THE SCRANTON TRIBUNE-TUESDAY, DECEMBER 11, 1900.



Entered at the Postoffeo at Scranton, Pa., 55 Second-Class Mail Matter.

When space will permit. The Tribune is always glad to print short letters from its friends bear-ing on current topics, but its rule is that these must be signed, for publication, by the writer's real name; and the conditon precedent to ac-ceptance is that all contributions shall be subject to editorial revision.

SCRANTON, DECEMBER 11, 1900.

The experiment of lowering the arc lights in Scranton's streets so that the glare of the carbon a block away will be continually in the eyes of the pedestrian is not meeting with public approval. This system, it is said, has met with protest in every city where it has been tried heretofore. For best results the are light should be placed at an elevation that will enable one to observe the pavement a few feet ahead without having his vision impaired by the dazzling rays of the lamp upon the next carner. It is to be hoped that the electric light company will not continue the expensive alterations that will transform a public convenience into a nuisance.

with war or with military operations have a very

problem involved in conveying and supplying an army on a foreign campaign. Fome facts mentioned incidentally in Secretary Root's recent report shed light upon this subject, and show that to send 10,000 men many miles by land and water into a strange country, as Ans done with the American part of the Pekin relief expedition, is no laughing matter. For example:

The supplies sent from this country and Manila to China, in addition to the ordinary supplies which the troops carried with them, included 4,666 horses 2.408 mules and 222 large army wagons: 31 ambulances: 6,229 tors of oats; 4,686 tons of hay: 4,218,545 feet of lumber: 7 distilling plants, with capacity of 4,400 gallons per day; 50 sterilizers; 9,100 gallons of oil; 775 boilers for boiling water; 1.400 heating stoves with pipe: 566 ranges and ovens with utensils; 12 water wagons; 1,000 coffee and wash bollers: \$3,000 pounds of horseshoes; 120,000 pounds of mule shoes; 20,500 pounds horseshoe nails, and a great variety of other articles for blacksmiths', wheelwrights', farriers', and carpenters' use; 16,000 wool blankets; 16,000 lined blouses; 14,000 warm caps 40,000 canton flannel drawers; 27,000 wool undershirts; 20,000 pairs of wool gloves; 18,000 overcoats; 12,000 campaign hats; 16,000 pairs of arctic overshoes, 25,000 flannet shirts; 20,000 pairs of shoes; 20,500 pairs of trousers; 80,000 pairs of stockings; 1,363 conical wall and hospital tents in addition to the

and camp use. In addition to all this, the subsistpartment

United States and Manila 19,984,620 pounds of subsistence stores; the medical department, in addition to the equipment of the hospital ship Relief and the regular medical attendance of the organizations, sent full equipment for a field hospital of 1,000 beds, with full medical supplies, and took the necessary steps for the establishment of an additional base hospital at Nagasaki; the signal corps provided all the material and personnel for the construction and operation of 235 miles of telegraph line, together with the signal tlags, heliographs, lanterns, telescopes, etc., for visual signaling service; engineer implements and materials were shipped from Manila, and the neces-

sary reserve of equipment and arms, with an adequate equipment of rapisfire guns, with ammunition, and with over 4,000,000 rounds of small-arms ammunition, were promptly provided for by the ordnance department. Then when the expedition got to Taku, the embarking point on the Chinese const. the gulf was so shallow that the transports had to anchor ten miles from shore and all of the men, animals, ordnance and supplies had to be carried to the landing in small boats, most of the time in a tempestuous sea.

These were a few of the problems which had to be solved out of hand by our avar department last summer in addition to its difficulties in Porto Rico, Cuba, the United States proper, Alaska, Hawail, and the Philippines.

The present session of congress gives promise of lowering the records in the way of rapid transaction of business.

The Eskimos.

