CLEVELAND'S

Superior Baking Powder

is always uniform in strength and quality. The last spoonful in the can is as good as the first. The cheaply made powders work unevenly. If when fresh they raise the biscuit or cake, before the can is empty they make sour, soapy-tasted, heavy food, and the flour, eggs and butter used are wasted. This is because they are made from inferior ingredients.

Cleveland's is a pure cream of tartar baking powder and makes the food more healthful.

CLEVELAND BAKING POWDER CO.,
NEW YORK

The cheap baking powders are made from alum. They put into the food a poisonous compound which can only be eaten at the expense of health.

INDUSTRIAL AND LABOR

EXTINGUISHING OF MINE FIRE AT ALDEN.

Methods Which Were Employed at That Mine—An Estimate of What It Costs Railroad Companies for Ties—Examples of the Probable Range of Successful Operation of Electrical Transmission from Coal Mines—Make Up of the D., L. and W. Board—Cutting Down Trees Along Erie Road.

K. M. Smith, superintendent of the Alden Coal company's mines at Alden, has described as follows the method used in extinguishing the serious fire which occurred in the Alden mine in January, 1898:

"On the 25th of January, through the carelessness of a miner in handling dynamite, a serious fire was started in the Cooper vein workings, 600 feet from the surface and near the shaft, in a heavy timbered airway. Notwithstanding the water at hand, the employes were unable to stay the progress of the fire, and in an incredibly short time all was in a fierce blaze.

"Heavy gas explosions followed, damaging the air courses and summarily suspending ventilation. After the explosion gas accumulated rapidly and no further work was possible in the immediate vicinity of the fire, further than turning water down the shaft in order to prevent its destruction.

"Immediate preparations were made to flood the mine. To this end a bore hole was commenced, so located as to tap the gas at the top of high breasts near the fire. Large pumps were placed at the creek and the construction begun of a dam in the tunnel to raise the water over the fire and permit the resumption of work in other sections of the colliery. After six days' continuous work, under the most trying conditions, a substantial dam of sawed timber and concrete was completed, twenty feet long by twelve feet high, which finally sustained a pressure of over 750 tons.

When the water reached a height of 103 feet, this being at least thirteen feet above the fire limit, the pumps were stopped, having forced about 35,000,000 gallons in the mines. The water was not raised higher for fear of flooding the workings of an overlying vein. The bore hole was completed on March 4. Wooden tanks were built on the hoisting cages, each holding 2,000 gallons, and arranged with valves and gates for filling and discharge. In one month's time all of the water had been hoisted and work was begun to repair the shaft. On April 16 the airways were connected to the fan, restoring ventilation. Within forty-eight hours after this, steam and the products of combustion were discovered coming to the fan, and these were soon followed by heavy gas explosions. Water was again turned down the shaft into the mine and raised to a height of forty feet, stopping the explosions and issue of steam.

"There was no possible means of ascertaining the exact location of the fire, but it was certain that the water had covered the entire fire area. Apparently the only plan was to again flood to the highest point, and wait, though serious damage to the mines would result. It is a well established fact, and the results have shown to our satisfaction, that in an extensive mine the damage by water far exceeds that by fire.

"The coal seam in the vicinity of the fire and No. 2 shaft has a pitch to the south of twenty degrees. The opening from the shaft into the airway 'A' is thirty-five feet from the bottom of the shaft. It was proposed to lower the water enough to permit an entrance into these airways, and to work through the burned district with a view to locating the fire, if nothing more. Ventilation was entirely suspended, and all openings filled with fallen rock and the entire area thick with firedamp. The safety of the workmen depended upon preventing a mixture of air with this gas; to this end, as the work advanced, only sufficient air was admitted by brattice for requirements of the men.

"There was one favorable condition. The large amount of gas generated by the mine was constantly flowing from the face of the openings made. This was held in check by air dams placed a few feet in advance of the workmen to prevent diffusion of the gas and air. Therefore, there could be no dangerous mixture except at this point of contact and under the eye of the workman.

