INDUSTRIAL AND LABOR

BINGHAMTON IS INDULGING IN HIGH HOPES.

Leader of That City Claims to Have It on Unquestioned Authority That the Shops of This City and Utica Are to Be Located There—Make Up of the D., L. & W. Board for Today. Fire Is Still Raging with Vigor in the Jersey Mine—Shorter Paragraphs of Interest.

"That the removal of the main shops from Scranton and Utica to this city is under consideration at the headquarters of the Lackawanna road in New York at the present time, the Leader is prepared to state on unquestionable authority," said the Binghamton Leader, of Monday evening.

"Ever since the project for the extension of a switch along the south bank of the Susquehanna river was brought up and put forward by the board of trade, the Lacakwanna officials have had this move in mind. If the switch is put through there, the shops will undoubtedly be located on that side of the river. To Binghamton such a move would bring upwards of one thousand families to the city, placing in their pocekts every week thousands of dollars. With the car shops in Binghamton it would be only a question of a short time when the headquarters of the road, now situated in Scranton, would follow.

"What the Delaware, Lackawanna and Western officials want is to get in a city where they can conduct their own business in their own way, interfered with no one. Binghamton is such a place, in their eyes, so it only lies with the citizens of Binghamton to meet them half way for the shops to be built in this city. As they stand in Scranton, the shops have not a sufficient capacity for the road. They must be rebuilt, and there is not room enough there for more shop buildings of the size which the company proposes to build. They must be built somewhere, and Binghamton offers a splendid field. It is centrally located for the entire system, embracing the main line, and the Syracuse and Utica divisions.

"Regarding the matter, some of the officials—the general superintendent, the chief engineer, the superintendent of motive power, and others—are expected in the city the latter part of the week to look over the situation. It is understood that the operating officials look upon the removal here as a decidedly practicable proposition from an operating standpoint.

"With the car shops and machine shops in Binghamton, it would mean that many of the general officers would have their headquarters here, also the possibility of the general headquarters following suit, as stated above. Those who would come are presumably, L. T. Canfield, master car builder; T. S. Lloyd, superintendent of motive power and machinery, together with their official forces.

"The change in the location of the shops, if made, which now seems certain, will occur June 1."

The Nine Hour Day Strike.

Yesterday was an uneventful day in the nine hour day strike, as nothing outside of a routine nature transpired. A number of men were yesterday imported by the Lackawanna, and others are claimed to have quit work.

Five of the company's striking blacksmiths left for New York yesterday noon, to accept positions there, and others of the strikers daily leave for other points. Chairman Humphrey B. Campbell, of the councils, had a long talk yesterday with Secretary Atherton, of the Board of Trade, and discussed the situation with him. Last night Mr. Campbell said to a Tribune man:

"The only way to settle the difficulties is the granting of the original demands and securing an agreement from the men to abstain from further agitation for a stated period. And that's the only way the strike will be settled too." The machinists will work together with the car builders, however, and an offer to the one union must also hold good to the other.

The car builders yesterday received a letter from the Dover union in which information was given of the doings of the Jersey union and the assertion was made that the company had among other imported help six Chinamen at work in the car shops.

Master Car Builder Canfield, of the Lackawanna, was seen yesterday afternoon by a Tribune man, and stated that the company was at present experiencing little inconvenience and as far as the local carshops were concerned could easily endure six more months of the strike. To substantiate his statements he showed a number of the daily reports received by him of the work being done at the carshops along the line. Said he, showing his papers as he spoke:

"Seven hundred and twenty-five cars were repaired by us yesterday, leaving 839 in bad order in the shops, which gives an average of 298 per cent. of our entire equipment." He then compared these figures with those of the work done before the strike occurred and the difference was but a slight one. The local shops, Mr. Canfield claims, are the only ones at which there is a general tie-up, and he, yesterday, asserted that he has made no effort to run them so far, aside from using a few foremen and odd hands, the imported men are nearly all being used in the machine department.

