INDUSTRIAL AND LABOR

END OF THE SESSION OF THE DISTRICT BOARD.

A Special Meeting Will Be Called Later to Consider the Answers to the Grievances Presented by the Miners—Condition of the Anthracite Coal Trade at Present—Make-up of the D., L. & W. Board for Today—An Electric Road Chartered—Other Matters.

The session of the board of District No. 1, United Mine Workers of America, which was started Saturday at local headquarters, was concluded yesterday afternoon. President Nicholls again presided and all those present Saturday, with the exception of Vice President Adam Ryscavige, of Plymouth, were in attendance.

A number of local grievances came up for discussion and various of those present were assigned to the investigation of them, for, as President Nicholls yesterday stated, no steps will be taken until the officers are sure of their ground. The reports of the committees of miners who waited upon their various superintendents were up for consideration yesterday but definite action was postponed, as in no case has a full answer been given to the men's requests. When these are received, a special meeting of the board will be called.

President Nicholls and Board Members Kearney and Llewellyn leave for Harrisburg this morning in the interests of the mining legislation before the senate and in the senate committee. Committeeman Henry Collins, of Carbondale, will leave this afternoon. President Nicholls declared that in his opinion the miners' march to Harrisburg would not be necessary, as, from present indications the senate committee will report favorably on the bills now under consideration, and once in the senate they are almost sure to be passed.

Rockmen's Strike.

About twenty-five rockmen employed at the Marvine colliery of the Delaware and Hudson company, the Dodge colliery of the Delaware, Lackawanna and Western company, and in a tunnel which the Lackawanna is driving near the Oxford colliery, have struck against the contractors who employed them.

A cut in wages occasioned the strike which has been in progress since Friday and Saturday. The movement was not in any way caused by the company officials, but is directly between contractors John Bowen, Davis and Moses, who have charge of the rock work, and fix their own terms with the men.

The twelve men at the Marvine went out Friday. Bowen made a cut in their wages of twenty-five cents, the scale formerly running from $3 to $2.57. At the other two workings the drop in wages occurred some time ago. Secretary Hodson, of the Rockmen's union, called the men out Saturday, about eight going out at both the Dodge and other collieries.

A meeting was held last night of the strikers, but it is not thought that any proceedings towards a settlement will be made until the end of the week. The Rockmen's union meets the first and third Sundays of each month in St. Mary's hall, North Scranton.

The Anthracite Coal Trade.

The anthracite trade is generally in good shape for this season of the year. The April output is officially estimated at 3,685,013 tons, about 400,000 tons more than in April, 1900, when, during the last week of the month, there was a heavy movement for shipment up the lakes. This year actual consumption was much heavier, as the movement of lake coal is just under way. The total tonnage for the first 4 months of this year is 17,931,732 tons.

The ice blockade in the St. Clair river is broken and vessels are making their way into Lake Michigan. A considerable fleet has loaded coal at Buffalo and is on its way to upper lake ports. There have been no arrivals at Lake Superior points yet and trade in hard coal in the northwest is very light indeed. In Chicago territory business is quiet, with the market very firm. Receipts by rail are falling off with the opening of lake navigation. At the lower lake ports demand is fair. At eastern and seaboard points demand is as good as can be expected in May. Prices are being firmly maintained and the reports of coal being sold at April figures are probably baseless, at least they cannot be substantiated. Demand from points beyond Cape Cod is better than usual at this season.

The May prices for free-burning white ash coal f. o. b. New York are: Broken, $3.60; egg, $3.85; nut and stove, $4.10.—Engineering and Mining Journal.

Italian Laborers Here.

A large number of Italian workmen in six box cars placed upon a switch alongside the Lackawanna cinder dump on Hickory street created much excitement in South Scranton yesterday morning, as the men were at first supposed to be hands brought here to take the places of the Lackawanna strikers.

They were, however, laborers hired by the Delaware and Hudson company for work near Honesdale and in New York. They were brought from near Pittsburg and had refused to leave when they heard the correct wages, claiming to have been deceived regarding them. A satisfactory adjustment of the matter took place yesterday morning and the train left with the men, leaving behind about fifty-five of their number who continued steadfast in their determination not to accept the proffered wages.

Another Electric Road.