"The Wolf safety lamp was used for lighting, and no blasting permitted. The work was slow and laborious, moving the immense quantities of rock brought down by the fire. It required a little over two months to thoroughly explore and satisfy ourselves that no fire existed above the water line, though signs were not wanting to indicate the fierce conflagration that had existed throughout this section. The temperature was still high and the walls uncomfortably warm to the hand. No actual fire was encountered, as had been expected. The next step was to remove the balance of the water in the shaft. This was accomplished early in August and the method previously described was employed in making explorations along the tunnel, east and west from the shaft, till the entire fire area had been covered. Following this, ventilation was restored, with no unfavorable results, and, had there been, it could have been readily located and the remedy applied.

"Mining was finally resumed December 3, after ten months' suspension. The exact location of the fire could not be determined after the flooding, but it is evident that the gas which was compressed in the mine by the water was an important factor in extinguishing the fire and saved our company many thousands of dollars."

D., L. & W. Board.

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

TUESDAY, MAY 14.

Wild Cats East—8 p. m., F. Case with C. Bartholomew's men; 10 p. m., C. W. Dunn.

WEDNESDAY, MAY 15.

Wild Cats East—12.30 a. m., S. O'Connor, John Baxter's men; 3 a. m., W. J. Mosier; 8 a. m., E. M. Haller; 10 a. m., J. Burkhart; 11 a. m., G. Thomas; 1 p. m., O. Kearney; 5 p. m., M. Finnerty; 6 p. m., J. W. Devine.

Summits, Etc.—6 a. m., east, J. Carrig; 8 a. m., east, G. Frounfelker; 6 p. m., east, J. Hennigan; 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, Staples, Thompson's crew.

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., Widener.

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

Wild Cats West—5 a. m., M. J. Hennigan; 8 a. m., C. Kingsley; 10 a. m., F. L. Rogers; 11 a. m., O. Randolph; 1 p. m., A. F. Mullen; 3 p. m., M. Ginley, Ketcham's men; 4 p. m., M. Longiney; 5 p. m., J. Gahagan; 6 p. m., Castner.

NOTICE.

Conductor M. Staples will run Cayuga summit tonight, May 14, with Thompson's men.

Brakeman James Langan reports for O. Kearney.

Brakeman Richard Gibbons reports for duty with J. Mosier.

Brakeman Jonas Hanna reports for duty with Conductor Rafferty.

What Railroad Ties Cost.

It is impossible, says an exchange, to estimate, except vaguely, the number of railroad ties in use in the United States, but a single road, the New York Central, replaced 1,800,000 old ties with new ones last year, the Erie 400,000 in New York state and 900,000 on its whole line, the Delaware, Lackawanna, 150,000, and other roads in like proportion.

On all the roads of the country fully 75,000,000 new ties are required for renewals, extensions and additions each year and this entails a vast use of railroad materials, is a steady drain upon the vailable lumber supplies and costs, moreover, a large sum for labor and hauling. Much ingenuity has been expended on the projects for retaining wooden ties longer in use than is possible at present.

The standard American railroad tie is 9 feet long by 8 inches deep and 8 inches wide, and a fairly hard wood is required to prevent the rails from sinking and from becoming displaced. Oak, chestnut, locust and cedar are the usual cross ties.

Many attempts have been made to treat the ties so as to prevent decay of the wood. Some years ago the crossties used on the Reading railroad were notched where the rails crossed them and their ends dipped in coal tar. It was supposed that the tar would preserve the ends from decay. Since then another process by which the ties were saturated with a solution of zinc has been tried, but it was found too costly.

A railroad tie costs about fifty cents and it is customary to add twenty-five cents for the labor of putting ties in position, or seventy-five cents for each new tie. Any plan whereby the durability of ties may be increased without undue expense will be welcomed by railroad men, but so far the problem remains an unsolved one.

Electrical Transmission of Power.

In Mines and Minerals for May, Prof. F. C. Caldwell shows by three examples worked out in detail the probable range of successful operation of electrical transmission from coal mines. He says, in conclusion:

"These three cases would seem to indicate, first, that electrical transmission from mines is out of the question for distances greater than twenty miles; second, that if the amount of power transmitted be great enough, transmission to about ten miles may be profitable. In some other cases the 'power factor' or ratio of average to maximum power may be greater, which would help the electrical side of the case; again, saving in taxes and in first cost of land may be important; or an opportunity to run condensing may be a factor.