Master Car Builder Canfield stated that the company had 1,641 men at work in the car department before the strike and now have 952 men at work. The Scranton shops employed 739 before the strike.

Silk Mill Girls Meet.

The soft silk workers of the Sauquoit mill held a regular meeting last night in the Guernsey building, and transacted a large amount of routine business. Saturday night the district council will meet in room No. 4, in the Guernsey building.

Petersburg local, No. 219, will not meet tomorrow, as previously announced, but will henceforth hold session on the first Thursday of each month. At last night's meeting a number of grievances was discussed and a number of complaints made against a docking system.

Sargent in the City.

F. P. Sargeant, of Peoria, Ill., grand master of the Brotherhood of Railroad Trainmen, arrived in the city yesterday afternoon and was in almost constant session with members of the local lodges until late last night.

He registered at the Hotel Jermyn about 2.45 o'clock, and the trainmen went into session in their meeting room in the Guernsey building shortly after 3 o'clock. They were busy until after 7 o'clock, their proceedings being of a secret nature. Grand Master Sargeant left the Jermyn early last evening and returned at 10 o'clock with a number of local railrouders. He was in session with these until about 11.20 o'clock.

He will remain in the city today, and it is thought that his stay may have a bearing on the Lackawanna strike.

D., L. & W. Board for Today.

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

TUESDAY, MAY 28.

Wild Cats, East—8 p. m., J. H. Masters; 10 p. m., H. Bisbing; 11 p. m., E. Hallett.

WEDNESDAY, MAY 29.

Wild Cats, East—12.30 a. m., W. W. LaBarr; 3 a. m., C. W. Dunn; 5 a. m., M. Finnerty; 9 a. m., George Thomas; 10 a. m., A. H. Rowe; 11 a. m., M. J. Hennigan; 1 p. m., George Burt; 2 p. m., O. F. Kearney; 5 p. m., J. W. Devine; 6 p. m., E. M. Hallett.

Summits, Etc.—6 a. m., east, Jas. Carrigg; 9 a. m., west, G. Fromfelker; 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, Thompson.

Pullers—10 a. m., F. E. Secor.

Pushers—8 a. m., Heuer; 10 a. m., S. Vinnerty; 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., Singer; 5.30 p. m., Stanton; 7 p. m., Magovern.

Wild Cats, West—5 a. m., O. Randolph; 7 a. m., J. Ginley; 8 a. m., J. J. Murray, with G. T. Staples' men; 10 a. m., J. A. Bush; 11 a. m., W. R. Casmer; 1 p. m., O. Casey; 2 p. m., C. Kingsley; 4 p. m., F. L. Rogers; 6 p. m., T. McCarthy; 7 p. m., A. E. Ketchum.

NOTICE.

Conductor M. Ginley will run pick-up two trips, commencing May 30, with W. H. McAllister's crew.

George Clark will go out with LaBarr.

This and That.

The miners in and about Nanticoke have arranged for a big demonstration on Memorial day. It is estimated that 5,000 men and boys will participate. District President T. D. Nichols and others will deliver addresses.

The carpenters and joiners employed by the Lehigh & Wilkes-Barre Coal company have presented the following demands: "A nine-hour day without a decrease in wages; time and one-fourth for night work, time and one-half for Sunday work." These demands will go into effect June 1.

The directors of the Philadelphia, Wilmington and Baltimore railroad met in Philadelphia yesterday and declared a semi-annual dividend of three per cent. The last semi-annual dividend was four per cent. Nothing was said at the meeting about a consolidation with the Baltimore and Potomac railroad, and it was officially stated that nothing but routine business was considered.