The Wilkes-Barre and Hazleton Railroad company, capital $2,500,000, was chartered at Trenton, N. J., on Saturday "to construct and operate railroads outside of New Jersey." The incorporators are D. Ufford Jennings, Benjamin H. Adams and Charles W. Jing, of Jersey City.

The route between Wilkes-Barre and Hazleton has been surveyed and it is as near as possible an air line. The distance to Hazleton will be about twenty-five miles and it is proposed to have a quicker service than by train.

Steel Mill Employes' Union.

A large number of the employes at the South steel mill of the Lackawanna Iron and Steel company met Saturday night at Nowiski's hall, South Scranton, and were organized into a union.

The work of organization is quietly being done among the mill hands and it will not be long before the entire working force will have been unionized.

D., L. & W. Board.

Following is the make-up of the D., L. & W. board for today:

MONDAY, MAY 13.

Wild Cats East—8 p. m., G. T. Staples; 10 p. m., H. Doherty.

TUESDAY, MAY 14.

Wild Cats East—12.30 a. m., Bishop; 3 a. m., P. Hallet; 10 a. m., George Burt; 11 a. m., J. J. Costello; 1 p. m., J. H. Masters; 5 p. m., H. J. Larkin; 6 a. m., A. H. Rowe.

Summits, Etc.—6 a. m., east, Jos. Carrigg; 6 p. m., east, J. Hennigan; 8 a. m., west, G. Frounfelker; 8 p. m., east, W. H. Nichols; 7 p. m., east Nay Aug, E. McAllister; 7 p. m., west from Cayuga, McLane; 7 p. m., west from Cayuga, Thompson.

Pullers—10 a. m., F. E. Secor.

Pushers—8 a. m., Latimer; 10 a. m., S. Finnerty; 11.30 a. m., Moran; 7 p. m., Murphy; 9 p. m., Lamping; 10 p. m., Widner.

Passenger Engines—7 a. m., Gaffney; 7 a. m., G. Clark; 5.30 p. m., Stanton; 7 p. m., Magovern.

Wild Cats West—3 a. m., T. Doudican; 6 a. m., D. Haggerty; 7 a. m., F. Wall; 8 a. m., M. Golden; 10 a. m., J. Ginley; 11 a. m., O. Fitzgerald; 1 p. m., A. G. Hammit; 2 p. m., J. A. Bush; 3 p. m., M. Carmody; 5 p. m., J. J. Murray, McCarthy's men; 6 p. m., O. Case.

NOTICE.

Conductor Frank McDonnell will run with E. McAllister's crew tomorrow night, May 14, 7 p. m., east from Nay Aug.

Brakeman J. J. Cummings reports for duty with E. McAllister the 13th.

Brakeman F. Paddleford reports for duty with O. Case next trip.

Brakeman C. Burkhart reports for duty with P. Cavanaugh next trip.

COURT HOUSE NEWS NOTES.

William Saundry was yesterday discharged as an insolvent.

In the case of Patrick Gallagher against Margaret Lyons court granted a rule to open judgment.

John M. McCourt was yesterday appointed commissioner to take testimony in the divorce case of Ellen McAnn against Daniel McAnn.

The grand jury was unable to complete its work yesterday, as was expected it would be, but in all probability a final report will be made today.

John Taylor was yesterday appointed commissioner to take testimony on the rule for a modification of the decree in the case of the West Ridge Coal company against Robert Von Storch et al.

EXTRAS WANT THEIR SEATS

ALTERNATIVE MANDAMUS ON COMMON COUNCILMEN.

Summoned to Show Cause Why They Refuse to Accept the Extra Councilmen—Judge Carpenter Sustains a Controverted Ruling of the Late Judge Gunster—Jackson Street Baptist Church Case in Common Pleas Court—Sister Sues Brother No Report from Grand Jury.