"In all this, it is assumed that the same grade of coal is used at the mines as is used at the end of the line; and if a cheaper coal is available, the difference should be credited to the electrical transmission."

This and That.

The officials of the Erie railroad have ordered all trees within a certain distance of their tracks to be cut down. This is to prevent any possible wreck resulting from decayed trees falling across the rails.

Superintendent H. E. Gilpin, of the Susquehanna and Western railroad, has been appointed to succeed the late M. E. Staples, as the Erie's general agent in charge of lighterage and freight stations in New York, Brooklyn and Jersey City.

AVOCA.

There will be a large mass meeting in this town on Saturday evening. Among the speakers expected are Fred Dilcher, T. D. Nicholls and Mother Jones.

Rev. Mr. Moore and family arrived here from Shenandoah last evening. They were given a cordial reception by the members of the Home Mission society. The P. M. parsonage has been renovated and the surroundings are being beautified by the workers of the church.

The funeral of Mrs. John Brennan took place yesterday morning from the residence of her daughter, Mrs. M. F. O'Brien. There were many relatives and friends present from Pittston, Scranton and surrounding towns. A requiem mass was celebrated in St. Mary's church by Rev. M. F. Crane. He spoke feelingly of the severing of family ties and knowing the deceased to be all that could be expected of a mother and grand-parent, he realized how painful it must be to part with her, yet his words of consolation were as balm to the bereaved relatives. The pall-bearers were: Michael Devers, James Munley, Dominick McAndrew, James Brown, Michael Norton, Thomas Brennan.

Michael Flannery, of the West Side, sustained a compound fracture of the leg below the knee on Monday afternoon. He was employed as driver and in some way became entangled in the harness. Dr. Pier set the member.

The funeral of John McLaughlin took place yesterday afternoon from the residence of his nephew. Interment was made in St. Mary's cemetery.

Harry Morse, of Trenton, N. J., is spending a few days at the Christian residence.

Mr. and Mrs. T. F. O'Brien, of Jermyn, were visitors in town yesterday. The Daughters of Erin will celebrate the second anniversary of their organization this evening. There will be a banquet and social in Herbert's hall. John McQueen will serve the supper.

PRICEBURG.

There will be a regular council meeting held in Foley's hall tonight.

Mr. and Mrs. Fred Zimmerman visited Mr. Thomas Williams, in Peckville, on Sunday.

Mr. and Mrs. Olendike attended the funeral of the former's sister, in Throop, yesterday.

Mr. and Mrs. William Eley spent a few days with friends in Tunkhannock.

GRAND JURY MAKES REPORT

[Concluded from Page 6.]

IGNORED BILLS—COUNTY TO PAY COSTS.

Attempted Criminal Assault—Thomas Barry, Edward Padden; Frank Robling, jr., pros.

Assault and Battery—Ellsworth Smith; Elizabeth Blackmore, pros. Joseph Kowack, Andrew Voychick, John Bestock, Joseph Srantock; Mattie Struks, prox. William May; Bernard Keogh, pros. James Barrett; Sarah Barrett, prox.

Barratry—Robert Estel; Harry Watkins, pros.

Breaking Fence—Gottleib Kolbe; Daniel Brenneman, pros.

Conspiracy—James Bell, Robert Estel; Harry Watkins, pros.

Common Scold—Sallie Feltz; Rosk Maskell, pros.

Defrauding Boarding House—William Burke; Thomas Maguinness, pros.

Embezzlement—James Bell; Peter Krincko, pros.

Forcible Entry and Detainer—Peter Basalaqua; Stanley Visnofski, pros.

Larceny—Michael Voluman; John Madany, pros. Katie McCormick; Frank Robling, jr., pros. Eugene Murphy; Frank Robling, jr., pros. John Ganoviticzk; Martin Bothcashi, pros. Frank Gannon; John Gleason, pros. Sylvanus Sago; Lawrence Kinney, pros. Jefferson Anderson; Samuel Parsons, pros. John Kozenski; Michael Pustarchik, pros. William Lynch; Frank Robling, jr., pros. Martin Loughran; John Moyles, pros. Peter McCann; John M. Cobb, pros. John Phillips; Emma Smith, prox. Thomas Barkowski; John Pelak, pros.