The fire in the old Jersey slope in Plymouth township is not being checked, despite the efforts which are put forth by the officials and men of the Delaware, Lackawanna & Western company. Two pumps are kept running night and day and water is being forced into the slope, but there are so many extensive cave holes that it is feared very little of the water reaches the desired place. The men are within ninety feet of the burning coal, but the sulphur is so strong that they can remain inside only twenty minutes at a time, when they are relieved by another gang, which remains on duty another twenty minutes.

TO GRADE PITTSTON AVENUE.

Scranton Railway Company to Commence Work at Once.

Director of Public Works John E. Roche has been notified by the officials of the Scranton Railway company that that corporation will at once commence the work of grading Pittston avenue, between River street and the Roaring Brook, a distance of three blocks.

The franchise of the Valley Passenger Railway company contained a proviso making the grading of this part of Pittston avenue obligatory upon the company's part. No grade was established at the time by ordinance, nor has there been one since, but as councils recently passed a resolution making the city engineer's grade the official grade for all streets, the company has decided to commence work.

MASTER PLUMBERS EXAMINED.

Put Through the Mill Last Night by a Board of Examiners.

Dr. W. E. Allen, superintendent of health, Plumbing Inspector Arthur Monies and Thomas Connors, constituting a board examiners, last night examined eight master plumbers in the city hall, for master plumbers' certificates.

The examination consisted of written and oral questions and answers, and the examination of plans. Another examination for master plumbers will be conducted some night in the near future, after which the journeymen will be examined.

Ask for Kelly's union crackers. **

Theories About Food

Also A Few Facts on the Same Subject.

We hear much nowadays about health foods and hygienic livigin, about vegetarianism and many other fads along the same line.

Restaurants may be found in the large cities where no meat, pastry or coffee is served and the food crank is in his glory, and arguments and theories galore advanced to prove that meat was never intended for human stomachs, and almost make us believe that our sturdy ancestors who lived four score years in robust health on roast beef, pork and mutton must have been grossly ignorant of the laws of health.

Our forefathers had other things to do than formulate theories about the food they ate. A warm welcome was extended to any kind from bacon to acorns.

A healthy appetite and common sense are excellent guides to follow in matters of diet, and a mixed diet of grains, fruits and meats is undoubtedly the best.

As compared with grains and vegetables, meat furnishes the most nutriment in a highly concentrated form and is digested and assimilated more quickly than vegetables and grains.

Dr. Julius Remmson on this subject says: Nervous persons, people run down in health and of low vitality should eat meat and plenty of it. If the digestion is too feeble at first it may be easily corrected by the regular use of Stuart's Dyspepsia Tablets after each meal. Two of these excellent tablets taken after dinner will digest several thousand grains of meat, eggs or other animal food in three hours, and no matter how weak the stomach may be, no trouble will be experienced if a regular practice is made of using Stuart's Dyspepsia Tablets because they supply the pepsin and diatase necessary to perfect digestion, and every form of indigestion will be overcome by their use.

That large class of people who come under the head of nervous dyspeptics should eat plenty of meat and insure its proper digestion by the daily use of a safe, harmless digestive medicine like Stuart's Dyspepsia Tablets composed of the natural digestive principles, pepsin, diatase, fruit acids and salts, which actually perform the work of digestion. Cheap cathartic medicines masquerading under the names of dyspepsia cures, are useless for indigestion as they have absolutely no effect upon the actual digestion of food.

Dyspepsia in all its many forms is simply a failure of the stomach to digest food and the sensible way to solve the riddle and cure the dyspepsia is to make a daily use at meal time of a preparation like Stuart's Dyspepsia Tablets, which is endorsed by the medical profession and known to contain active digestive principles.

All druggists sell Stuart's Dyspepsia Tablets at 50c. for full treatment.

A little booklet on cause and cure of stomach trouble mailed free by addressing F. A. Stuart Co., Marshall, Mich.

TANGLE FOR THE JUDGES

COURT TO BE ASKED TO SETTLE A KNOTTY QUESTION.

