INDUSTRIAL AND LABOR

SYRACUSE AND BINGHAMTON AFTER THE SHOPS.

Both Cities Are Urging the D., L. & W. Company to Favor Them. President Truesdale Is Quoted as Saying It Would Be Better to Move the Shops from Here to a Different Atmosphere—Present Status of the Strike—The Board for Today—Erie Officials Here.

Syracuse, like Binghamton, is resting on the assumption that the Delaware, Lackawanna and Western shops are to be removed from this city and is making an effort to secure them. The Herald of Syracuse says:

President Francis E. Bacon, of the Chamber of Commerce, this afternoon took steps in an effort to have the main shops of the Delaware, Lackawanna and Western company, located in this city. The shops are now at Scranton, Pa., and Utica, and the company has been troubled in both cities considerable within the last month by the machinists and allied trades men striking, completely shutting down the Scranton plant and necessitating the importing of labor from other cities to Utica.

The company has been talking of moving the shops from both cities to some other point, but no definite action was considered probable for some time to come. The labor troubles, though, hastened action. Plans have been under consideration, also sites in other cities considered. Binghamton business men have been making great efforts to have the shops located in that city. The company has large shops in this city, which are not used to nearly their full capacity, and there is plenty of abutting ground which can be secured for the erection of additional buildings.

The Binghamton Republican of yesterday had the following:

That the Delaware, Lackawanna & Western car shops will be moved from Scranton to this city seems to be more certain each day. A committee from the Board of Trade has been working among the property holders and have obtained promises of land whereby it has been possible to offer the company a large tract of land on which to locate the shops. Just where they would be located if the company decides to move them has not been decided, but it is understood that the board will furnish a desirable location and better inducements than have been given to any other industry since the board's inception.

President Truesdale, of the Lackawanna, says: I do not think that it is within my power to definitely decide what shall be done with the shops, but I am of the opinion that it would be better for the company to remove the shops to a different atmosphere, some city where unions do not control the industries and are not supreme in all matters concerning labor. I am pleased with the proposition which has been made by certain parties in Binghamton and will place the matter before the board of directors at their next meeting, which will occur some time before the first of the month. The present strike in Scranton has changed some of my plans materially and I am now in favor of locating the shops which are now in that city, together with some of the smaller repair shops, in some other city where conditions are more favorable for both the company and its employes. The offer from Binghamton is most generous and I am in favor of accepting it, but I cannot tell what the board of directors will decide. It seems to me, however, that they cannot do better than accept it and begin the work of making the change at once.

Prominent officials of the road are in the city almost every day looking over the locations offered and making preparations which look as though it was certain that Binghamton was the chosen city.

Status of the Strike.

Master Car Builder L. T. Canfield, of the Delaware, Lackawanna & Western railroad company yesterday derived much enjoyment out of a piece of information sent him from Hoboken. It was a matter which might be considered to have a rather significant meaning, and is hereby narrated, as given by Mr. Canfield to a Tribune man. Said he:

"The president of the Hoboken union applied to the general foreman of the car department at that point to-day, for a job and told him he was tired of the strike. The president's name is Herman Bender and he is the same man who was recently in the city as a representative of the Hoboken union. His application must be first filed with us, according to a form we have now adopted, and will then be given due consideration.

"My advices from Buffalo to-day inform me that we now have almost our entire complement of men at work there. One hundred and five hands are at work and before the strike we had one hundred and twelve. We have put some new men at work in the local shops to-day and expect more to-morrow."

The statement was also given out from the machine shops that 45 per cent. of the original number of men employed in them is now at work. Tuesday night three of the apprentice boys were discharged by the machine shops authorities. The boys Monday broke open the box of one of the striking machinists and took his tools. On being charged with the theft Tuesday they admitted their guilt, returned the men's equipment and were then discharged. The pay roll for the men on strike has now been made up and turned in. The pay roll of last month for the car shops employes at Scranton was $35,000, and this month it will be less than $1,000. The machine shops' pay roll goes down from $27,000 to $7,800.

The striking fire pullers met last night in the car builders' headquarters and appointed committees to visit Elmira and Hoboken, with a view to calling out the men there. Those at Buffalo and Kingston have been already ordered to stop work. Next Wednesday there will be another general meeting in this city of representatives of the striking car builders along the Lackawanna system.