N THE ANNUAL report of the governor of Alaska attention is called to the necessity for legislation defining the legal status of the natives of that territory, who promise to endow the republic with a new race problem at no distant day. According to Governor Brady whole communities of Eskimos have abandoned the old style of living and have adopted the vocations of the white

Then engage in the hardest man. kind of labor in the mines, logging camps and sawmills; they work upon wharves or as deck hands or coal passers on steamships, and a few engage in mercantile pursuits. In no respect have they been a burden since American occupation of Alaska began. They aspire to citizenship, which will enable them to locate mining claims. take out licenses as steam engineers and pilots, and to compete with the white settlers who are crowding upon them. If they commit crime they find that they are held amenable to white man's law; they wish to enjoy its benefits also. Congressional action which will enable native Alaskans to become American citizens is strongly urged. Upon the subject of their merits the governor is enthusiastic. He says:

The Eakimos deserve our earnest solicitation and care. They stand the peers of any native stock upon the continent. Their clothing, their instruments for bunking and fishing, their kyals

this dam. The commission says eight years would probably be a reasonable estimate for the time of building it. At least two years will be consumed in preparatory work and opening a harbor at Greytown, so that if work on the dam should be commenced immediately thereafter, the time required for completing the entire work will be about ten years. The cost estimate mentioned above can be reduced \$19,678,000 if a single instead of a double lockage system shall be chosen: and \$16,949,000 further if the bottom shall be narrowed one-third. thus bringing the cost down to \$163,-\$13,000. The estimated cost of the Panama route is \$142,342,579, which is capable

of reduction to \$115,941.215 by the use of single locks and a narrowed bottom. The Nicaragua route is favored because its distances are shorter, because it is more favorable to sailing vessels, because the country through which it passes is better adapted to development, because it is not complicated by grants to foreigners, and he-cause, while a vessel could pass through the Panama canal in 12 hours while requiring 23 hours to go through the Nicaragua canal, the distance

from San Francisco to New York is 377 miles, to New Orleans 579 miles and to Liverpool 386 miles shorter by the Nicaragua than by the Panama route, more than making up the difference. It has been argued that if the United States should construct the Nicaragua

canal on terms not exactly satisfactory to some of the European powers they might secure control of the Panama route and construct a competitive canal. The commission naturally does not touch upon this point, but a good reply is available in the celebrate ! words of Secretary Richard Olney, written July 20, 1895: "Today the United States is practically sovereign on this continent, and its flat is law upon the subjects to which it confines its interpositions." Its fiat to stop would make short work of any competitive scheme dictated by unfriend-

ly purposes.

Dr. Schaeffer advises that the million dollar state school appropriation, if restored, shall be used for the "betterment of schools, and not for the reduction of local taxation or in the purchase of useless apparatus and showy appliances." The opinion as to what should not be done is proper, but Superintendent Schaeffer should be more specific as to the manner which the fund could best be disposed

of, if he desires his advice to have weight.

Estimating the cost of maintenance of a deep-water ship canal from the great lakes to tide water at \$3,000,009 a year, which is the estimate of the commission of experts that has just reported upon the subject; and allowing 4 per cent. on the investment cost of \$326,000,000, we find that it would take a revenue of \$13,000,000 a year to

make such a water-way self-sustain-Mexican cannon furnished the

o the Capitol tell the story of Columb cost \$28,000. The Capitol rotunda is 95 feet 6 i liameter, and from floor to canopy is 18

inches.

Pennsylvania avenue, connecting the House with the Capitol, is said to be the st and finest thoroughfare in the world. President Jefferson laid out Pennsylvar

mue, and had it lined with trees on bot Then a double row of lindens was plante the center, dividing it into two streets center driveway. These trees have now a cut down, though a few new ones have planted on the sides. The avenue is now a smoothly paved boulevard. It is 160 feet With a population of 75,000 in 1860, V on was still a sprawling, unkempt, unpa dirty city. A canal ran past the foot Capitol building, but it has been covere It was not until 1871, under Governor

der R. Shepherd, that Washington bega beautiful city. In ten years \$25,000, been spent to make Washington clean and In the city proper, not counting subm ensions, there are 107 streets, aggregat niles in length, and twenty-one avenues after different states. The suburban ext