Brought Up by an Equity Suit Instituted by Elizabeth Kraft Against C. D. Neuffer to Restrain the Sale of a Valuable Property at the Corner of Jefferson Avenue and Linden Street—Suit Against the Scranton Traction Company—Verdict for Spruks Bros.

Suit in equity was yesterday instituted by Elizabeth Kraft against C. D. Neuffer to prevent the sale, tomorrow, of a property which she claims to own entirely and of which he claims to be trustee for her and another heir. The idea of wishing to prevent the sale is that a case stated is being prepared to test the title, and until the dispute is settled the property will not bring its full value. After the injunction bill was filed the defense agreed to continue the sale, and nothing further was done.

The property is a valuable one, situated at the corner of Jefferson avenue and Linden street. It was owned by Mrs. Kraft's father, the late William Meyers. In 1878 he executed a deed of trust for the property to Philip Doersam and John Lutz, directing them to sell it after his death and divide the proceeds in certain prescribed proportions between his daughter, Elizabeth Kraft, the plaintiff, and his nephew, Joseph Meyers. These trustees were discharged some time later at their own solicitation and C. D. Neuffer appointed in their stead. In 1881 the elder Meyers changed the trust indenture, making its terms more favorable to his daughter and less favorable to his nephew. In 1886 the nephew assigned his interest in the property to J. S. McAnulty, and two years later died intestate. The next year the uncle revoked and set aside the deed of trust and by his last will and testament left all of the property to his daughter.

There is a question as to whether or not the uncle legally revoked the trust, and if he did not, what interest has the widow of the nephew in the property. Mr. Neuffer, who claims to be trustee, has advertised the property for sale, with a view of dividing it between Mrs. Kraft and the widow of Joseph Meyers. He now agrees, however, to postpone the sale until the standing of Mrs. Meyers can be determined by a lawsuit.

E. C. Newcomb and H. M. Hannah represent the plaintiff.

In Common Pleas Court.

One of the long-standing damage cases against the Scranton Traction company, the predecessor of the Scranton Railway company, was called for trial late yesterday afternoon before Judge Edwards. John Carregan is the plaintiff and is represented by Attorneys James J. O'Malley and A. A. Vosburg. The company is represented by ex-Judge E. N. Willard and Hon. C. P. O'Malley, of Willard, Warren & Knapp.

Carregan was run into by a trolley car on Providence road, near Dean street, December 5, 1895. He was driving from North Scranton to the central city with his huckster wagon and in attempting to cross the track was run into from behind. His horse was badly injured and his wagon wrecked, and he himself sustained painful cuts and bruises.

He claims he looked before attempting to cross and that the road was clear in both directions. There is a curve, however, a few hundred feet beyond the point of the collision and a car was just coming around it when Corregan started to drive over the track. Before he got over the car was upon him.

The company claims that Corregan drove over the track and then suddenly attempted to re-cross when the car was too near to be stopped before reaching him.

The case of W. W. Watt against John McComb was tried before President Judge Edwards. The plaintiff was represented by James F. Bell, T. F. Wells and J. E. Burr. The defendant's attorney was W. S. Hulslander.

It is an action in ejectment to recover a lot in the Fifth ward of Carbondale. Watt sold the lot to Joseph Hall on a contract. Hall assigned it to McComb. The latter failed to pay the balance due and Watt is seeking to recover possession. The only matter in dispute was the amount of the balance. The jury was out at adjourning time figuring on this.

It was the first appearance of Mr. Bell as a trial lawyer. He made the opening for the plaintiff and participated in the examination of the witnesses in a way that would do credit to a veteran.

The case of H. H. Seidel and others against S. F. Shelly. Alfred Harvey and Franklin Howell occupied the whole day before Judge Kelly in No. 2 and is likely to take up another day.