The exodus of strikers from the city continues. Several blacksmiths left yesterday for New York and many of the men will soon leave for Easton. Chairman Campbell, of the Metal Trades' council, last night expressed himself as confident that the strike will be soon over and declared that the wholesale departure of good machinists from the city was bound to have its effect upon the employers. The business men, he claimed, are solid for the strikers, as their generous responses to the solicitations for advertisements in the programme of their entertainment has already shown.

H. C. Gallagher, of Electric City lodge, machinists, will represent that body at the biennial convention, which opens at Toronto June 4. Chairman Campbell yesterday met Colonel L. A. Watres, who is a member of the special committee of the board of trade, appointed to look into the strike and briefly discussed matters with him.

Visit of the Officials.

President F. D. Underwood, of the Erie Railroad company, and a large number of other officials of the company arrived in Wilkes-Barre Tuesday night on a special, and spent yesterday morning there and here, leaving at noon for New York. Their visit was in the nature of an inspection tour, they traveling over the Wyoming division from Pittston to this city and conferring with General Superintendent W. A. May, of the Erie coal properties, on general business matters.

They arrived here yesterday noon and were only in the city long enough for lunch. Their train consisted of a sleeper and President Underwood's finely furnished private car. The party consisted of President F. D. Underwood, G. M. Cumming, vice-president; C. R. Fitch, general manager; H. E. Gilpin, general agent; A. E. Mitchell, superintendent of motive power; C. W. Buchholz, chief engineer; Charles H. Moore, first assistant chief engineer; H. B. Chamberlain, traffic manager; M. E. Johns, trainmaster; George W. Dowe, general superintendent New York, Susquehanna and Western, and W. A. May, general manager Erie Coal properties.

Here on Personal Business.

Grand Master F. P. Sargeant, of the Brotherhood of Railroad Firemen, left the city at 4.50 o'clock yesterday afternoon for Albany, N. Y., after a one day's stay in this city. He was seen at the Hotel Jermyn by a Tribune man, and when asked what it was that caused his head visit, he said:

"I came here on purely personal business. While some of the boys have dropped in to see me, I have had no conferences not transacted any business whatsoever of a public nature. My visit has nothing at all to do with the strikes of the machinists and car builders, or with any local grievances of the switchmen. I was present at no meetings during my visit here."

Teamsters' President in City.

National President C. L. Robinson, of the International Association of Team Drivers, was in the city yesterday and last night addressed a well-attended meeting of the local lodges of team drivers and cabmen. Four of the former and one of the latter were represented, there being about forty members in all present.

Lodges from the central city, Dunmore and North Scranton all had delegates present.

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

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

WEDNESDAY, MAY 29.

Wild Cats East—8 p. m., J. Mosier; 10 p. m., F. E. Van Wormer; 11 p. m., J. Burkhart.

THURSDAY, MAY 30.

Wild Cats East—12.30 a. m., J. J. Costello; 2 a. m., W. A. Bartholomew; 3 a. m., D. Wallace; 5 a. m., O. W. Fitzgerald; 9 a. m., Loughney; 10 a. m., Bisbing; 11 a. m., M. Golden; 1 p. m., Staples, with C. Bartholomew's men; 5 p. m., T. Fitzpatrick; 6 p. m., P. Cavanaugh.

Summits, etc.—6 a. m., east, Jas. Carrigg; 10 a. m., west, G. Fromelcher; 6 p. m., east, J. Hennigan.

Pullers—10 a. m., F. E. Scour.

Pushers—8 a. m., Houser; 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., Singer; 5.30 p. m., Stanton; 7 p. m., Magovern.

Wild Cats West—8 a. m., John Gahagan; 11 p. m., M. Carmody; 1 p. m., Mills, with Doblman's men; 2 p. m., F. Wall; 4 p. m., O. Randolph; 7 p. m., J. Ginter.

NOTICE.

Conductor Cooler will run P. J. Noalis' crew May 29, and until further notice.

Brakeman E. Neal reports for J. Mosier.

Brakeman F. E. Banks and F. W. Michaels will call at trainmaster's office.