The dozen Republicans of the seventeen "extra" common councilmen have at last appealed to court to secure their seats. A petition for a writ of alternative mandamus was filed yesterday by their attorneys, Vosburg and Dawson, and court granted the petition, making the writ returnable next Monday morning at 9 o'clock. The petition is as follows:

The petition of John Evans, J. B. Casterline, T. J. Snowden, Joseph Evans, E. E. Robathan, H. E. Paine, Mathias Stipp, Thomas W. Thomas, John T. James, Evan Evans, Edward Searing, Fred Sykes respectfully showeth:

1. That prior to January, 1901, the city of Scranton was a city of the third class, under the classification acts of the commonwealth of Pennsylvania, and it appearing by the United States census, taking during the year 1901, that the said city had advanced to a population entitling it to an advance in classification from the city of the third class to one of the second class, Hon. William A. Stone, governor of the commonwealth of Pennsylvania, under the great seal of the commonwealth, certified that fact accordingly to the proper municipal authorities of the city of Scranton, said certificate being dated Jan. 15, 1901, and having been received by the proper authorities on Jan. 16, 1901, duly recorded in the office for recording of deeds in the county of Lackawanna on said last date.

2. At a regular meeting of the select council of the city of Scranton, the certificate of the governor referred to in paragraph 1 of this petition was received and directed to be entered at large upon the minutes of that branch of the council, and that on Jan. 24, 1901, at a regular meeting of the common council of the city of Scranton, the said certificate was received and directed by that branch of councils to be entered upon the minutes.

3. That under the provisions of the law relating to cities of the second class, the councils proceeded regularly and legally, as your petitioners believe and expect to be able to prove, to ascertain and report the number of resident taxables in the various wards of the city of Scranton, and reported the same through committees of councils to the chairman of the common council, the report being submitted at a regular meeting of the common council held Jan. 24, 1901, which report shows the number of resident taxables in the various wards of the city of Scranton is as follows:

First ward	1,967
Second ward	2,383
Third ward	857
Fourth ward	1,914
Fifth ward	1,914
Sixth ward	1,128
Seventh ward	772
Eighth ward	1,031
Ninth ward	1,431
Tenth ward	937
Eleventh ward	1,194
Twelfth ward	671
Thirteenth ward	1,421
Fourteenth ward	974
Fifteenth ward	1,001
Sixteenth ward	926
Seventeenth ward	1,329
Eighteenth ward	509
Nineteenth ward	1,574
Twentieth ward	1,178
Twenty-first ward	693

Under this apportionment several of the wards became entitled to additional councilmen, and the mayor of the city of Scranton accordingly, legally and regularly issued his proclamation directing that the additional councilmen in the wards should be elected at the next municipal election, occurring not less than one month after the date of such certificate, in accordance with the Act of Jan. 25, 1895, and your petitioners were duly and legally elected as councilmen at such election, to wit, Feb. 19, 1901, and were returned by the proper election officers, and were thereupon entitled to seats in the common council of the city of Scranton, as members thereof, and to assist in the organization of the city government on the first Monday of April next ensuing their election, as provided by law.

4. Yet the defendants, assuming to act as the common council of the city of Scranton, refused to allow your petitioners or any of them to be sworn in and qualified as common councilmen of the city of Scranton and still refuse to allow your petitioners to qualify as members of said branch.

Your petitioners, thus showing that they are legally elected councilmen of the city of Scranton and qualified under the law to act as such, and that they have been illegally deprived of their right to act as such councilmen by the defendants, respectfully pray that a mandamus may be issued to the said defendants, commanding them to receive your petitioners as members of the common council of the city of Scranton, and to allow them to qualify as such, and to act as such councilmen in the transaction of the business of the council that comes before that branch of the councils.

And your petitioners will ever pray, etc.

Vosburg & Dawson,
Attorneys for the Petitioners.

The writ is directed to all of the twenty-one members of the existing common council.

Much importance attaches to this action because of the fact that councils will be called upon to elect a mayor if the "Ripper" act is declared unconstitutional and if neither Recorder Moir nor "Mayor" Robinson will be able to establish his right to the chair of the chief executive. As the councils now stand there is a Democratic majority of two on joint ballot. Should common council be expanded the Republicans would have a majority of three.

In Common Pleas Court.

Fenner & Chappell against E. R. Griffiths, the Jackson street Baptist church, garnishee, and Ajja Bowen, executor of the estate of Morgan Bowen, deceased, intervening creditor, is the title of a rather complicated case, which was the first to come before Judge J. W. Carpenter in the main court room when the three weeks' May term of common pleas opened yesterday.