The plaintiff is trying to recover $5,000 on a bond given to insure the faithful performance of an agreement on the part of Shelly to sink three bore holes to test for coal on the Harper tract at Lebanon. Only one hole was sunk and the boring ceased. The defendants are trying now to show that this one hole penetrated all the strata that any three holes could possibly reach, and as it proved to them beyond all question there was no merchantable coal in the tract, they were not bound to sink the other holes. As a further defense they allege that the plaintiff having sustained no damage cannot collect on the bond, it being laid down by the Supreme court that actual damages must be proven in instances of this kind.

A verdict of $399.96 was returned for the plaintiff in the suit of Spruks Bros. against William Kinback and T. C. Robinson, of Carbondale.

Marriage Licenses.

George Andres.....425 Birch street
Maud Richards.....1143 Luzerne street
William Marker.....Scranton
Kate Flattley.....Scranton
Harry W. McMullen.....Carbondale
Edna I. Kagle.....Carbondale
Charles H. Cummings.....Carbondale
Elizabeth Krantz.....Carbondale
George H. Schmidt.....Priceburg
Lena L. Kraft.....Dunmore
Samuel J. Lewis.....Olyphant
Elizabeth Winstone.....Olyphant

COURT HOUSE NEWS NOTES.

The liquor license granted to Elizabeth Klapuska, of 602 Eynon street, was yesterday transferred to Mary Carey.

Timothy Rogelle filed exceptions with Clerk of the Courts Daniels yesterday to the report of the viewers of the proposed new road in Spring Brook township. He was allowed only $10 for the land taken from him for the road.

ADVERTISED LETTERS.

List of letters remaining uncalled for at the Scranton postoffice, Lackawanna County, Pa., May 29, 1901. Persons calling for these letters will please say advertised and give date of list.

Ezra H. Rimple, Postmaster.

Miss Ansbutz.
Dan Brown, Mr. Biglin, Rev. J. W. Baldez, H. L. Barker, Fred Beard, Mrs. Agnes Babcock, Mattie Berry, Mrs. Mary Barrett, Mrs. Frances Barclay.
M. A. Coyle, Miss Ethel Chase, Michael V. Cline, Miss Mary Cannon, Miss Mamie Connelly, Mrs. Sherm Crawford, Noah Chase, Miss Mary Cawley.
Patrick Dyer, Edward Davies, Dathy Dougherty, William Foster, Mrs. Thomas Foy, Right Rev. I. A. Foust, D. D.
Forney Gill, Mrs. James Gilmartin, Miles Gibbons, Miss Marie Geibs, Sadie Gordon, William E. Gernhard, E. A. Gardner.
Mrs. Haller, George Hilbart, Mrs. W. W. Hicks, Thomas Hockey, Miss Mary Hendricks, W. J. Hughes, Charles Heim, Charlie Heiber, Miss Mae Higgins, Mrs. Francis Hockley, Mrs. Lucy Higgins.
Mrs. August Johnson, Miss Blanche Jarrett.
Mrs. Rose Knapp.
Miss Caroline B. Lynch, Theodore F. Latham, Abe Lavish, Miss Mamie Langan.
Miss Tessie McIntosh, Patrick McCue, Allen Monger, George Munoz, J. N. Myers, Miss Nellie McCawley, Emma Messinger.
Leopold Neuman.
Miss Barbara Oechler, care of Mrs. Schieg Jemerson.
Stephen Pettit.
Mrs. Louisa P. Russell, Miss Etta Roberts, Miss Mary Bell Reese, Louis Rich, Mrs. Lydia Robinson.
G. H. Simmon (2), Snover, Coleman & Baird, Vincent Sternroyd, Charles Sonnemore, Stanley Stevens, Miss Katie Stevenson, Professor Henry T. Slater.
Miss Florence Taney, Kromper Temple, W. Tirdel, Rev. Joseph D. Tillinghast, George W. Totrebauer, Mrs. Carrie E. Taylor.
George Wisemer, Michael Wall, Oscar Yates.

ITALIAN.