SHOULD BE APT AT FIGURES

JURY GIVEN ANYTHING BUT AN EASY TASK.

Asked to Find What It Would Cost to Bore Two Un-bored Boreholes. Equity Proceedings Begun to Bring About the Appointment of a Receiver for the Harvey Silk Company—Allegations That the Business Is Not Properly Managed. Other Court Matters.

A general verdict for the plaintiff was directed by Judge Kelly yesterday in the case of H. H. Seidel and others against Stephen F. Shelly and Alfred Harvey and Franklin Howell, bondsmen, the suit growing out of the failure of Shelly to complete a contract to make borings for coal on a tract of land at Lebanon, owned by the Harper estate and controlled by the plaintiffs.

The verdict was, however, subject to the reserved point of law as to whether or not the $5,000 mentioned in the bond was anything more than security. The jury was instructed to find that the penalty in the bond was $5,000, so that in case the court should later decide that the $5,000 was liquidated, damages judgment on such a finding could be entered without the necessity of another trial.

The case was submitted to the jury to determine the amount of the actual damages sustained by the failure of Shelly to complete his contract.

Shelly was to sink three bore holes, two angular ones and an additional and perpendicular one that would penetrate such strata as the angular holes would not strike. As compensation for sinking the holes he was to have an option to lease the coal. He sank one angular hole a distance of 1,501 feet, and being convinced there was no marketable coal on the land, refrained from boring the other holes. The plaintiffs thereupon brought suit to recover on the $5,000 bond he gave to guarantee the completion of the work.

The defense was that the tract was misrepresented and that when the first boring showed this, there was no call upon the contractor to proceed further; that, at all events, the plaintiff suffered no actual damage by the neglect of the contractor to bore the other two holes, and the bond being only a security for damages, the plaintiffs could secure only such damages as they actually sustained.

Judge Kelly ruled that the defendants have no right to defend on the ground that the other two holes would be of no use to the plaintiffs; they bargained for three holes and are entitled to three holes. The measure of damages, the judge said, would properly be what it would cost to bore the other two holes.

This left the jury with the problem of finding out how deep the second hole would have to be sunk to reach true conglomerate, and how deep a perpendicular hole would have to go to tap the strata not pierced by the other two holes.

The jury went out at 4.30 o'clock, with instructions to report their finding on Friday morning, as court will not be in session today. The case was one of the most vigorously contested that has been before the local court in many a day. The witnesses were comparatively few, but the attorneys, J. H. Torrey, for the plaintiffs, and Major Everett Warren, Hon. C. P. O'Malley and Walter Briggs for the defendants, extended the case over the better part of three days, with their arguments on legal technicalities.

In the case of W. W. Watt against John McComb, the jury brought in a verdict for the plaintiff in the sum of $1,074.55.

The case of John Corregan against the Scranton Traction company came to an abrupt termination yesterday morning. Just before the taking of testimony was to be begun, Attorneys A. A. Vosburg and James J. O'Malley, representing the plaintiff, moved to amend their declaration by including a $500 claim for personal injuries, and when Judge Edwards allowed it, the defendant's attorney, ex-Judge E. N. Willard, pleaded surprise and induced the court to grant a continuance.

Judge Edwards now has before him the trespass case of J. E. Westgate against J. K. Wideman, a dispute over $93, growing out of some road making done jointly by the parties at their home in Benton township. C. H. Soper represents the plaintiff and E. C. Newcomb the defendant.

Wants a Receiver Appointed.

Equity proceedings were instituted yesterday in Prothonotary Copeland's office by Virginia Harvey, administratrix of the estate of Albert Harvey, deceased, to dissolve the partnership existing between her, as administratrix, and Alfred Harvey, in the business of manufacturing silk.

It is alleged that Alfred and Albert Harvey formed a co-partnership for the manufacture of silk and that at the time of Albert's death, September 1, 1898, they were under agreement that one-fourth of the profits should go to him and three-fourths to Alfred. The administratrix is now complaining that Alfred Harvey refuses to render an accounting, and that he is mismanaging the business. She asks that the partnership be dissolved and a receiver appointed.

E. C. Newcomb, C. Balentine and W. R. Lewis are the plaintiff's attorneys.

Marriage Licenses.

