INTERIOR VIEW OF ONE BIG KITCHEN

Said to be the Largest Kitchen in the World.

AT THE WALDORF-ASTORIA HOTEL

System That Makes It Capable of Filling the Smallest Order and the Biggest with the Same Ease--Its Accomplished Chef--The Art of Dining Twenty Years Ago and Now.

From the New York Sun.

There is a kitchen in this city conducted just like an enormous department store. It is in the Waldorf-Astoria and is the biggest kitchen in the world. Things are so systematized down in that basement that the work goes on as if the kitchen were run by machinery, and well oiled machinery at that. With a multitude of hungry people upstairs waiting to be fed, one would imagine that there might be no end of fussing, fuming and floundering around below among the cook pots, but that is not the case. Things move along as quietly and evenly and smoothly as they do in a well-regulated family kitchen ever more so, perhaps, for the cooks in this mammoth kitchen aren't allowed to have any beaux or other company around. The most humble guest can get his little dish of fried hominy and sausages or whatever he wishes just as promptly as a ten course dinner, every course consisting of things out of season, is served to the epicure.

A woman reporter found herself wandering around in this kitchen the other day just when luncheon was being served upstairs. She hardly knew how she got there, because the kitchen is protected far more carefully from intruders than are the fine parlors, reception rooms and galleries of the big hotel. But she was there and so the bosses of the various departments concluded to make the best of it and treat her well. At first she was almost dazed by the very bigness and cleanliness and silence of the place, but when a high officer of the realm, a big-bodied, big-headed, handsomely-faced young man, stepped up and said, "Wouldn't you like to take a look around?" she recovered the use of tongue and limbs and after that it was up and back between them asking and answering questions.

THE BUYER.

This young man turned out to be the buyer for the kitchen. He buys everything that is consumed in the Waldorf-Astoria restaurants, dining rooms, tea rooms, cafes and barrooms, from oysters to coffee and he is so modest that he doesn't think that it is any job at all to do this. He doesn't even want to see his name in print. He said "This is the largest kitchen in the world where elaborate service is the order. There are a few kitchens from which as many people are served, but they are institutions of one kind or another and all the people are served at the same time and with the same articles of food, and everything is cooked at once in big pots. Here everything, of course, is cooked to order.

"The Waldorf-Astoria kitchen is like a huge department store. It is divided into the kitchen proper, the storeroom, and pantries and the waiters' department. The kitchen proper is in charge of the chef, Adrien Tenue," introducing the man himself. "Adrien has his kitchen divided again into various departments, and he has under him from 75 to 100 learned cooks who command salaries ranging from $75 to $600 a month. These cooks are the men in white coats, aprons, and caps, who are presiding here at the long rows of ranges. They consider their uniform as sacred as the Red Cross people do theirs, and I wouldn't give much for the life of a scullion who by chance put on a cook's coat or cap. It is a mark of honor when a cook gets high enough up in the art or science of cookery to be allowed by the chief to adopt that uniform.

SUBDIVISIONS.

"One department is devoted to roasting, another to broiling, a third to frying, and the one next, which is under a woman, to the preparation of vegetables; this department in front of us is given over entirely to soups and sauces, and another, and a very important department, is that devoted to the serving of raw articles, cold meats, and salads. Each one of these departments, like all of the others I haven't mentioned, is presided over by an expert who is individually responsible for every order filled in his department. Take the sauce cook for an example, and, by the way, he gets $200 a month. Suppose a waiter brings back a dish which this cook has prepared, saying the person who ordered it is dissatisfied. He takes the dish to the chef and the chef goes with it to the sauce cook, and finds out what is wrong, and if necessary calls the sauce cook down. Sometimes the sauce cook has forty or fifty orders at once during the busy hour, and when this is the case he appoints two or three of the most expert men under him to help superintend the filling of these orders, but they do not share his responsibility to the chef. However, remarkably few dishes are returned to the kitchen as unsatisfactory. When one is returned the rule is not to question the matter or to exchange words about it, but to serve the guest with anything else he wants. Now, the other day I happened to see myself a dish of lamb chops returned. An epicure would have said that they were perfectly cooked, but the man who ordered them simply said to the waiter, "I don't like these lamb chops." He didn't say whether they were cooked too much or too little, and the waiter would have been severely reproved had he dared to ask him why he didn't like them. During the oyster season we serve from three to four thousand plates of raw oysters daily, and I can't remember the time when one single plate has been sent back.