In 1897 E. R. Griffiths, W. D. Jenkins and John Dawes borrowed $2,500 from the West Side Bank for the use of the Jackson street Baptist church, of which they were officers. From time to time $1,300 of this amount was paid. The bank got judgment for the remainder against E. R. Griffiths and this judgment was bought up by Morgan Bowen, of Spring Brook, father-in-law of Mr. Griffiths. Bowen proceeded to have the sheriff sell out Griffiths and the sale realized $2,775. Fenner & Chappell had a judgment against Griffiths for money loaned him when he was starting in the grocery business some years before. The day of the sheriff's sale they issued an attachment execution against the church for the money they claimed the church was owing Griffiths. After these proceedings were begun, Morgan Bowen came in with an assignment of Griffiths' claim on the church and was allowed to intervene.

This makes the suit a three-cornered one. The question is whether the church owes Griffiths anything and if it does, who has first claim on it, Fenner & Chappell or the Morgan Bowen estate. Vosburg & Dawson represent Fenner & Chappell. W. Gaylord Thomas represents the Bowen estate, and W. S. Diehl represents the church.

President Judge Edwards, in court room No. 2, is engaged in trying the case of Bridget Godfrey against P. F. Godfrey. They are sister and brother and live in Winton. Mr. Godfrey kept hotel and his sister lived with him, acting in the capacity of housekeeper. She claims she was to receive certain wages and that up to last December they amounted to $430. She offered to settle for $300, she says, and he agreed to pay her that amount, but now refuses to live up to his agreement.

He denies this argument and claims there never was any contract between them. She made her home with him, he says, was provided with everything she wanted and performed the duties of housekeeper in consideration of his supporting her. Last Christmas he was married and this provoked his sister's ire. When he came home with his bride his sister, he alleges, assaulted him, and then quit the house. It was not until after this occurrence, he alleges, that she made any claim for wages. He refused her demand and she brought suit. Joseph O'Brien and M. J. Martin appear for the plaintiff. The defendant's attorneys are James J. O'Malley and E. C. Newcomb.

The case of the Exeter Machine works against the Carbon Coal company and the case of E. E. Lockard against M. T. Keller were reported settled. The case of Thomas Nicholson against George W. Potter was discontinued.

In the case of F. M. Grinnell against the Keystone Academy, Judge Carpenter fixed noon, to-day, as a time for hearing arguments, the attorneys having agreed upon the facts. The plaintiff is represented by ex-District Attorney Martin, of Wilkes-Barre, and Mr. Mullen, of Harris & Mullen, of Philadelphia. Streeter & Lowry represent the defendant.

The following cases were continued: Patrick Keneban against D., L. & W. Railroad company; Michael Stafford against Scranton Railway company; Neugoss Bros. against William Shaffer; W. W. Williams against John K. Jones; James G. Stevens against D., L. & W. R. R. company; Kate Keegan against Metropolitan Life Insurance company.

Sustains Judge Gunster's Ruling.

The somewhat celebrated dispute between Ellen C. Kelly and James F. Dennelly, of Madison avenue, over the construction of a large fence, was the subject of an opinion handed down yesterday by Judge J. W. Carpenter. The case was tried by the late Judge Gunster, who sustained the contention of the plaintiff, Mrs. Kelly. Before the exceptions could be heard, Judge Gunster's death occurred, and the other local judges declined to hear them. The matter was taken to the superior court by the defendant and the superior court sent the case back with a ruling to the effect that the local judges, or one of them, should dispose of the exceptions. The case was heard in the exceptions before Judge Carpenter and he decided that Judge Gunster's ruling was correct. The exceptions are discussed in the following opinion:

We do not deem it necessary to discuss the exceptions in this case separately nor at length. They seem to be based upon the theory, as was the argument upon them, that if the number of square feet, or to be more exact, the number of square inches, of the material of which the fence was being constructed should not be upon the plaintiff's side of the true line between her land and that of the defendant, she would not be entitled to relief; whereas the judge who heard the case appears to have based his conclusions upon a different, and, we think, the correct rule, that as the fence projected but one inch on to the land of the defendant, and from three and one-half to six inches on to the land of the plaintiff, the defendant should be enjoined from so constructing it.

The exceptant's theory carried to its logical conclusion would make it necessary, in case of the old style of worm fence, for instance, to ascertain the relative dimensions of the respective ends of the several rails of which it was constructed. This, we think, a court is not called upon to do.

