent, 9 West Market Street, Wilkes-Barre.

W. S. FOOTE, Local Agent, 122 Page Place, Scranton, Pa.

Fine Line of NEW STYLES STONE RINGS

Diamond and Combination Rings Sterling Silver Ware and Sterling Novelties.

Finest stock of Watches, all the latest styles and sizes at very close figures.

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The largest Jewelry House in Northeastern Pennsylvania.

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PUT YOURSELF IN OUR PLACE

And you will realize how easy it is to furnish your home luxuriously with a trifling outlay, a little at a time, and you don't miss it.

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Manufacturers of OLD STOCK PILSNER

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COMFORT and CUISINE

First-class rooms at $1.00 a day and upward, on the European plan.

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MANUFACTURERS OF

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Bill Timber cut to order on short notice. Hardwood Mine Rails sawed to uniform lengths constantly on hand. Peeled Hemlock Prop Timber promptly Furnished.

MILLS—At Cross Fork, Potter Co., on the Buffalo and Susquehanna Railroad. At Mina, Potter County, Pa., on Coudersport and Port Allegany Railroad. Capacity—400,000 feet per day.

GENERAL OFFICE—Board of Trade Building, Scranton, Pa. Telephone No. 4014.

## RAILROAD TIME TABLES

### 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.
J. B. HUTCHINSON, General Manager.

### Central Railroad of New Jersey

(Lehigh and Susquehanna Division.)

Stations in New York—Foot of Liberty street, N. R., and Whitehall Terminal.

Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN EFFECT NOV. 14, 1897.

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 Lakewood and 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, 5.10 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 Baltimore and Washington and points South via Bethlehem, 8.20 a. m., 12.45 p. m. Sundays, 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 New York, foot Whitehall street, South Ferry, at 9.08 a. m., 1.00, 1.25, 3.55 p. m. Passengers arriving or departing from this terminal can connect under cover with all the elevated railroads, Broadway cable cars, and ferries to Brooklyn and Staten Island, making quick transfer to and from Grand Central Depot and Long Island Railroad.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.25 a. m.

Through tickets to all points at lowest rate 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.

### Del., Lacka. and Western.

Effect Monday, Nov. 21, 1897.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 3.09, 5.15, 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 10.20 a. m., 12.55 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, 12.10, 2.35, 9.00 a. m., and 1.55 p.m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

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, 9.00 a. m., and 1.55 p. m.

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

Northumberland and intermediate stations, 6.00, 10.05 a. m., and 1.55 and 6.00 p. m.

Nanticoke and intermediate stations, 8.05 and 11.10 a. m. Plymouth and intermediate stations, 3.35 and 8.50 p. m. For Kingston, 12.45 p. m.

Pullman parlor and sleeping coaches on all express trains.

For detailed information, pocket timetables, etc., apply to M. L. Smith, District Passenger Agent, depot ticket office.

### Erie and Wyoming Valley.

In effect Sept. 19, 1897.

Trains leave Scranton for New York and intermediate points on Erie railroad, also for Hawley and local points at 7.05 a. m. and 2.25 p. m.

Arrive at Scranton from above points at 10.25 a. m., 3.15 and 9.38 p. m.

### Delaware and Hudson.

On Monday, July 5, trains will leave Scranton as follows:

For Carbondale—6.20, 7.55, 8.55, 10.15 a. m.; 12.00 noon; 1.21, 2.20, 3.52, 5.25, 6.25, 7.57, 9.15, 10.45 p. m.; 12.10 a. m.

For Albany, Saratoga, Montreal, Boston, New England points, etc., 6.20 a. m., 2.20 p. m.

For Honesdale—6.20, 8.55, 10.15 a. m.; 12.00 noon; 2.20, 5.25 p. m.

For Wilkes-Barre—6.45, 7.50, 8.45, 9.38, 10.45 a. m., 12.05, 1.25, 2.28, 3.33, 4.41, 6.00, 7.50, 9.50, 11.30 p. m.

For New York, Philadelphia, etc., via Lehigh Valley R. R., 6.45, 7.50 a. m., 12.05, 1.25, 4.41 p. m. (with Black Diamond Express) 11.30 p. m.

For Pennsylvania R. R. points—6.45, 9.38, a. m.; 2.28, 4.41 p. m.

For western points via Lehigh Valley R. R., 7.50 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—6.40 7.45, 8.40, 9.34, 10.40 a. m., 12.00 noon; 1.30, 2.24, 3.25, 4.37, 5.45, 7.45, 9.45, 11.25 p. m.

From Wilkes-Barre and the South—6.15 7.50, 8.50, 10.10, 11.55 a. m.; 1.16, 2.11, 3.18, 5.30, 6.21, 7.53, 9.05, 9.45 a. m.; 12.05 a. m.

Complete information regarding rates to all points in the United States and Canada may be obtained at the ticket office in the depot.

Special attention given to Western and Southern resort business.

J. W. BURDICK, G. P. A., Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Pa.

### Lehigh Valley Railroad System

Anthracite Coal Used, Ensuring Cleanliness and Comfort.

IN EFFECT NOV. 14, 1897.

TRAINS LEAVE SCRANTON.

For Philadelphia and New York via D. & H. R. R. at 6.45, 7.50 a. m., and 12.05, 1.25, 2.28, 4.41 (Black Diamond Express) and 11.30 p. m.

For Pittston and Wilkes-Barre via D. L. & W. R. R., 6.00, 8.08, 11.10 a. m., 1.55 3.35, 6.00 p. m.

For White Haven, Hazleton, Pottsville, and principal points in the coal regions via D. & H. R. R., 6.45, 7.50 a. m., 12.05, 2.28 and 4.41 p. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 7.50 a. m., 12.05, 1.25, 2.28, 4.41 (Black Diamond Express), 11.30 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva, and principal intermediate stations via D., L. & W. R. R., 6.05, 8.08 a. m., 12.45 and 3.35 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago, and all points west via D. & H. R. R., 12.05, 3.33 (Black Diamond Express), 9.50 and 11.30 p. m.

Pullman parlor and sleeping or Lehigh Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo, and Susquehanna Bridge.

ROLLIN H. WILBUR, Gen. Supt.
CHAS. S. LEE, Gen. Pass. Agt., Phila., Pa.
A. W. NONNEMACHER, Asst. Gen. Pass. Agt., Philadelphia, Pa.
Scranton office, 309 Lackawanna avenue.

### N. Y., O. & W. R. R.

In Effect December 12, 1897.

Train leaves Scranton for Carbondale at 10.55 a. m. For Cadosh, connecting with main line trains, north and south at 10.55 a. m.

Train leaves Cadosia for Scranton at 2.05 p. m.

Train leaves Carbondale for Scranton at 3.44 p. m.

T. FLITCROFT, D. P. A.
J. C. ANDERSON, G. P. A.