"But to get back to the kitchen proper. This department that we've been talking about does not include the bakers, pastry cooks, and ice cream men. Owing to the very nature of their work, they form a separate department, which is also under the chef. So much for the kitchen.

STOREROOMS AND PANTRIES.

"The storerooms and pantries are presided over by the steward, T. M. Hilliard. Mr. Hilliard has under him twenty-five silver cleaners, forty dishwashers, twelve oyster men, who are kept continually busy opening oysters, eighteen storeroom girls, who prepare the salads and fruits and make tea; six coffee men, eight cleaners, twenty-five checkers, who keep track of the orders; a receiving clerk and two assistants, ten yardmen, who do the heavy work; six storekeepers, who keep track of the canned goods; four timekeepers, who keep the time of the employees; four elevator men, and three night watchmen.

"The waiters' department, which is upstairs, is divided according to the different dining rooms, the Waldorf restaurant, the Astoria restaurant, the old and new gardens, the cafe, the barroom, the ladies' and the gentlemen's lounging rooms, the floor waiters, who serve meals in the guests' rooms, and the waiters employed in the club rooms, in some of the parlors on the fifteenth floor, where refreshments are served, and in the tea room. Oscar is the the head waiter, and he has under him between five and six hundred men. Oscar is tactful and shrewd, dexterous, and artful. In short, there is probably no more diplomatic manager in this big country of diplomatic managers, but that's another story that I'll tell you later. Now, what do you want to see and know next?"

"Are small orders never forgotten?" asked the reporter. "How in the world can the cooks and waiters help forgetting them occasionally? Suppose a poor person wanted just to look at the place, and went into the restaurant and ordered one thing, say, an oyster poulette," catching sight of a portion of this dish in the course of preparation, "couldn't that get lost in the shuffle of elaborate course luncheons and dinners?"

SYSTEM.

"Never," exclaimed the buyer. "System, system, is the eternal cry here, and system you know, means three things, order, promptness, and success. Suppose, as you suggest, that a man goes into the restaurant and orders one portion of oyster poulette. The waiter writes the order down and takes it to the sauce cook, for the principal part of oyster poulette is sauce. The sauce cook orders immediately from the fish butcher one portion of oysters for poulette. While the oysters are passing from the fish butcher to the sauce cook a kitchen checker records the order on his book, stamping the exact time, so that no order can be forgotten or delayed. When the waiter gets his oyster poulette there is only one way for him to leave the kitchen, and that entrance is guarded by a number of controllers. In passing with the poulette the waiter hands his check to a controller, who stamps the price of the poulette on the check, and this is presented in the dining room to the guest. The controllers are nothing more nor less than bill clerks, while the waiters are salesmen. An order for an elaborate dinner receives no more attention than an order for one plain dish. The order for the oysters goes to the fish butcher, for the soup to the soup cook, for the fish to the fish cook, for the roast to the roast cook, or rather to the chief cook of each of these departments, and so on through the menu.

"You see Adrien, the chef, has left the ranges and is sitting at that high desk at the right of them. He has on the board in front of him orders which have been given days beforehand for several elaborate luncheons. These luncheons are now being served upstairs in the restaurants and in private rooms. He orders the different courses put on the fire so that they will be cooked just to a turn when the proper time for serving them comes. An experienced waiter takes this labor off the chief, for he can give his orders so that each course will be properly done when the time of service arrives.

"One of our greatest drawbacks is that everybody wants to be served about the same time. Most people dine about 7 o'clock and all want to finish nowadays about 8, so that they can spend the evening at the theatre or elsewhere.

IN A RUSH.