now being rapidly populated, contain mo 500 miles of roadway, North, East and South Capitol streets Mall divide the city into four sections, as northeast, southeast, northwest and so House numbers are given accordingly. The four houses in Washington which may h ame street and number address, but th guishing "N. W.," or whatever section cated, completes the address. in Washington the numbered streets run and south, the lettered streets east and

and the system of house numbering is t plest and most complete of any in the It costs about \$100,000 a year to run the louse, exclusive of the president's salary. Stage coaches continued to run westwar Washington as late as 1851. The National Intelligencer was the first

paper of importance to be established in The battle of Bladensburg, Aug. 21, 1814,

The farth ought in defence of Washington, and the only one in vain. When the Civil war began Washington was without defences. Two years later it was sur-rounded by a chain of seventy-two forts. The close of the war was celebrated on the night of April 13, 1865, by a grand illumination of Washington, which exceeded any demonstra-tion witnessed in the Capitol previously, On Friday night, April 14, 1865, President Lincoln was assassinated at Ford's theater, by John Wilkes Booth. The building stands on Tenth street, between E and F, and nearly opposite is the house in which Lincoln died. General Early came within a few miles of Wash-

ington in 1864, but was driven back by the Sixth Army corps, which engagement was witnessed by President Lincoln at Fort Stevens, on the Sevonth street road, five miles north of the capital. The northwest quarter of Washington, thoug:

built upon what was one swamp pasture, is the most popular part of the city today. It is 116 miles from Washington to the month of the Potomae, in Chesapeake bay, and 184 miles by water to the Atlantic ocean.

The bureau of engraving and printing was be-gun in 1880 and completed at a cost of \$367,000. It costs about a million a year to run it. The state, war and navy departments are con-solidated in one immense building, which was begun in 1571. It cost \$10,000,000. The treasury building was completed in 1860 at a cost of \$6,000,000. It is the largest depart-ment building devoted to one branch of the gov-

The pension office, "where the inauguration sails are held," was completed in 1888. It is cuticity of brick and terra cotta and is the only department building so constructed. The postoffice department building was erected in 1849 and extended in 1855. It cost \$4,000,000 John Quincy Adams designed the allegorical group, "The Genius of America," on the eastern

portico of the Capitol. The reclaimed Potomac flats will add about 1,900 acres to the public parks. The area will be made into a national park along the river-

bus, and	AGO TODAY" *******		
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e broad-	And a second second second		
L nia ave- th sides. ed down s and a all been ve been a broad, wide. Vashing- ved and of the d. Alexan- n to be 900 had I beauti- than ex- ting 279 s named tensions, ore than	B FFORTS MADE by abolitionists in Englia parliament to put an end to the Britis slave trade for foreign supply were agai jutile. Six years later a bill to this effec was passed by Lord Grenville and Fox. Th first symptoms of a re-action in Russia agains slavery also came with the close of the century Paul issued a ukase that the series should not be forced to work for their masters more than thre days in each week. Other feeble attempts at fur ther reform and even abortive projects of eman cipation soort followed, but no decisive measure were taken until Alexander II.'s famous procla mation sixty years later, when more than 40,000, 000 serie-peasant and domestic-were cmanel pated. Notwithstanding all this the slave trad in native Africans was at its height. For th fifteen years of which this period is a center- from 1792 to 15073,500,000 were taken from their homes and cither perished on shipboard o were sold in the West Indies. The slaves in the United States numbered 607,507. When the wa		
and the	between the states began sixty years later then were about six times as many.		
known	were about six times as many.		
athwest.	Charles Goodycar, who obtained a patent a		
here are	the age of forty-tour for vulcanized rubber, and		
war the	lived to see his material applied to nearly fiv		
distin-	bundred uses and to give employment to mor		
is indi-	than 60,000 persons, was born.		
n north	Class magazines were first represented by th		
d west,	establishment of the Edinburgh Farmers' Magazin		
he sim-	in Scotland.		
country.	in Scotland.		
e White	The Mahratta Confederacy began in India.		
	The Manuaria Conceleracy began in thema.		
rd from			
	Among the births of the year of persons who		
t news-	won fame in life were the following:		
1 Wash-	John Phillips, British geologist.		
16	James Princep, English orientalist.		
14, was	John Edmund Reads English post		