The trial judge found as a fact "that the fence is being built on the line, but in such a manner that the northerly face of the posts and rails will be the mathematical division line between the lots in question, leaving the posts and rails entering on Mrs. Kelly's land; while the southerly face of the boards to be put on the fence will be on the division line, leaving the boards entirely on the defendant's land."

This finding was supported by the testimony of the witnesses who were called on behalf of the respective parties, and in which there was no conflict; and we are of the opinion that the fact that the old fence, which was built some years ago from the rear of the houses back to the alley, was so constructed that the posts were wholly on the plaintiff's land, while the boards were wholly on the defendant's, would not, when it became desirable to build a fence between the houses, give the plaintiff any right to so construct it that any part of it would project farther on to the plaintiff's land than on his own.

It was said in Dysart vs. Leeds, 2 Pa., St. 488: "An occupant has a right to place his fence exactly on his boundary in anticipation of its becoming a division fence; and, consequently, as much on his neighbor's land as on his own. His occupancy of so much of it as happens to be necessary, like the possession of a tenant in common, is not adverse, but for the benefit of both; and, as it is not an ouster, it can neither give nor take away any right."

The line between the lots at the point in controversy is about eighteen inches from the side of the plaintiff's house, and as this narrow space is used by the plaintiff in passing from the front to the rear of her premises, she may very properly object to any such structure which will unnecessarily inconvenience her in the use of it, and as the defendant has acquired no right by the manner in which the fence in the rear was constructed, we think the decision of the trial judge was right.

And now, May 13, 1901, the exceptions filed to the findings of the judge who conducted the trial of this case having been placed upon the regular argument list and having been fully argued by counsel before the court in banc, the court, after due consideration of the questions properly raised by them, does now dismiss the exceptions, and it is ordered, adjudged and decreed that the defendant, James F. Donnelly, his agents, servants and employes be hereafter perpetually enjoined from constructing a fence on the division line between his lot and the lot of the plaintiff in such manner that the same shall extend on to the land of the plaintiff a greater distance than on to the land of the defendant.

New Social and Athletic Club.

Colonel F. J. Fitzsimmons applied to court yesterday for a charter for the South Side Social and Athletic club.

The subscribers are County Commissioner John J. Durkin, County Auditor W. E. Johns, Recorder of Deeds Emil Bonn, Charles G. Lewert, John C. Schunk and William Tannler.

AFRAID OF THE HEART

Men and Women Apparently Strong, Live in Fear of Their Own Hearts—Because They Realize Their Weakened Heart Nerves Are Easily Overtaxed.

Most heart troubles mean weakness of the heart nerves—The power that keeps it regularly beating is Nerve Force, and that is why Dr. A. W. Chase's Nerve Pills is credited with remarkable cures of heart disease. Their wonderful influence in reviving that hidden current, Nerve Force, and dispelling fluttering and palpitation of the heart—pain or tenderness about the heart—shortness of breath after exercise—oppressed feeling in the chest—inability to lie on one side—irregular pulse—weak and fainting spells—difficult breathing—feeling as though the heart would stop beating. These symptoms disappear with the use of Dr. A. W. Chase's Nerve Pills, because there is very little Organic Heart Disease, and so soon as Heart Nerves are right—the heart becomes regular.

Mrs. Joseph Mitchell, of No. 916 Linden street, West Scranton, Pa., who writes: "Dr. A. W. Chase's Nerve Pills are fine. I was all out of order, nervous, and could not sleep—weak and miserable. The kidneys were sluggish and the back lame—nothing seemed to help me until I got a box of the nerve pills at Matthews Bros.' drug store; corner Lackawanna and Washington aves. Since I took them I sleep well, don't jerk and talk. My nerves are steady. I feel strong, and the kidneys are working well again. I am more than pleased and glad to recommend the medicine."

This is the shape and design of the genuine Dr. A. W. Chase's Nerve Pills. All others are imitations and dare not use this design.

Do not allow any dealer to substitute a different design from the above. Sold by all dealers or Dr. A. W. Chase Medicine Co., Buffalo, N. Y.