"It requires a great deal of tact and a vast amount of patience on the part of waiters and cooks not to get embarrassed or out of temper when orders are crowding in on them until they are up to their ears and eyes in them. Oscar sets them a good example upstairs and Adrien down here. Observe Adrien for yourself as he sits there at the desk giving his orders. He is as calm and complacent as a self-satisfied parson, who feels that he is one of the elect. He hears every order that is being given in this kitchen. The minute that an order is given for something out of season, something that is not on the market, he says, 'We haven't that in the house. It isn't on the market.' The chef is giving his orders and answering all questions without becoming in the least ruffled, and as you see him now he is always, day in and day out. That's why he is such a successful chef."

"Does Oscar have to exercise such self-control and what does he have to do?" asked the reporter.

"Are you thinking about going into the hotel business?" rejoined the buyer with a laugh. "If you are I'm not going to give away any more of our secrets. But then nobody could ever get on to Oscar's arts and wiles. Oscar's business is to know every prominent person who comes in here or is a guest of the house. He not only remembers their faces, but addresses them by name if he hasn't seen them for months or even years. Oscar hears all complaints of the guests served with meals and takes all orders given beforehand for elaborate meals or even simple ones. He has to be and is able to read people as you would read an A B C primer.

"His object in life is not only to please our guests, but to make them feel pleased with themselves. When a very rich woman comes in to order a luncheon, say, for a dozen ladies, if she is a new-rich woman, Oscar must help her to make out a menu consisting of rich and costly dishes, a menu that will show off her wealth. On the other hand, if a refined aristocrat comes in he must serve her with things to please her refined taste. He must give the less wealthy woman who wants to entertain here the worth of her money and help her to make the best showing possible, and he must let everybody who applies to him to go away feeling that he or she knows more about luncheons than Oscar knows, and he's got that down fine."

MANY EATERS.

"What is the average number of persons served with meals here daily?"

"Impossible to say offhand," answered the buyer. "Why, we begin the day by serving an early breakfast to more than 1,200 employees. We serve four meals a day to guests. They are breakfast, luncheon, dinner, and supper, and now we serve afternoon tea in the tea room. It is not at all uncommon for us to serve more than 4,000 suppers after the theatre, and I should say when the season is in full swing that we serve from 3,000 to 4,000 dinners, and it isn't unusual for us to have 2,500 people in the tea room between the hours of half past 4 and 7."

"How does the cookery of the day differ from that of twenty years ago?" asked the young woman. "And how do dinners differ from the dinners of those days in the way of serving them?"

"Hear that, Adrien," exclaimed the man, addressing the chef.

"Mon Dieu!" ejaculated Adrien, and then he added: "How doesn't it differ would be easier answered," but he was too busy to say more.

"Adrien and I have long talks about that," continued the buyer. "This is a French kitchen. Everything here is cooked in French style. Twenty years ago when a man ordered a dinner for a party he wanted a huge joint or a large roast with plenty of vegetables and puddings, and so on. Then people, I believe, went in for quantity rather than quality, and the cookery was rather tasteless. Of late years the American public has become so accustomed to the French cuisine that there is not one important cook in this big kitchen who has not learned his trade in Paris. The chef, Adrian Tenue, for instance, received his first training in Paris. From there he went to Baden Baden, to Vienna, Berlin, Copenhagen, Stockholm, and London, learning everywhere everything that he could about every branch of cookery. From London he returned to Paris for an extra course, and then came to this country. He was chef for the late Jay Gould, for the Fifth Avenue Hotel, and for the Cafe Savarin, for a time and then he returned to Paris, coming back to take possession of the Waldorf kitchen. The chiefs of each department under him have been educated in a similar way and all are French cooks.

MODERN COOKERY.

"The principal characteristics of the cookery of to-day are its delicate seasoning and fine sauces. It is fashionable now to serve everything in very small portions, but in individual fancy forms, so that each dish not only pleases the taste but also the eye. It is very seldom that one sees a roast or a joint at a fashionable dinner now.

"French cookery has had a chance to develop remarkably in this country, inasmuch as a large amount of material is used here that is not used at all in France. We seldom find corn used there, okra is unknown, and tomatoes have only recently been grown to any extent. Then the variety of wild turkeys and geese, and too many other things to mention are practically unknown there.