Gennaro Jurelo, Nicoli Pietro, Biggio Serafino, Lusgi Bezzio, Michiele Chivarone, Dragone Giovanni, Lorenzo Provenzino, Guiseppe De Angelo.

POLISH.

Anton Giamiewicz, Nakost Francisek, Frank Tukaszkewicz, Peter Ardonowicz, Stanislow Cegutis, Jan Sokotowski, Pranzikus Kanklis, Josef Gromkowski, Antony Visclozky, Anthony Visclozky.

HUNGARIAN.

Jozef Bielawski, Johan Tesin, Geange Malsinger, Joseph Waiwada, Hyre Iwanyczar, Jrigis Wilkas, Gusnak Jozef, Cili Gasdheinert, Tatkovics Josef, T. Machintos, Stef Gulyik, Katreiner Deneg, Czepulis Kavarus, Miss Crazy Canes, Frank Zukitas, Joseph Kuzinickas, John Goco, Gyoczbur, Beozy Gulbiers, Dobos Anna, Chat Sakowicz, Fable Carlo, Kuhumec, Petro Belelyak Jarzko.

West Scranton Station.

Continental Mines, Mrs. E. Davis, John Gilroy, Mrs. John Jones, care of Mrs. Rosie Reilly, Charles Kellerman, Henry T. Solla, Annie Murray, W. D. Smith, Priscilla Stratton, Theodore Schensock, Edward Thomas, Mrs. N. W. Weiss.

COMPANIES WILL HAVE TO PAY

Judgments Against Pennsylvania Coal Co. and D., L. & W.

Judge Weiss at Harrisburg yesterday handed down opinions in two cases brought by the commonwealth against the Pennsylvania Coal company and the Delaware, Lackawanna & Western Railroad company for the recovery of taxes on capital stock, in which he orders judgment to be entered for the commonwealth.

The amount against the Pennsylvania Coal company is $10,443.39, and against the Delaware, Lackawanna & Western Railroad company, $9,883.71.

RAILROAD TIME TABLES.

Lehigh Valley Railroad.

In Effect March 3, 1901.

For Philadelphia and New York via D. & H. R. R., at 6.15 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 region, via D. & H. R. R., 6.15, 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 5.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 11.55 a. m., 3.35 (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 car Lehigh Valley parlors 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 509 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 MAY 19, 1901.

Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven, at 8.55 a. m.; express, 1.00; express, 4.00 p. m. Sundays, 2.15 p. m.

For Pittston and Wilkes-Barre, 8.55 a. m.; 1.00 and 4.00 p. m. Sundays, 2.15 p. m.

For Baltimore and Washington and points South and West via Bethlehem, 8.55 a. m., 1.00 and 4 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.55 a. m. and 1.00 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.55 a. m. and 1.00 p. m. Sundays, 2.15 p. m.

For Pottsville, 8.55 a. m., 1.00 p. m.

For Mountain Park, 8.55 a. m., 1.00 and 4.00 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.

Delaware and Hudson.

In Effect May 19, 1901.

Trains for Carbondale leave Scranton at 6.30, 8.05, 8.55, 10.15 a. m.; 12.00, 1.30, 2.14, 3.55, 5.20, 6.25, 7.37, 9.15, 11.45 p. m.; 1.40 a. m.

For Honesdale—6.30, 10.15 a. m.; 2.14 and 5.20 p. m.

For Wilkes-Barre—6.45, 7.48, 8.41, 9.35, 10.47, 11.55 a. m.; 1.28, 2.18, 3.55, 4.27, 6.40, 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—6.30 a. m. and 3.55 p. m.

SUNDAY TRAINS.

For Carbondale—9.00, 11.30 a. m.; 2.44, 3.52, 5.47, 10.52 p. m.

For Wilkes-Barre—9.38, 11.55 a. m.; 1.58, 4.28, 6.27, 8.27 p. m.

For Albany and points north—3.55 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.