John Edmund Reade, English poet Alexis Paulin, Paris, French author. Sarah Peters, American philanthropist James Meadows Rendel, English engineer James B. Pyne, English landscape painter. Levin Myne Powell, American naval officer. Edward Bauverie Pusey, English clergyman Harvey Rice, American poet and statesman. Robert Barnwell Rhett, American statesm David Reese, American physician and author. Willard Parker, American surgeon and writer William S. Patten, American lawyer and states-

Norman Pinney, American clergyman and au

Sampson Reede, American journalist and hor Alonzo Potter, American Protestant Episcopa

Felix A. Pouchet, French naturalist and physi logist Daniel L. M. Peixotto, Dutch physician

America Aaron S. Pennington, American

John B. Purcell, Irish Roman Cataolie bish Robert Everett Patterson, American clergym: and aut Francisco Satero dos Reis, Brazi

and educator. amin Orrs Peers, American clergyman, educator and editor Courtland Palmer, American merchant and

nan Catholic priest.

THE PORTO RICAN WAY.

Correspondence of the Sun This is the American method of describing the nanner in which a suit, to which an American is a party, is conducted in one of the insul courts of Porto Rico:

Court-You are the plaintiff in this case Litigant-Yes, your Honor. 'ourt-You are an American, I presume? Litigant—Yes, your Honor. Court—You lose,