"Fewer courses are served at a dinner than formerly. There seems to be a strong endeavor to limit the length of a dinner to from an hour to an hour and a half, whereas people used to sit at table for from two to five hours. This is considered not only very tiresome in this rush age, but also very bad form. Prompt service, without unseemly haste, is one of the keynotes to a successful dinner. Now, all told, what do you think of the biggest kitchen in the world?"

ENGLISHMAN ON BASE BALL.

Game Seemed a Dastardly Attack on the Batsman.

From the Boston Transcript.

The game throughout seems to be a dastardly assault with intent on the batsman, who, armed with a policeman's stick, or waddy, or club, or whatever it is called, sets himself up, within a defined area, which looks like the ace of diamonds, to be cockshied at by a long, strong man, who can project a ball with unexampled violence, at the same time imparting to the missile a disposition to dodge and curve and twist, and ultimately land on the batsman's short ribs by false pretenses. However, the batsmen seem to have inured themselves to these brutal attacks, and they await the onslaught with commendable fortitude. A ball that to the uninitiated spectator looks like carrying away large portions of the striker's anatomy is nearly always deftly and unexpected smitten below the vest and wiped right out.

Another feature of the game, which lends excitement to the whole undertaking, is the wild scramble for bases. When the runner starts out to cover his ninety feet his chief anxiety is to land on the next pad before the ball, which is invariably heading in the same direction at top speed, as the boys don't stop to blow on it when it comes in hot. These contending elements give vivacity and spirit to the game, which is never at greater pitch than when a runner finishes a brilliant run by plunging forward and finishing the rush by sliding gracefully in on his ear or nose.

Then, too, the ubiquity of the fielders is an amazing thing. Indeed, the manner in which the scientific fielder manages to be here, there and over "beyant" at one and the same time is the most remarkable thing in contemporaneous history. I was glad to notice the enthusiastic plaudits which rent the air when a genius succeeded in chasing an escaped ball one hundred yards or so, falling over twice, finishing the run on his hands and catching the recalcitrant with his feet, or a performance to that effect.

Base ball is a spirited affair; it is alive from start to finish, like foot ball; it does not give one time to grow old; it does not wear on the spectator like a lingering illness, as cricket is apt to do when two stonewallers are in. If a man should perchance go to sleep he does so at the risk of his life, and in case of death there is every prospect of the insurance company refusing to hand over the money, on the plea of contributory negligence.

These are my first crude impressions of the game. Maybe time will play the part of disillusionizer and rob me of my present realistic attitude toward the sport. Later on I expect to find artistic subtleties, fascinating nuances, exhilarating delights surrounding the game, but that time will come when the professional ceases from professing and the curver curves no more.

Sleeplessness

ESPECIALLY FREQUENT IN HIGH ALTITUDES.

How it May be Overcome in Any Climate.

From the Chieftain, Pueblo, Col.

While the Rocky Mountain region is justly famed for its salubrious climate, and is becoming more and more the mecca toward which pilgrims are traveling from all parts of the world that they may fill their weakened lungs with its life-giving air, yet there are ailments in that climate as in any other, one of the chief of which is sleeplessness. This is due to the rarity of the air which on some constitutions is too stimulating to the nerves. In some cases patients are compelled to remove for a time to the sea level to escape the high nervous strain. As sleeplessness is not an uncommon accompaniment to certain nervous conditions (in any climate) the story of a woman of Pueblo, Col., may point a moral to others, who have had a similar affliction.

The woman came to Pueblo thirty years ago, when the town was a frontier settlement, and Indians were by no means unusual visitors, bands of Ute's often passing through on their way from the mountains down to the plains to hunt buffaloes.

She had been in good health, until a few years ago when at each recurring springtime she became debilitated, weak and languid. Her strength left her, she was listless and lifeless. This, too, in spite of the stimulating effects of the high altitude. The most serious difficulty, however, was sleeplessness, which she could not cure. The long weary watches of the night told on her health and she dreaded the approach of night. This lack of sleep weakened her strength and brought on extreme nervousness, until she was a physical wreck.