Larceny by Bailee—John Kirsock; Peter Strantz, pros. Wilbur Hensy; Ephriam Avery, pros. John Veshopnach; A. J. Driscoll, pros. Stanislaw Suathkaski; Frank Kenolsky, pros. Reuben Cohen, Rachel Cohen; Margaret Murray, pros. Washil Bonaski; Frank Zarchon, pros. S. Radin; Thomas Quick, pros. Stuart Cutter, jr.; James Johnson, pros.

Malicious Mischief—Joseph Baker, alias Joseph Sphoer; Annie Hutsko, prox.

Perjury—Jesse Albert Styles; William V. Fuller, pros. Ignatz Pritz; W. A. Phillips, pros.

Soliciting Bribe—Peter F. McCann, John J. McAndrews; Robert Wilson, pros.

Selling Liquor Without a License—Thomas Fadden, Mary Hearn, K. Prendergast, Kate Malloy; John O'Donnell, pros.

IGNORED BILLS—PROSECUTORS TO PAY THE COSTS.

Assault and Battery—John Bestock, Andrew Voychick, Joseph Srantock, Joseph Kowack; Anthony Strucko, pros. Carrie Johnson; Reta Simpson, prox. Vincent Williko; Rocco Williko, pros. Frank Jarosh; Frank Minarki, pros. Edward Troy; Andrew Millas, pros. Andrew Husinskow; Frank Rachett, pros. Michael Shuttack; Elias Mocco, pros. Philip Wyscovitz; John Mora, pros. Charles Taylor; Howard La France, pros. John Lazarchick, Annie Lazarchick, prox. John Perboskie; Caroline Perboskie, prox. Martin Glipfowski; Joseph Molinityk, pros. Louisa Stenzham; Rosa Lachner, prox. Michael Kizel, John Kizel; Anthony Nester, pros. John O'Hara; Joseph O'Hara, pros. Julia Watres; Thomas Padden, pros. Simon Martincavage; Michael Chermotis, pros. Joseph Felgowski; Frank Yenko, pros. Francis Sohraski; Stanley Trchaski, pros. Thomas E. Jones; Ann Williams, prox. Powell Mollisky; Peter Shonnotsky, pros. Dell Reynolds; John Richards, pros. John Green; Samuel Steel, pros. Margaret Montgomery; Alexander Sholcasky, pros. Martin Flaherty; Michael J. Barrett, pros. Nicholas Follitti; Ralph Angotti, pros. Uladislaw Gujinski; Annie Gujinski, prox. Joseph Baker, alias Joseph Sphoer; George Sphoer, pros. Jacob Barnick; Patrick Payton, pros. Thomas Dougherty; Winifred Dougherty, pros. Theodore Backoful; William Steinberger, pros. Frank Teleshon; Metrick Salistria, pros. William Davis; Emma Davis, pros. Dainty Sahaly; Kate Rowan, prox. George Karchmar; George Haifran, pros. Joseph Ballant; Michael Falat, pros. Estella Warnick; Mathilda Harmise, prox. Samuel Muller, sr.; Stephen Hevoliday, pros. Anthony Kupel, Stanley Jurge; Ludwig Gebel, prox. Mary Ann Llewellyn; Mary Jane Willis, pros. Frank Wynn; Mary Cullen, prox. Joseph Baker, alias Sphoer; George Sphoer, pros. Samuel Farraine; Ralph Angotti, pros. Annie Paline; Michael Bozar, pros. B. Josephson, Charles Aronson; Herman Doubleisch, pros. Frank Kodelzy; William Ganbozezsky, pros. Sylvanus Sago; Lawrence Kenny, pros. Thomas J. Mack; Michael Kerkasta, pros. Martin Gershoniski; Stanley Knonilski, pros. Perrish Muscomavage, John Jukray; Melindo Ostreck, pros. Theodore Wassina; Peter Gann, pros. Michael Shuttack; Michael Murray, pros.