the interfaces in case of accretent of steames and collected therein, and for these purposes to have, enjoy and possess all the rights and privilege-conterred by the said act of assembly and its supplements. The application for the said char-ter is now on file in the office of the Profibion-tary of Lockawana county to No. 400 January BAUER'S ORCHESTRA-MUSIC FOR BALLS, pienics, parties, receptions, weddings and con-cert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming avenue, over hubbart'a music store tary of Lackawanna county, to No. 249 Jam term, 1901. CLARENCE BALENTINF, 249 Januar Solicitor. MEGARGEE BROS., PRINTERS' SUPPLIES, EN. PROFESSIONAL. Certified Public Accountant. THE WILKES BARRE RECORD CAN PE HAD in Scranton at the news stands of Reisman Bros., 405 Spruce and 503 Linden; M. Norton, 522 Lackawanna avenue; I. S. Schutzer, 211 Spruce street. EDWARD C SPAULDING, C. P. A., 23 TRADers' Bank building. Architects. EDWARD H. DAVIS, ARCHITECT, CONNELL building, Scranton. RAILROAD TIME TABLES. FREDERICK L. BROWN, ARCHITECT, PRICE building, 126 Washington avenue, Seranton. Franks for Caroman for Caro Scialiton at 6,20, 7,53, 853, 10,15 a, no. 12,00, 1,29, 2,44, 3,52, 5,29, 6,25, 7,57, 9,15, 11,15 p. no.; 1,16 a, m. For Honesdale—6,20, 10,18 a, m.: 2,44 and 5 an n. o. Cabs and Carriages. RUBBER TIRED CABS AND CARRIAGES; BEST of service Prompt attention given orders, by 'phone. 'Phones 2672 and 5332. Joseph Kelley. 5.20 p. m. For Wilkes-Barre-6.45, 7.48, 8.43, 9.38, 10.43, 11.55 a. m.; 1.28, 2.18, 3.33, 4.27, 0.10, 7.48, 10.41, 124 Linden. 11.50 p. m. For L. V. R. R. points-6.45, 11.55 a. m.; 2.15, 4.27 and 11.30 p. m. For Pennsylvania R. R. points-6.15, 9.38 a. Dentists. For Albany and all points north-5.2) a. DR. C. F. EILENBERGER, PAULI BUILDING, Spruce street, Scranton. nd 3.52 p. m. and 3.52 p. m. SUNDAY TRAINS For Carbondale-0.00, 11.35 a. m.; 2.44, 3.52, 5.47, 10.52 p. m. For Wikes-Barre-0.35, 11.55 a. m.; 1.55, 3.25, 0.27, 8.27 p. m. For Albany and points north--2.52 p. m. For Albany and points north--2.52 p. m. Lowest rates to all points in United States and Canada. DR. I. O. LYMAN, SCRANTON PRIVATE HOS pital, corner Wyoming and Mulberry. DR. C. C. LAUBACH, 115 WYOMING AVENUE DR. H. F. REYNOLDS, OPP. P. O. Canada, J. W. BURDICK, G. P. A., Albany, N. Y. H. W. CROSS, D. P. A., Scranton, Pa. Hotels and Restaurants. THE ELK CAFE, 125 AND 137 FRANKLIN AVF-nue. Rates reasonable. P. ZEIGLER, Proprietor. SCRANTON HOUSE, NEAR D., L. & W. PAS-senger depot. Conducted on the European plan, VICTOR KOCH, Proprietor. Anthracito coal used exclusively, insuring cleanliness and comfort. TIME TABLE IN EFFECT NOV. 25, 1900. Trains leave Scranton for New York, Newark, Enzabeth, Philadelphia, Easton, Bethlehenn, Al-lextown, Mauch Chuolk and White Haven, at 8:30 a. m.; express, 1.10; express, 3.50 p. m. Sun-days, 2.15 p. m. For Pittston and Wilkes-Barre, 8.30 a. m.; 1.10 and 3.50 p. m. Sundays, 2.15 p. m. For Baltimore and Washington, and points South and West via Bethlehem, 8:30 a. m.; 1.10 3.50 p. m. Sunday, 2.15 p. m. For Baltimore and Washington, and points South and West via Bethlehem, 8:30 a. m., 1.10 3.50 p. m. Sunday, 2.15 p. m. For Long Branch, Occan Grove, etc., at 8:30 a. m. and 4:10 p. m. For Reading, Lebanon and Harrisburg, via Al-lentown, 8:30 a. m. and 1:10 p. m. Sundays, 2.15 p. m. Physicians and Surgeons. JAMES P. PURSELL, M. D., SPECIALIST, Mental and Nervous Diseases. Linden street (opp. •P. O.) DR. W. E. ALLEN, 513 NORTH WASHINGTON DR. S. W. L'AMOREAUX, OFFICE 339 WASH-ington avenue. Residence, 1318 Mulberry, Chronic diseases, lungs, heart, kidneys and genito-urinary organs a specialty. Hours, 1 to 2.15 p. m. For Pottaville, 8.30 a. m., 1.10 p. m. Through tickets to all points east, couth and west at lowest rates at the station. H. P. BALDWIN, Gen. Pass Agt, J. H. OLHAUSEN, Gen. Supt. · Lawyers. W. BROWNING, ATTORNEY AND COUNSEL-lor-at-law. Rooms 312-313 Mears building. B. REPLOGLE, ATTORNEY-LOANS NEGO-tiated on real estate security, Mears building, corner Washington avenus and Spruce street. Lehigh Valley Railroad. In Effect Nov. 25, 1900. Trains leave Scranton. For Philadelphia and New York via 39, & II. R. R., at 6.45 and II.55 a. m., and 2.18, 4.27 (Black Diamond Express), and II.30 p. 30. Sun-days, D. & H. R. H. 1.58, 5.27 p. m. For White Haven. Harleton and principal points in the coal regions, via D. & H. R. R., 6.45, 2.18 and 4.27 p. m. For Pottsville, 6.45, 2.16 and 4.27 p. m. For Pottsville, 6.45, 2.16 and 4.27 p. m. For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R. R. 6.5, 11.59 a. m.; 2.18, 4.27 (Black Dia-mond Express), 11.39 p. m. Sundays, D. & H. R. M. 1.58, 8.27 p. m. For Tunkbannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D. I. & W. R. K. So8 a. m.; 1.05 and 3.40 p. m. WILLARD, WARREN & KNAPP, ATTORNEYS and counsellors-at-law. Republican building, Washington avenue. JESSUP & JESSUP, ATTORNEYS AND COUN-sellors at law. Commonwealth building, Rooms 19, 20 and 21. ROMES W. OAKFORD, ATTORNEY AT-LAW, Rooms 514, 515 and 516 Board of Trade built-ing. EDWARD W. THAYER, ATTORNEY. ROOMS 103-904, 9th floor, Mears building. A. WATRES, ATTORNEY-AT-LAW, BOARD of Trade building, Scranton, Pa. D. L. & W. R. R. 5385 & R. J. 103 and 6.10
Por Geneva, Rochoster, Buffalo, Niegara Falls, For Geneva, Rochoster, Buffalo, Niegara Falls, Chicago, and all points west, via D. & H. R. B., 11.55, 8.27 p. m. Pullman parlor and sleeping or Lenigh Valley parlor cats on all trains betweeen Wilkes-Barro and New York, Philadelphia, Buffalo and Sus- penion Bridge. ROLLIN H. WILBUR, Gen. Sapt., 23 Cortland atroct, New York.
 C. R. PITCHER, ATTORNEY-AT-LAW, BOARD of Trade building, Scranton, Pa. ATTERSON & WILCON, TRADERS' NATIONAL Bank building. COMEGYS, 9-13 REPUBLICAN BUILDING. W. BERTHOLF, ATTORNEY, MEARS BLDG.