Nicholas Fossey	1015 Oxford street
Sarah Saunders	1208 Luzerne street
Miles Price	Archbald Mines
Anna Musselman	Scranton
William R. Davies	Dunmore
May Mann	Dunmore
Rice Price Saville	1018 West Lackawanna ave.
Tillie Arnold	805 Lynn street
John Puydiz	Scranton
Marie Kazisia	Scranton
John W. Thomas	Taylor
Susie Moses	Taylor
David Watkins	Rendham
Helen Williams	Bellevue
Harry Hutzak	Old Forge
Fedorka Yiczok	Old Forge
Edward Bebulski	Scranton
Sophia Bechlavira	Scranton

THEIR GRAVES DECORATED.

Circle No. 19, Ladies of G. A. R., Remember Departed Sisters.

A committee of ladies representing Circle No. 19, Ladies of the Grand Army of the Republic, which was organized fourteen years ago, visited the various cemeteries last Tuesday and decorated the graves of the sisters who have died since the formation of the circle.

Decorating was done on this day on account of other duties taking up their time on Memorial day.

NERVE HUNGER

As the Copper Wire Is to Electricity, So Is the Nerve Circuit to the Human Body—Conditions That Interrupt the Current of Nerve Force Supply Cause Weakness and Pain—Hungry Nerves.

The reason most people are sick is because of Nerve Hunger. The great success of Dr. A. W. Chase's Nerve Pills is because of their satisfying this hunger. There is nothing mysterious about the thousands of cures made by them, because the many symptoms overcome are the results of nerve hunger. Poor appetite is nerve hunger, so is wasting strength, neuralgia, throbbing, palpitating heart, sleepless nights, sudden startings, morning languor, brain fag, inability to work or think, exhaustion on exertion, digestion slow, food heavy, easily excited, nervous, trembling hands and limbs, loss of flesh, loss of muscular power, irritable, despondent.

Mrs. J. L. Johnson of No. 729 North Main street, Scranton, Pa., says:—"Dr. A. W. Chase's Nerve Pills are excellent. I was so nervous and dizzy and the stomach digesting its food badly. This condition induced a feeling of debility and lassitude. Hearing of the Nerve Pills at Mathews Brothers Drug store of No. 320 Lackawanna avenue, I got a box and the result has certainly been fine. They gave the stomach strength to handle the food properly—the nervousness and dizziness disappeared completely and my general strength and vigor returned, consequently I am pleased and glad to recommend the medicine."

The genuine Dr. A. W. Chase's Nerve Pills are put up only in this package. Beware of imitations similar in name. See that initials A. W., portrait and signature are on the box you buy. 50 cents at druggists, or Dr. A. W. Chase Medicine Co., Buffalo, N. Y.

Meldrum, Scott & Co.

Men's Department

We desire to call your attention to our new line of

Negligee, Stiff Bosom and Dress Shirts

which have just been received

In Negligee—We are showing only the newest things for the season—particularly in ox-blood and blue assortments. Prices from

$1.00 up.

Stiff Bosoms—All new effects at

75c and $1.00.

Dress Shirts—Long and short bosom, open or closed fronts, in all qualities.

Elegant assortment of Collars, Cuffs, Neckwear, Hosiery and Suspenders.

126 Wyoming Ave.

New Phone and Old Phone.

Pocono Heights House

Accommodates 50; modern improvements; trout streams on premises; terms moderate; best references. Send for circular.

Samuel Edingar, Mt. Pocono, Pa.

RAILROAD TIME TABLES.

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 1.40, 6.32 and 10.23 a. m.; 1.00, 1.52, 5.43, 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 11.55 p. m. For Oswego and Syracuse at 6.35 a. m. and 1.55 p. m. For Utica at 1.40 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.; 12.58 and 8.00 p. m. From Utica at 2.55 a. m.; 12.58 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 9.12 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.; 2.20 and 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 3.00, 5.50, 10.05 p. m.; 3.33 and 8.40 p. m.

North—Leave Scranton at 1.15, 6.35 a. m.; 1.55, 5.48 and 11.55 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., 8.03 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., 3.33 (Black Diamond Express), 7.18, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 11.55, 8.27 p. m.

Pullman parlor and sleeping or 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 209 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, 1.10; express, 4.00 p. m. Sundays, 2.15 p. m.