Hayes & Varley,

424-426 Spruce St., Between Washington and Wyoming

SPECIAL OFFERINGS IN WASH GOODS

Our Wash Goods department is replete with the most beautiful and best selected goods the market affords, comprising Dimities, Lawns, Batiste, Mouseline de Soie, Whipcords, Linens, Ducks, P. K.'s, Swiss, etc., and many others too numerous to mention.

Cotton Whipcords
In a variety of new shades, consisting of stripes, figures and lace effects, at..... 12½c

Irish Dimities, Lawns, Batistes
There is everything in design, style and color in these three lines that it is possible to make, equal to any similar fabric at 22c. We are offering them at..... 15c

Fancy Hemstitched Batiste
In plain, solid colors, consisting of pink, light blue, yellow, cardinal, etc. Looks as rich as a 50-cent cloth. Price only..... 25c

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 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, 3.35 p. m. For Philadelphia at 8.00 and 10.05 a. m.; 12.55 and 3.35 p. m. For Stroudsburg at 6.10 p. m. Milk accommodation at 5.30 p. m. Arrive at Hoboken at 6.30, 7.48, 10.28, 12.08, 2.15, 4.18, 7.10 p. m. Arrive at Philadelphia at 1.06, 3.35, 6.00 and 8.25 p. m. Arrive from New York at 1.10, 6.32 and 10.21 a. m.; 1.00, 1.52, 5.44, 8.15 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 Binghamton at 7.40 a. m., 1.05 and 5.48 p. m. For Nicholson at 9.00 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.; 3.50 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.55 and 8.00 p. m. From Utica at 2.55 a. m.; 12.55 and 5.50 p. m. From Nicholson at 7.20 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.30 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 9.25 a. m.; 1.10, 5.00 and 8.15 p. m. Arrive at Kingston at 8.52 a. m. Arrive at Plymouth at 2.00, 4.23, 9.45 p. m. Arrive in Scranton from Northumberland at 9.42 a. m.; 12.55, 4.50 and 8.45 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.53 a. m.; 2.20 and 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 5.00, 5.50, 10.05 p. m.; 3.35 and 5.40 p. m.

North—Leave Scranton at 1.45, 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.

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 2.50 p. m.

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

New York, Ontario & Western Railway Company

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

207 Daily except Sunday	205 Daily except Sunday	201 Daily except Sunday	STATIONS	204 Daily except Sunday	206 Daily except Sunday	208 Daily except Sunday
		PM				
		7 10	Ar. N.Y., W. & B.	Lv.		8 00
		AM				PM
		10 45	Ar.	Cadosia	Lv.	5 05
		10 40		Hancock		5 11
		10 34		Starlight		5 17
		10 31		Preston Park		5 20
		10 15		Winwood		5 36
		10 00		Poyntelle		5 51
		9 54		Union		5 57
		9 40		Pleasant Mt.		6 10
		9 35		Uniondale		6 15
		9 30		Forest City		6 20
	PM	9 14		Carbondale Yd	AM	6 35
	6 40	9 10		Carbondale		6 40
	6 36	9 05		White Bridge		6 45
	6 31	9 00		Mayfield Yd		6 50
	6 29	8 58		Mayfield		6 52
	6 23	8 53		Jermyn		6 58
	6 18	8 48		Archbald		7 03
	6 13	8 43		Winton		7 08
	6 08	8 38		Peckville		7 13
	6 03	8 33		Olyphant		7 18
	5 58	8 28		Throop		7 23
	5 53	8 23		Providence		7 28
	5 50	8 20		Park Place		7 31
	5 45	8 15		Scranton	Ar.	7 36
	PM	AM				AM

Additional trains leave Carbonmale for Mayfield Yard 6.45 p.m except Sunday and 7.40 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 8.45 am daily, arriving at Carbondale at 8.55 am.

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

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J. E. WELSH, Trav. Agent, Scranton, Pa.

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