R. CLARK & CO., SEEDSMEN AND NURS-erymen, store 201 Washington avenue; green houses, 1900 North Main avenue; store tele-phone, 782.

Trains leave Scranton, D. &. H. shampooing, 500.; facial massage; manicur-ing, 25c.; chiropody. 701 Quincy. Station:

Bauer, conductor, 117 Hulbert's music store.

volopes, paper bags, twine. War Washington avenue, Scranton, Pa.

Delaware and Hudson.

Central Railroad of New Jersey.

Lehigh Valley Railroad.

Lackawanna avenue, Scrantor. Pa.

In effect Nov. 25, 1900, Trains for Carbondale leave Secante

6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and for Pittsburg and the West.

9.38 a. m., week days, for Hazleton, Pottsville, Reading Norristown, and Philadelphia; and for Sun-bury Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.

 b. m., week days, (Sundays)
1.58 p. m.,) for Sunbury, Harrisburg, Philadelphia, Baltimore. Washington and Pittsburg and the West. For Hazleton, Pottsville, Reading, &c. week days.

4.27 p. m., week days, for Sunbury, Hazleton. Pottsville, Harrisburg, Philadelphia and Pittsburg.

J. R. WOOD, Gen. Pass. Agt. J. B. HUTCHINSON, Gen. Mgr.

Delaware, Lackawanna and Western.

Delaware, Lackawanna and Western. In Effect Dec. 2, 1000. South-Leave Scranton for New York at 1.49, 3.09, 5.50, 8.00 and 10.05 a. m., 12.55, 3.33 p. m. For Philadelphia at 8.00 and 10.05 a. m.; 12.55 and and 3.33 p. m. For Stroutsburg at 6.10 p. m. Milk accommodation at 3.40 p. m. Arrive at Hoboken at 6.39, 7.18, 10.92, 12.08, 3.15, 4.48, 7.19 p. m. Arrive at Phil-adelphia at 1.06, 3.23, 6.00 and 8.22 p. m. Ar-rive from New York at 1.10, 4.00 and 10.25 a. m.; 1.00, 1.52, 5.43, 8.45 and 11.30 p. m. From Stroudsburg at 8.05 a. m. North-Leave Scranton for Buffalo and inter-mediate stations at 1.15, 4.10, and 9.00 a, m.; 1.55, 5.48 and 11.55 p. m. For Owergo and Syra-cuse at 4.10 a. m. and 1.55 p. m. For Utica at 110 a. m. and 1.55 p. m. For Montrose at 9.00 a. m.; 1.05 and 5.18 p. m. For Montrose at 9.00 and 6.15 p. m. For Biorhamton 10.20 a. m. Ar-rive in Scranton from Buffalo at 1.25, 2.55, 5.45 and 10.00 a. m.; 3.30 and 8.00 p. m. From Or-wego and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m. From Micholson at 7.50 a. m. and 6.00 p. m. From Micholson at 7.50 a. m. and 6.00 p. m. From Micholson at 7.50 a. m. and 6.00 p. M. Biomedany. Division-Leave Scranton for