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Our Preparations For Commencement

Are complete, and we now offer a most comprehensive line of materials for

CLASS AND GRADUATING DRESSES

THE FOLLOWING IN ALL WHITE FOR GRADUATING

Mouseline de Soie, Plisse, and Satin Stripe Dimities, Persian Lawn, Wash Chiffon and French Organdies, Lansdowne, Albatross and Batiste.

IN COLORS FOR CLASS DRESS

Printed Foulards, Pongees, Dimities, Silk Ginghams, Swiss Grenadines and Mouseline de Soie, French Challies, Lansdownes, Albatross and Nun's Veilings

Elegant Line of Fans for Graduating Presents.

126 Wyoming Avenue

SUMMER FURNISHINGS

Our new stock of fabrics specially adapted for this season, is now complete and comprises all the new novelties in

Porch Rugs Porch Curtains

Fibre Carpets

Straw Mattings Summer Draperies

WILLIAMS & McANULTY

Temporary Store—126 Washington Ave.

Carpets. Wall Paper. Draperies.

RAILROAD TIME TABLES.

PENNSYLVANIA RAILROAD

Schedule in Effect March 17, 1901.
Trains leave Scranton:

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

9.38 a. m., week days, for Hazleton, and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.

2.18 p. m., week days, (Sundays 1.58 p. m.,) for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. For Hazleton, week days only.

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

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

Delaware, Lackawanna and Western

In Effect Dec. 2, 1900.

South—Leave Scranton for New York at 1.40, 3.00 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 3.33 p. m. For Stroudsburg at 6.10 p. m. Milk accommodation at 3.40 p. m. Arrive at Hoboken at 6.30, 7.18, 10.28, 12.08, 3.15, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.00, 3.23, 6.00 and 8.22 p. m. Arrive from New York at 1.10, 6.32 and 10.23 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 intermediate stations at 1.15, 6.35 and 9.00 a. m.; 1.55, 5.48 and 11.35 p. m. For Oswego and Syracuse at 6.35 a. m. and 1.55 p. m. For Utica at 1.10 a. m. and 1.55 p. m. For Montrose at 9.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 and 6.15 p. m. For Binghamton at 10.20 a. m. Arrive in Scranton from Buffalo at 1.25, 2.55, 5.45 and 10.00 a. m.; 3.30 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m. From Utica at 2.55 a. m.; 12.38 and 3.30 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 8.00 p. m.

Bloomsburg Division—Leave Scranton for Northumberland, at 6.45, 10.05 a. m.; 1.55 and 5.50 p. m. For Plymouth at 1.05, 3.40, 8.50 p. m. For Kingston at 8.10 a. m. 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 in Scranton from Northumberland at 9.42 a. m.; 12.35, 4.50 and 8.45 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.55 a. m.; 3.20 and 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 3.00, 5.50, 10.05 p. m.; 3.33 and 3.40 p. m.

North—Leave Scranton at 1.15, 6.35 a. m.; 1.55, 5.48 and 11.35 p. m.

Bloomsburg Division—Leave Scranton at 10.05 a. m. and 5.50 p. m.

Lehigh Valley Railroad.

In Effect March 3, 1901.

For Philadelphia and New York via D. & H. R. R., at 6.45 and 11.55 a. m., and 2.18, 4.27 (Black Diamond Express), and 11.30 p. m. Sundays, D. & H. R. R., 1.58, 8.27 p. m.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.45, 2.18 and 4.27 p. m. For Pottsville, 4.27 p. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 11.55 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 1.58, 8.27 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D., L. & W. R. R., 8.08 a. m.; 1.05 and 3.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 11.55 a. m., 3.33 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 11.55, 8.27 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., 26 Cortland street, New York.

CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.

A. W. NONNEMACHER, Div. Pass. Agt., South Bethlehem, Pa.

For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa.

Central Railroad of New Jersey.

Stations in New York—Foot of Liberty street, N. R., and South Ferry.

TIME TABLE IN EFFECT NOV. 25, 1900.

Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven at 8.30 a. m.; express, 1.10; express, 3.50 a. m. Sundays, 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 and 3.50 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.30 a. m. and 1.10 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.30 a. m. and 1.10 p. m. Sundays, 2.15 p. m.

For Pottsville, 8.30 a. m. and 1.10 p. m.

Through tickets to all points east, south and west at lowest rates at the station.

