INDUSTRIAL AND LABOR

STRIKERS DECIDE NOT TO RETURN TO WORK.

Held Important Meeting In This City Yesterday and Saturday. Present Condition of the Anthracite Coal Market—Oliver S. Lutz Has Resigned His Position as Business Agent of the Carpenters Union—Make Up of the D. L. & W. Board for Today—Short Notes.

The striking car builders turned out in force yesterday afternoon and reported at Fruehan's hall, South Scranton, where it had been reported to them that a meeting was to be held for the purpose of starting an opposition union. It had been reported at headquarters that one Jacob Weisman, who struck with the other men and is now employed at Nay Aug park, had gone among the car builders of South Scranton, acting as an agent for the company.

Weisman, it was said, had told the men that the company was willing to grant a 12½ per cent. increase on the straight ten hour day, and that the executive committee was unwilling to confer with Master Builder Canfield. He arranged for a general meeting of the men yesterday afternoon. On the car builders hearing of this, a message was sent to Mr. Canfield, asking for an audience with him, to discuss the matter.

He declined, however, to meet them until they stated their business explicitly. Mr. Canfield is also said to have taken the same attitude as Mr. Lloyd regarding the matter of meeting representatives of the strikers to discuss the general situation, the offer being made through the citizens' committee. When the crowd of strikers appeared at Fruehan's hall yesterday, they found no one but the owner of the place about, and when he heard the purpose of the meeting he locked the doors and left. The strikers and South Scranton men then adjourned to Schimpff's hall, where the latter men were made acquainted with the exact condition of affairs. Today the executive committee will petition Director of Public Works Roche to remove Weisman from his position at the park.

A meeting of the striking blacksmiths was held Saturday afternoon, for the purpose of discussing the rumored intention of thirty of the Cliff works blacksmiths of returning to work this morning. Short speeches were given by several of those present, showing the Dickson pen what affect this action would have on the body as a whole, and then everyone left the meeting except the Cliff works employes themselves and President Humphrey B. Campbell, of the council, whom the men insisted upon being present.

A vote was taken on the question of returning to work, the motion being put in the affirmative form: "Resolved that we resume work on Monday." Two of the men present left the room before the vote was taken and of those present every man voted against the proposal. A committee was then appointed to wait upon Superintendent Delaney and notify him that he need not open the shops to-day.

An effort has been made to bring about a meeting between the strikers and Lackawanna company, the general citizens' committee acting as the intermediary. The company authorities, however, refused to meet any committee until the employes first signified their willingness to make some concessions from the original demands.

The Lackawanna's striking car builders Saturday petitioned Recorder Connell not to appoint to any position on the police force ex-Lieutenant M. S. Spellman, nor to make H. F. Ferber chief of the fire department. Their reason for presenting the petition is that both men are acting as special police for the Delaware, Lackawanna & Western Railroad company.

The Hard Coal Market.

The hard coal market is feeling the arrival of warmer weather, though the tonnage shipped from the mines is, on the whole, holding up well. Scattered strikes and a general disposition among the miners to take things easy affect the output. The tonnage mined per day's work is undoubtedly less than a year ago.

Trade in the west shows some odd features. Retail buying is light, yet there is little coal accumulating on the docks. Shipments up the lakes are now of normal volume. The regular rate from Buffalo to Lake Michigan and Lake superior ports is now 40c., but this may be reduced to 35c. At the head of the lakes supplies have been unusually low, but coal is now arriving more freely. In Chicago territory the new system of monthly discounts seems to be working well and the large dealers have been getting in coal as fast as arrivals permitted. The retail demand is small. Along the seaboard demand has held up well. The heavy movement to points beyond Cape Cod, however, begins to show signs of falling off. This will probably not affect the mining companies much, since it will permit a heavier movement up the lakes. A general lessening in buying is to be expected soon anyway and the real test of the new selling plan will come next month. So far the weather has favored the coal man and the year's productions promises to be large, very possibly the largest on record.

The June prices for free burning white ash coal f. o. b. New York are: Broken, $3.70; egg, $3.75; stove and nut, $4.20. Pea is about $2.75; buckwheat, $2.25.—Engineering and Mining Journal.