Adultery—Mary Vonkodelchuk; John Rusnock, pros.

Carrying Concealed Weapons—Convillitta Billy Daniels; Michael Marnsy, pros. Powell Mollesky; Peter Showasky, pros. Simon Sisko; George Satiska, pros. Sebasto Pizzano; M. J. Davis, pros. Charles Longo; M. J. Davis, pros.

Defrauding Boarding House—Frank Bardaswiezili; Annie Twarog, prox. Powell Mollesky; Peter Stromilsky, pros. Constant Ruchensky; Martin Rudusky, pros.

Embezzlement—Charles Potter; W. A. Cobb, pros. John Williams; Lewis Shock, pros. Chris Sauer; Frank Arnold, pros.

False Pretences—John Krovonick; Sarah Vinowitz, pros. Lewis Gardlewicz; Matthew Sankwitz, pros. John W. Jordan; Antonio Pugliese, pros.

Fornication—Elnora Bryden; Antonio T. Pugliese, pros. Carrie Stiles; Antonio T. Pugliese, pros.

Fornication and Bastardy—Alexander Malinski; Waterka Vilcheska, prox.

Keeping Bawdy House—Margaret Montgomery; Alexander Solobasky, pros. Antonio Pugliese; L. S. Baker, pros.

Libel—Edward Nelson; Estelle Howard, prox.

Larceny—Charles Potter; W. A. Cobb, pros. William Stanley; Stanley Terpel, pros. Daniel Loftus; Henry Lottus, pros. Katie Connolly; J. R. Osgood, pros. William McDonough; Cassie McAndrew, pros. Perry Muscomage; Mipanlo Osteck, pros. Joseph Marvitski; Walter Yarshevitz, pros. Perrish Strunko; Annie Yonchuria, prox. Rose Elraham, Mary Eldella, Mary Petro; Mary McDonough, prox. Volantino German; William Thomas, pros. Thomas Powell, Margaret Powell; John J. Davis, pros. John Doolin, John Shelock, pros. Powell Mollesky; Peter Snowoltsky, pros. Andrew Kashmarra; John Krukopas, pros. Anthony Lonkolski; Frank Gwensky, pros. John Galinsky; Peter Grow, pros. Michael Devorack; Martin Parchinsky, pros. Bernard and Henrietta Karner; S. A. Elrgood, pros. Wassil Cobidllolsky; John Walispia, pros. Charles Engle; M. P. Carter, pros. Joseph Lotinsky; William Kustl, pros.

Larceny by Bailee—Henry J. Campbell; Samuel Costa, pros. Frank Krusanaski; Frank Boulski, pros.

Malicious Mischief—David Roberts; W. G. Reynolds, pros. Frank Teleshia; Metrick Shomotsky, pros. Michael Flannaghan, Fred Henry, William Birmingham, John Birmingham; Albert Styles, pros. George Sotiska; Simon Sisko, pros. Frank Dabidella; Wassil Boschetsko, pros.

Robbery—Margaret Montgomery; Alex Scholkoshy, pros.

Perjury—Charles Potter, W. A. Cobb, pros. Eleanora Bryden; Antonio Pugliese, pros. John Kivietck; John Zapka, pros. Carrie Stiles; Antonio Pugliese, pros. J. G. Thompson; Joseph Rega, pros. Michael Gazda; Antonio Jones, pros. E. Altman; Patrick Fadden, pros.

Playfully Pointing Pistol—Frank Telesha; Metrick Solishia, pros. Reuben Chanters; John Jacobs, pros. Andrew Kruegerman; Stella Kreugerman, prox.

Selling Liquor Without a License—Joseph Rudeledicz; Charles Blazzum, pros. Antonio Pugliese; L. S. Baker, pros.

Selling Liquor on Sunday—Dell Reynolds; John Richards, pros.

Removing and Secreting Goods to Defraud Creditors—John Walsh; R. C. Wills, pros.

Marriage Licenses.

Leonard S. Moore .... Scranton
Isabel Robinson .... Scranton
Samuel L. Carey .... Lackawanna township
Winnie F. Lydon .... Lackawanna township
Jacob Zadziora .... Marshwood
Olive Yurgofski .... Marshwood
Peter Buckley .... Minooka
Catherine Feeney .... Minooka

COURT HOUSE NEWS NOTES.