H. P. BALDWIN, Gen. Pass. Agt.
J. H. OLHAUSEN, Gen. Supt.

New York, Ontario & Western Railway Company

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

207 Except Sun.	205 Sun. only	201 Except Sun.	STATIONS	202 Daily	204 Except Sun.	206 Sun. only
		PM			AM	
		7 10	Ar. N. Y. W. 42d St. Lv.		8 00	
	AM	PM			PM	PM
	10 45	1 05	Ar. Cadosia Lv.		2 05	4 30
	10 40	12 53	" Hancock "		2 11	4 35
	10 31	12 45	" Starlight "		2 22	4 45
	10 21	12 31	" Preston Park "		2 31	4 55
	10 15	12 25	" Winwood "		2 41	5 05
	10 00	12 10	" Poyntelle "		2 50	5 14
	9 50	11 58	" Orson "		2 58	5 23
	9 40	11 48	" Pleasant Mt. "		3 06	5 30
	9 30	11 45	" Uniondale "		3 09	5 34
	9 20	11 35	" Forest City "		3 19	5 43
PM	9 14	11 23	" Carbondale Yd "	AM	3 25	5 51
6 40	9 10	11 20	" Carbondale "	7 00	3 34	5 54
6 36	9 0[illegible]		" White Bridge "	7 0[illegible]		
[illegible]	9 03	11 14	" Mayfield Yd "	7 05	3 41	5 58
[illegible]	9 01	11 11	" Mayfield "	7 07	3 43	6 01
[illegible]	[illegible]	[illegible]	" Jermyn "	7 09	3 45	[illegible]
[illegible]	8 53	11 01	" Archbald "	[illegible]	3 51	[illegible]
6 22	8 50	[illegible]	" Winton "	7 18	3 54	6 12
6 18	8 46	[illegible]	" Peckville "	[illegible]	3 58	6 16
6 14	8 42	[illegible]	" Olyphant "	[illegible]	[illegible]	6 21
6 11	8 40	10 50	" Priceburg "	[illegible]	4 07	[illegible]
6 09	8 38	10 48	" Throop "	7 31	4 10	6 27
6 05	8 35	[illegible]	" Providence "	[illegible]	4 14	6 31
6 03	8 33	[illegible]	" Park Place "	[illegible]	4 17	6 33
[illegible]	8 30	10 40	Lv. Scranton Ar.	[illegible]	4 20	6 35
PM	AM	AM		AM	PM	PM

Additional trains leave Carbondale for Mayfield Yard 6.45 pm except Sunday, and 7.50 pm Sunday only, arriving at Mayfield Yard 7.00 pm and 8.00 pm.

Additional train leaves Scranton at 7.00 pm Sunday only, stopping at all stations to Carbondale, arriving at 7.45 pm, and train leaves Mayfield Yard for Carbondale at 6.45 am daily, arriving at Carbondale at 6.55 am.

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RAILROAD TIME TABLES.

Delaware and Hudson.

In Effect Nov. 25, 1900.

Trains for Carbondale leave Scranton at 6.20, 7.53, 8.53, 10.13 a. m.; 12.00, 1.20, 2.41, 3.52, 5.20, 6.25, 7.57, 9.15, 11.15 p. m.; 1.16 a. m.

For Honesdale—6.20, 10.13 a. m.; 2.41 and 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, 6.10, 7.48, 10.41, 11.30 p. m.

For L. V. R. R. points—6.45, 11.55 a. m.; 2.18, 4.27 and 11.30 p. m.

For Pennsylvania R. R. points—6.45, 9.38 a. m.; 2.18 and 4.27 p. m.

For Albany and all points north—6.20 a. m. and 3.52 p. m.

SUNDAY TRAINS.

For Carbondale—9.00, 11.33 a. m.; 2.44, 3.52, 5.47, 10.52 p. m.

For Wilkes-Barre—9.38, 11.55 a. m.; 1.58, 3.28, 6.27, 8.27 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—9.00 a. m. and 3.52 p. m.

Lowest rates to all points in United States and Canada.

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

Erie Railroad, Wyoming Division.

Time Table in Effect Sept. 17, 1900.

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

Trains arrive at Scranton at 10.30 a. m. and 9.10 p. m.