Lutz Has Resigned.

Oliver S. Lutz has resigned the position of business agent of the local carpenters' union and is now considering several offers of which he is in receipt. He may accept a place out of the city. His resignation was tendered Friday night and Saturday he was notified of its acceptance.

Mr. Lutz is succeeded by E. C. Patterson, president of the union, and the latter's place will be filled next Friday night, when occurs the annual election of the carpenters' union. Mr. Lutz succeeded J. W. Knowlton as business agent, and has done excellent work in the capacity.

The carpenters' strike was on when he took hold of it and the fact that matters have been practically adjusted and that though on strike all of the carpenters are now working at good wages and hours is due to the foresight and care which Mr. Lutz exercised in handling affairs.

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

The following is the make-up of the D., L. and W. board for today:

Scranton, June 10, 1901.

SUNDAY, JUNE 9.

Wild Cats, East—8 p. m., M. Staples, with C. Bartholomew's crew; 11 p. m., A. H. Rowe.

MONDAY, JUNE 10.

Wild Cats, East—12.30 a. m., G. T. Stanton; 8 a. m., W. A. Bartholomew; 3 a. m., Burt; 10 a. m., A. C. Hammitt; 11 p. m., M. Finnerty; 1 p. m., F. Van Wormer; 2 p. m., M. J. Hennigan; 3 p. m., D. Wallace; 5 p. m., P. Cavanaugh; 6 p. m., J. J. Costello.

Summits, Etc.—10 a. m., W. H. Bartholomew, with G. Fromnetker's crew; 6 p. m., east, J. Hennigan; 9 p. m., east, W. H. Nichols; 7 p. m., east from Nay Aug, E. McAllister; 7 p. m., west from Cayuga, M. Ginley, with Thompson's crew; 7 p. m., west from Cayuga, McLane.

Pulls.—10 a. m., C. E. Secor.

Pusher—8 a. m., G. Houser; 10 a. m., S. Finnerty; 11.30 a. m., Moran; 7 p. m., Murphy; 9 p. m., Lamping; 10 p. m., A. Widener.

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

Wild Cats, West—10 a. m., F. Wall; 11 a. m., T. Doudican; 2 p. m., O. Randolph; 4 p. m., M. Carmody; 5 p. m., A. F. Mullen; 6 p. m., J. Ginley.

NOTICE.

Brakeman H. C. Matthewson reports with Doughican.

Brakeman Hettiercon reports with E. McAllister.

William Gallagher will go out with M. Golden as flagman.

This and That.

The Lehigh Valley railroad firemen have made a demand for an additional man on every large engine. The grievance committee held a short conference at Bethlehem Friday with one of the officials. The latter was unable to give an answer and he invited the men to that place again this morning.

The Easton, Bangor & Tatamy Street Railway company will build its line at once. The contract was let on Wednesday at the directors' meeting in Bangor, to M. P. McGrath, who has built a number of street railways in this section within the past few years and is now constructing the Delaware Valley railroad.—Stroudsburg Times.

Governor Stone Saturday night affixed his signature to the Garner bill, which increases the number of mine inspectors from eight to sixteen and provides for their election by the people. The eight now in office will continue until the expiration of their term and the others will be elected.

WILLIAM O'HARA HELD UP.

Was Robbed of $15 by a Gang of Thugs Saturday Morning.

There have been several hold-ups near the Phelps street crossing of the Delaware & Hudson railroad within the past few weeks. The latest occurred early Saturday morning, when William O'Hara, of Green Ridge, was halted by a gang of four or five men and robbed of $15.

The gang demanded his money and when he refused to turn it over they knocked him down and beat him before forcibly taking it. The police have been notified of the occurrence.

BILLIOTT IS A FREE MAN

JURY RETURNS A VERDICT OF NOT GUILTY.

Finding Means That the Jury Believes Frank Tollerego Did the Stabbing—The First Ballot Stood Eight for Acquittal and Four for Conviction—Three Murder Cases in this Week's List—Little Libel Case Scheduled for To-morrow—Sentences Imposed.

Early Saturday morning the jury in the Billiott murder case came to an agreement and, at the opening of court, reported a verdict of acquittal.