As she could not well take the long journey necessary to a change of climate, she sought for some nerve restorative, that would build up the nervous system, and thus enable her to get that sleep and rest without which she could not long endure the strain. She at length found this in Dr. Williams' Pink Pills for Pale People. She said to the reporter: by the time I had taken one box of these pills, I not only felt stronger but to my surprise found that I could sleep.

"I have taken four boxes now and can take a long nap during the day and sleep soundly all night.

"The medicine not only takes away that weary depressed feeling but creates a buoyancy and exhilaration that does not pass away when one stops taking the pills.

"I am forty-nine years old and about thirty years ago I began to be troubled with gatherings in my head. The trouble continued until I was unable to hear a sound through my right ear and my left ear was badly affected. I had no idea that the pills would benefit my ears but they evidently did as my hearing is very much improved.

"I consider Dr. Williams' Pink Pills for Pale People a wonderful medicine. The address of the woman is: Mrs. H. L. Graham, 214 E. 4th St., Pueblo, Col.

STATE OF COLORADO, } ss.
COUNTY OF PUEBLO, }

Subscribed and sworn to before me this 6th day of July, 1897.

GEORGE W. GILL,
(SEAL) *Notary Public.*

All the elements necessary to give new life and richness to the blood and restore shattered nerves are contained in Dr. Williams' Pink Pills for Pale People. They are sold in boxes (never in loose form, by the dozen or hundred) at 50 cents a box, or six boxes for $2.50, and may be had of all druggists or directly by mail from Dr. Williams' Medicine Co., Schenectady, N. Y.

BISHOP GAINES OF GEORGIA.

A Notable Colored Man and His Interesting Theories.

From the Kansas City Star.

Bishop Gaines was owned by the late "Bob" Toombs of Georgia, and the two men were descended from the same grandfather. If the bishop could have had his say about the matter, it would have been his choice to have been a pure African, but he does not disguise the satisfaction which he feels over the undoubted quality of the white blood in his veins.

Bishop Gaines is the author of a book in which he sets forth the belief that the solution of the negro question in this country is the absorption of the black race by the white. It is his opinion that a few hundred years, at the farthest, will witness, by admixture, the disappearance of the African in America. He is radically hostile to the scheme of Bishop Turner for deporting the negroes to Africa.

"The place for the Afro-American", says Bishop Gaines, "is in this country, and he is better off in the south than in the north. That is, he has better opportunities for getting on in the world. He can buy land cheaper and find more work. In the north a negro aspires to be a barber, a hotel waiter or a Pullman porter. In the south he wants to be a professional man. He is eager for an education, and wants to be as nearly like a white man as possible. In my preaching I try to save the body as well as the soul. I tell my people that if they don't get used to shoes here they needn't expect to year any golden slippers in heaven. I say to them: "Get a home, and a bank account, and a few bales of cotton, and it will hide your color.'"

When asked about the factuity of the negro for accumulating property, Bishop Gaines said: "When I began to preach in Atlanta in 1866 there was not a colored family in the town owning their own home. Now the negroes there pay taxes on two or three million dollars' worth of property, and I know colored men who have a dozen houses or more to rent. The trouble about voting will be settled when the negroes learn to improve their opportunities; when they become educated and acquire enough property to obtain a standing in the community."

Bishop Gaines has always preached a policy of conciliation between the whites and the blacks, the responsibility of the negro as the architect of his own fortune, the necessity of patience in working out his destiny, and by following this course he has obtained support from the whites to the extent of $300,000 for the schools and churches which have been built through his efforts.

THE YUKON RIVER.

Something About the Mighty Stream of Alaska.

From the Seattle Post-Intelligencer.