The case of Horace Grenich against the Scranton Railway company is reported to be in course of settlement.

In the matter of E. H. Call against M. F. Wymbs, guardian, court yesterday refused a motion to discharge the rule which makes Mr. Wymbs guardian of Joseph J. Ryan.

A writ of habeas corpus was yesterday issued to procure the release of Kate Mulherin, of the South Side, who was recently committed to the county jail for sixty days by Alderman Millar for keeping a disorderly house. Richard J. Bourke is her attorney.

TEETH

We extract teeth, fill teeth, and apply gold crowns and bridge work, without the least pain, by a method patented and used by us only. When the impression is taken in the morning plates will be finished same day, if desired.

Note Our Prices for Perfect, Painless Dentistry

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Gold Fillings $1.00
Silver Fillings .... .50
Gold Crowns .... $3.00 to $5.00
Teeth Without Plates $5.00
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FREE No charge for Painless Extracting When Other Work Is Done. FREE

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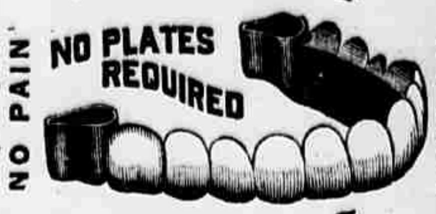

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WE MAKE A SPECIALTY of Gold Crown and Bridge Work. This is a system for inserting artificial teeth where one or more are missing without the use of a plate. This work is most beautiful and cannot be detected from the natural teeth. When properly done, will last a lifetime. Call and see us operate. It will be a pleasure for us to carefully examine your teeth and tell you exactly what your work will cost. No charge for this. Hours, 8 to 8. Sundays, 10 to 4.

The White Dental Parlors Corner Lackawanna and Wyoming avenues. Over Newark Shoe Store, Scranton. Largest dental concern in the world. 20 offices in United States. Incorporated.

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 1.06, 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, 5.48, 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 a. 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.

Delaware and Hudson.

In Effect Nov. 25, 1900.

Trains for Carbondale leave Scranton at 6.20, 7.53, 8.55, 10.13 a. m.; 12.00, 1.20, 2.41, 3.52, 5.29, 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 5.29 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, 11.53 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.

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 p. 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.

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.

RAILROAD TIME TABLES.

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	206 Except Sun.	208 Sun. only
		PM 7 10	Ar. N. Y., W. 42d St. Lv.		AM 8 00	
	AM 10 45	PM 1 05	Ar. Cadosia Lv.		PM 2 05	PM 4 20
	10 40	12 58	" Hancock "		2 11	4 25
	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 11
	9 50	11 58	" Ariel "		2 58	5 20
	9 40	11 48	" Pleasant Mt. "		3 05	5 30
	9 35	11 45	" Uniondale "		3 08	5 34
	9 26	11 35	" Forest City "		3 19	5 43
PM	9 11	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 07		" White Bridge "	7 03		
6 34	9 03	11 14	" Mayfield Yd. "	7 05	3 41	5 58
6 32	9 00	11 11	" Mayfield "	7 07	3 42	6 01
6 29	8 58	11 09	" Jermyn "	7 09	3 45	6 03
6 24	8 53	11 04	" Archbald "	7 15	3 51	6 09
6 22	8 50	11 01	" Winton "	7 18	3 54	6 12
6 18	8 46	10 57	" Peckville "	7 23	3 59	6 16
6 14	8 42	10 53	" Olyphant "	7 27	4 03	6 21
6 11	8 40	10 50	" Priceburg "	7 29	4 07	6 22
6 08	8 38	10 48	" Throop "	7 31	4 10	6 27
6 05	8 35	10 45	" Providence "	7 33	4 14	6 31
6 02	8 32	10 43	" Park Place "	7 35	4 17	6 32
6 00	8 30	10 40	Lv. Scranton Ar.	7 40	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 trains leave 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.

Rates 2 cents per mile.
Lowest Rates to all Points West.

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