For Pittston and Wilkes-Barre, 8.55 a. m.; 1.10 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., 1.10 and 4 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.55 a. m. and 1.10 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.55 a. m. and 1.10 p. m. Sundays, 2.15 p. m.

For Pottsville, 8.55 a. m., 1.10 p. m.

For Mountain Park, 8.55 a. m., 1.10 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 6.20, 8.05, 8.53, 10.13 a. m.; 12.00, 1.20, 2.41, 4.53, 5.29, 6.25, 7.37, 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, 8.41, 9.38, 10.17, 11.55 a. m.; 1.25, 2.18, 3.33, 4.27, 6.10, 7.18, 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, 11.32 a. m.; 2.44, 3.52, 5.47, 10.52 p. m.

For Wilkes-Barre—9.38, 11.55 a. m.; 1.58, 4.25, 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.

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

Full Set Teeth (that fit)	$5.00
Gold Fillings	$1.00
Silver Fillings	.50
Gold Crowns	$3.00 to $5.00
Teeth Without Plates	$5.00
Cleaning Teeth	50c

NO PAIN! NO PLATES REQUIRED NO GAS!

FREE No charge for Painless Extracting When Other Work Is Done. **FREE**

We give a written guarantee for 20 years on all work. The fact that this is an Incorporated Company doing business under the laws of this State, and operating a system of 20 offices, is a sufficient guarantee of our responsibility and that we **Do Exactly as We Advertise.**

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.

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Clock's Best

Union Made

Tobacco

A Good Smoke or Chew.
A Trial Solicited.
Satisfaction Guaranteed.

MANUFACTURED BY
The Clock Tobacco Co.,
644-46-48 Wyoming Ave.
Scranton, Pa.

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

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WILLIAMS & McANULTY

Temporary Store—126 Washington Ave.

Carpets. Wall Paper. Draperies.

E. Robinson's Sons

Lager Beer Brewery

Manufacturers of

OLD STOCK PILSNER

485 to 455 N. Ninth Street, SCRANTON, PA

Telephone Call, 2333.

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.

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.

Ontario & Western Railway

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

307 Express Sun.	305 Sun. only	301 Express Sun.	STATIONS	308 Daily	306 Express Sun.	302 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.	.....	3 05	4 30
.....	10 40	12 58	" Hancock "	.....	3 11	4 35
.....	10 31	12 48	" Starlight "	.....	3 22	4 45
.....	10 21	12 31	" Preston Park "	.....	3 31	4 55
.....	10 15	12 26	" Winwood "	.....	3 41	5 05
.....	10 00	12 10	" Poyntelle "	.....	3 50	5 14
.....	9 50	11 58	" Orson "	.....	3 55	5 28
.....	9 40	11 48	" Pleasant Mt. "	.....	4 06	5 30
.....	9 30	11 35	" Uniondale "	.....	4 05	5 34
.....	9 20	11 25	" Forest City "	.....	4 19	5 43
..... PM	9 14	11 23	" Carbondale Yd "	AM	4 26	5 51
6 40	9 10	11 20	" Carbondale "	7 00	4 35	5 54
6 36	9 07		" White Bridge "	7 03		
6 34	9 03	11 14	" Mayfield Yd "	7 05	4 45	5 58
6 30	9 00	11 11	" Mayfield "	7 07	4 48	6 01
6 26	8 54	11 05	" Jermyn "	7 09	4 56	6 05
6 24	8 51	11 04	" Archbald "	7 15	5 16	6 20
6 20	8 50	11 01	" Winton "	7 18	5 20	6 12
6 18	8 45	10 56	" Peckville "	7 23	5 26	6 16
6 14	8 42	10 53	" Olyphant "	7 25	5 29	6 21
6 11	8 40	10 50	" Priceburg "	7 29	5 37	6 28
6 09	8 38	10 48	" Throop "	7 31	5 40	6 27
6 06	8 35	10 45	" Providence "	7 34	5 46	6 31
6 03	8 32	10 41	" Park Place "	7 36	5 50	6 35
6 00	8 30	10 40	Lv. Scranton Ar.	7 40	5 55	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 8.45 am daily, arriving at Carbondale at 8.55 am.

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