Before retiring at 11 o'clock Friday night, the jury, it is said, stood eight for acquittal and four for conviction. The case hinged on the reasonable doubt, it is said, and after breakfast Saturday morning, the whole twelve concluded that there was a very reasonable doubt that Frank Tollerego and not Sam Billiott committed the crime.

Billiott evidenced no great concern over the verdict. He has no relatives in this country and no one whom he could consider anything more than an acquaintance, consequently he made his way from the court room without anyone weeping on his shoulder or anything like that. He shook hands with his attorneys, O'Brien & Martin, and a few of his countrymen, and went away, accompanied by two of the latter.

Three murder cases are scheduled for today, but it is probable that only one of them will be tried. District Attorney W. R. Lewis said last week that he thought the case against Josephine Bevelavqua would be the one to go to trial. She is charged with the shooting of Mary Paul Rose, and her husband is charged with having incited her to do the deed. The cases will not be tried together. The husband's case will depend on the finding in the wife's case. The Papa case, which was put over from last week, is likely to be again continued.

LITTLE LIBEL CASE.

Tomorrow the case of Richard Little, editor of the Scrantonian, charged with libelling John Mitchell, president of the United Mine Workers, is scheduled for trial. It is the first case on the list for the day, and unless something unexpected intervenes to put it over, it will go to trial. Mr. Mitchell arived in the city last night to consult with his attorneys, O'Brien & Martin, in the preparation of the prosecution. Little will be defended by John J. Murphy. Other attorneys are acting as advisory counsel for the defense but as yet they have not had their appearance entered.

The case in which Martin Flaherty and Frederick Dilcher are accused by Richard Little with conspiracy to kill off the Scrantonian is at the head of Wednesday's list. As the attorneys in the libel case are also interested in this case, the chances are it will not be reached till the end of the week, if the libel case goes to trial.

The Minooka fraudulent voting cases prosecuted by John J. Coyne, and the gaming house cases against Stephen E. Cawley, Michael Gallagher and Harry Oblinger, prosecuted by Robert Wilson, of the Municipal league, are to come up tomorrow. Judge Kelly will preside in the main court room; Judge Carpenter in No. 2, and Judge G. L. Halsey, of Luzerne, in No. 3.

SENTENCES IMPOSED.

Fines of $100 were imposed by Judge Edwards on Edward Padden and Thomas Barry, convicted of the least serious of the accusations made against them by 13-year-old Edna Hunt. In pronouncing sentence, Judge Edwards said the jury had been very lenient. The law does not provide imprisonment as a penalty for this offense, the judge said, and accordinly he had to be content to sentence them to pay $100 apiece and costs.

John Upsit, of Austin Heights, charged with assault and battery on John Sharrak, his boarding boss, and a more serious offense against Sharrak's wife, was fined $5 and costs in the first case and $25 and costs in the second.

C. E. Weise and Edward Chapman were sentenced to pay the costs in the case in which they were charged by Joseph Walker with forcible entry and detainer.

John Harris and Joseph Walsh, convicted of stealing a slot machine, were remanded for sentence.

Attorney Herbert L. Taylor will apply for a new trial for Harris. Walsh is defendant in another thievery case set down for this week.

M. Taylor also had sentence suspended in the case of Henry Walters, the bottler, who was found not guilty, but directed to pay half the costs in the case in which the Municipal league charged him with selling by the glass. Mr. Taylor informed the court that Agent Wilson had Mr. Walters arested again Saturday on the same charge.

Court House News Notes.

Attorney S. B. Price, representing the plaintiff, has taken an appeal to the Superior court in the case of George L. Peck, trustee, against William Connell. It is returnable the second Monday of January, 1902.

Dennis P. Kane, by Attorneys Rice & Donnelly, brought suit Saturday against the Scranton Railway company for $3,000 damages. Mr. Kane alleges he was injured to that extent in a street car collision on Penn avenue, March 19 last.

Application for divorce was made Saturday by David Brown, the colored Rough Rider. He alleges that his wife, Lottie Brown, whom he married while doing garrison duty in Montana, refused to stay in Scranton and when he declined to go back to the west with her, she went alone, and has never returned. John F. Scragg is his attorney.