The Yukon, the geat river of Alaska, is one of the mightiest streams of the world. It is navigable for large steamers, as one unbroken flood 1,965 miles from its mouth, to where the Lewes and Pelly rivers unite to form it, or farther than twice as far as to St. Paul, and more than twice as far as from New Orleans to Chicago and navigable for light draft boats hundreds of miles farther up each of these arms. At its mouth it is about sixty miles wide, and 1,400 miles above it is from eight to ten miles in width. It drains an empire of more than 500,000 square miles and discharges nearly as much water into the Bering Sea as the Mississippi does into the Gulf of Mexico. Scores of mighty tributaries, many of them navigable streams, pour their waters into its majestic channel. About 1,850 miles above its mouth, the Klondike, a clear, shallow river, perhaps 200 miles long, and swarming with fish, empties into it. Along the bed and banks of this comparatively insignificant stream have recently been discovered the gold placers that have aroused the attention and fired the cupidity of the world.

RAILROAD TIME TABLES

PENNSYLVANIA RAILROAD

Schedule in Effect Nov. 28, 1897.

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.

3.12 p. m., daily, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington, and Pittsburg and the West.

5.00 p. m., week days, for Hazleton and Pottsville.

J. R. WOOD, Gen'l Pass. Agent.
J. B. HUTCHINSON, General Manager.

Lehigh Valley Railroad System

Anthracite Coal Used, Ensuring Cleanliness and Comfort.

IN EFFECT JAN. 16, 1898.
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, 2.21, 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, 2.21 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, 2.21, 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., 6.00, 10.05 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), 10.28 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 Suspension 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.

Del., Lacka. and Western.

Effect Monday, Nov. 21, 1897.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 3.60, 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 staions, 8.08 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.

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, 5.19 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 and West 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 9.05 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.

Delaware and Hudson.

On Monday, Jan. 17, 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, 11.00 p. m.; 1.16 a. m.

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

For Honesdale—6.20, 7.55, 8.55, 10.15 a. m.; 12.00 noon; 2.20, 3.52, 5.25 p. m.

For Wilkes-Barre, 5.45, 7.50, 8.45, 9.38, 10.45 a. m., 12.05, 1.25, 2.21, 3.33, 4.41, 6.00, 7.50, 10.28, 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.; 2.21, 4.41 p. m.

For western points via Lehigh Valley R. R., 7.50 a. m., 12.05, 3.33 (with Black Diamond Express), 10.28, 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; 1.20, 2.18, 3.25, 4.37, 5.45, 7.45, 10.25, 11.37 p. m.

From Wilkes-Barre and the South—6.15, 7.50, 8.50, 10.10, 11.55 a. m.; 1.16, 2.14, 3.48, 5.20, 6.21, 7.53, 9.05, 9.45 p. m.; 1.13 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.

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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 10.23 a. m., 3.15 and 9.38 p. m.

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SCRANTON DIVISION.
In Effect December 12th, 1897.

North Bound. South Bound.

N Y Day Exp		201	Stations (Trains Daily, Except Sunday.)	Ontario Day Ex	204
		P M	Arrive Leave	A M	
....	.....	7 25	N. Y. Franklin St.	....	7 40
....	.....	7 10	West 42nd street	....	7 55
....	.....	7 00	Weehawken	....	8 10
		P M	Arrive Leave	P M	
....	....	1 15	Cadosia	....	2 45
....	....	1 09	Hancock	....	2 11
....	....	12 56	Starlight	....	2 22
....	....	12 46	Preston Park	....	2 31
....	....	12 40	Winwood	....	2 41
....	....	12 25	Poyntelle	....	2 50
....	....	12 14	Orson	....	2 58
....	....	12 03	Pleasant Mt.	....	3 06
....	....	f11 59	Uniondale	....	3 09
....	....	11 49	Forest City	....	3 19
....	....	11 34	Carbondale	....	3 34
....	....	f11 29	White Bridge	....	f3 38
....	....	f11 24	Mayfield	....	f3 43
....	....	11 23	Jermyn	....	3 45
....	....	11 18	Archbald	....	3 51
....	....	11 15	Winton	....	3 54
....	....	11 11	Peckville	....	3 58
....	....	11 07	Olyphant	....	4 01
....	....	11 05	Priceburg	....	4 07
....	....	11 03	Throop	....	4 10
....	....	11 00	Providence	....	4 14
....	....	f10 57	Park Place	....	f4 17
....	....	10 55	Scranton	....	4 25
		A M	Leave Arrive	P M	

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f signifies that trains stop on signal for passengers.
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