Stations in New York-Foot of Liberty street, Stational South Ferry, Anthracite coal used exclusively, insuring

From anonross at block a. a., b.35 and s.59 p. 10.
Bloomsburg Division-Leave Scranton for Northumberland at 6.45, 10.05 a. m.; 1.55 and 5.50 p. m. For Plymouth at 1.08, 3.40, 8.50 p. m. For Kingston at 5.10 a. ns. Arrive at Northumberland at 9.35 a. m.; 1.10, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 a. m. Arrive at Plymouth at 2.00, 4.32, 9.45 p. m. Arrive at Plymouth at 2.00, 4.32, 9.45 p. m. Arrive at 1.23, 4.50 and 8.45 p. m. From Kingston at 1.00 a. m. From Plymouth at 7.55 a. m., 3.29, 5.35 p. m.

35 p. m. SUNDAY TRAINS. South--Leave Scranton 1.40, 3.00, 5.50, 10.08 a. h; 3.33, 3.46 p. m. North--Leave Scranton at 1.15, 4.10 a. m.; 1.55, 8 and 11.35 p. m. Hoomsburg Division--Leave Scranton at 10.05" m and 5.50 p. m. a. m. and 5.50 p. m.

New York, Ontario and Western R.R. TIME TABLE IN EFFECT SUNDAY, NOV. 4, 1960.

	North Bound Trains	2
Leave	Leave	Arrive
Scinnton	Carbondale.	Cadasia
	11.20 a. m.	1 (15 1) 11
10.40 a. m.	Arrive Carbonda	10 8 10 0 10
6.00 p. m.	South Bound.	the near he me
	South Bound.	
Leave	Leave	Arrive
Cadosia.	Carbondale.	Scranton.
	7.00 4. 10.	7.40 a. m.
2.05 p. m	3.34 p. m.	4.20 p. m.
Sum	lays only, North Be	bund.
Leave	Leave	Arrive
Scranton.	Carbondale.	Cadoãia.
8.30 a. m.	Carbondale. 9.10 a. m.	10.45 a. m.
7.00 p. m.	Arrive Carbonda	le 7.40 p. m.
T CONTRACTOR	Leave	Arrive
Leave Cadesia.	Carbondale.	Scranton.
C. STATE BAR	7.00 a. m.	7.40 a. m.
The same calls from	5.54 p. m.	6 445 44 444
4.30 p. m.	0.01 P. 40.	a and p. m.
Trains leavin	g Scranton at 10.4	a in dairy,
and 8.30 a. m.	Sundays, make Ne own, Walton, Side	w vork, Corn-
wall, Middlete	own, Walton, Sidi	icy, Norwich,
Rome, Utica,	Oneida and Osweg	o connections.
For further	information consult	ticket agents.
J. C. ANDERS	ON, Gen. Puss. Agt.	, New York.
J. E. WELSH.	Traveling Passenger	Agent, Seran-
ton.		1001
annu -		and the second second

Erie and Wyoming Valley.

Times Table in Effect Sept. 17, 1900. Trains for Hawley and local points, connect-ing at Hawley with Krie railroad for New York, Newburgh ad intermediate points, leave Scran-ton at 7.05 a. m. and 2.25 p. m. Trains arrive at Scranton at 10.30 a. m. and 2.10 p. m. W. NONNEMACHER, Div. Pass. Agt., South tickets and Pullman reservations apply to