NINETIETH ANNIVERSARY OF ISAAC DEAN CELEBRATED

His Children, Grandchildren and Great Grandchildren Gather at the Home of His Son at Waverly to Congratulate Him.

The ninetieth anniversary of the birth of Israel Dean, one of the oldest and most prominent residents of this county and who has resided considerably in this city, was celebrated at the beautiful country home of his son, Attorney Arthur D. Dean, on Saturday, in Waverly. It was an event long to be remembered by those present, for it was also a time of reunion for the Dean family. Fully one hundred and fifty persons responded personally to the invitations issued and many regrets were received from those unable to attend. Among the guests were representatives from five different states. Four generations of the Dean family were represented. The house was tastefully decorated.

The day, though somewhat chilly, did not prevent the use of the spacious lawn and porch. No special programme was carried out, but each had a most delightful social time and Mr. and Mrs. Dean most generously displayed their hospitality. Isaac Dean, in whose honor the event occurred, was present, and that happy, animated spirit which nature has endowed him with was at its best. He gladly welcomed all the guests and received their congratulations, not with the feebleness that might be expected in one who had reached ninety mile stones in life's race, but with the alertness of youth. Mr. Dean is a remarkable man for one of his age, being of excellent physical and mental strength and full of energy such as has always characterized him. He bids fair to reach the century mark if his physical constitution is any indication of longevity.

Mr. Dean is of a family of eight children, of whom only two others besides himself are living. They are Myron Dean, of this city, and Mrs. Mary Dean Eaton, of Dalton. Mr. Dean is also the father of five children, Emma Louise Anderson, who died in 1896, Albert Willander, Dalton; Arthur D. Waverly; Mrs. George Shires, Scranton; Dr. George Edgar, Scranton, and Mrs. M. R. Walter, Scranton. He also has nine grandchildren, Harry Northup Dean, Walter Clark Dean, Maurice Bessel Dean, Carroll Sisson Dean, James Davis Dean, Mirlan Dean, Elsie M. Shires, Percy Shires, and he is especially honored with two great grandchildren, Prentice and George Edgar Dean, sons of Harry N. Dean, of this city. All of the grand children and great grandchildren were present excepting Walter Clark Dean, who is an electrician in the United States navy at Norfolk, Va.

At noon a bountiful repast was served to all the guests in the house and on the porch. The following persons served at the tables: Miss Blanche Kennedy, Miss Marjorie Dean, Sophia Miller, Elsie Shires, Etta Miller, Sue Frances Waite, Miss Mayme Hodgson, Mrs. W. A. Dean, Maurice Dean, Carroll S. Deane, Russell Dean, Percy Shires, Harry N. Dean, W. A. Dean and Mrs. Harry N. Dean.

After the dinner was served Thomas Hall favored the guests with a vocal solo, accompanied on the piano by Mrs. Arthur D. Dean. Photographer Manchester took several pictures of the guests in a group on the lawn and about 3 o'clock many began to disperse for their homes, while others remained until a later hour.

Among those present were:

Waverly—Mrs. John Miller, Mrs. Caroline Kennedy, Mrs. Charles I. Watson, Mrs. George Stephenson, Mr. and Mrs. A. B. Cowles, Mrs. E. L. Stone, Mrs. Athiana Northup, Mrs. Sarah P. Northup, Mr. and Mrs. L. W. Stone, Mrs. C. S. Dean, Dr. and Mrs. N. C. Mackey, Mr. and Mrs. F. G. Carpenter, R. B. Sherman, Hamilton Sherman, Mrs. Sophia Miller, Mrs. Ada Waite, Joseph and Don Waite, Henry Watts.

Dalton—Mr. and Mrs. W. A. Dean, Mrs. Clara Ives, Miss Mary Gardner, Rev. and Mrs. R. R. Thompson, Mr. and Mrs. Frank M. Colvin, Mr. and Mrs. J. A. Woodbridge, Mrs. Mary D. Eaton, Mrs. Sarah Gardner.

Factoryville—Mr. and Mrs. Miles Gardner, Mr. and Mrs. W. H. Manchester, Mrs. Bruce Wilson, Mrs. A. C. Sisson, Mr. and Mrs. Benjamin Gardner, Mr. and Mrs. H. L. Hallstead, Philip Colvin, George Sisson, Mrs. Helen Wilson.

Scranton—Mrs. A. H. Winton, Mrs. S. E. Gardner, Mr. and Mrs. Peter Davidson, Mrs. Hollister, Mr. and Mrs. N. Hallstead, Mrs. Downing, Mrs. Nettie Colvin, Myron Dean, Mr. and Mrs. J. B. Clark, Mr. and Mrs. C. B. Shoemaker, Mrs. John Dean, Dr. and Mrs. G. E. Dean, Mr. and Mrs. A. B. Dunning and daughters, Ellen, Marion and Catherine and son, A. B. Dunning, jr., Mrs. H. D. Gardner, Mr. and Mrs. M. R. Walter, Mrs. Eva D. Shires, Mr. and Mrs. Henry N. Dean, Mr. and Mrs. G. B. Candield, Miss Elsie Shires, J. D. Williams and son, Paul, Dr. W. H. Heath.

Glenburn—Miss Mary Hall, E. A. Atherton, Mr. and Mrs. W. J. Watts, Miss Lou Atherton, Andrew Leighton, Mr. and Mrs. T. H. Watts, Mrs. Louise Smith, Miss Edith Smith, Mrs. Byron Hall, Thomas G. Hall.

Clark's Green—Mrs. Emily Stephenson, Mr. and Mrs. C. M. Parker.

Clarks Summit—Mrs. Ward B. Parker, Mr. and Mrs. Weldon Swallow.

Chinchilla—M. B. Dean, Mr. and Mrs. J. W. Leech.

Lake Winola—Mrs. J. L. Newman, Miss Arminnie Newman.

Byron, N. Y.—E. H. Miller, Miss Etta Miller.

Cedar Rapids, Ia.—Mrs. Attiens Shires.

Indianola, N. J.—Rev. S. L. Harter.

Wyoming—Mr. and Mrs. J. D. Greene.

Brooklyn, N. Y.—Miss Alice Granger.

Helena, Mont.—Mrs. Rachel Rice, Miss Mary Rice.

Kingston—Professor and Mrs. W. L. Dean.

Clifford—Mr. and Mrs. L. F. Kennedy, Mr. and Mrs. J. W. Callender, Russell Hill, Charles Russell.

Meshoppen—Mr. and Mrs. F. N. Vaughn, Miss Belle Woodward.

Springville—Mrs. Frank Kellogg.

Round Top—Mr. and Mrs. T. D. Dershimer.

Isaac Dean was the oldest son of Mr. and Mrs. James Dean and was born in Abington, Luzerne county, now Lackawanna, on June 9, 1811. His parents came from New England in the early part of the past century and they were of English ancestry. At the time Isaac Dean was born the country where his parents lived was principally a wilderness, there being only occasional clearings, but New England settlers were rapidly migrating here and establishing homes. Mr. Dean began in early life the felling of the forests and the cultivating of the virgin soil on his father's extensive farm. His opportunities were meagre for acquiring an education, only a few months in winter were devoted to study, but he equalled those in learning who had better advantages in those times. Among his first teachers were Alvinza Gardner and William Dean, who taught at Baileytown. When twelve years of age he attended the school of Samuel Coglizer at Providence, which was located on what is now North Main avenue, and this was probably the first school house erected in that part of Scranton. At this time he made his home with his aunt, Mrs. Holden Tripp, and he recalls driving during the winter to Kingston, crossing the Susquehanna at Pittston on the ice.

In Mr. Dean's early life horses and wagons were few in his home locality and most of the travel was done by horseback or with teams and handmade sleds and many inconveniences were experienced in making journeys over the new and rugged roads. When the construction of the Abington and Wakeford turnpike was completed in the early thirties Mr. Dean, accompanied by his cousins, Ira and Isaac Tripp, each with a load of coal in a sleigh from the coal bed of his uncle, Stephen Tripp, went with it to Ithaca, N. Y., where they sold it for $13 a ton.

When Mr. Dean was quite a young man he purchased grain and hauled it to Carbondale and Honesdale, where he sold it to the Delaware & Hudson company. He also spent considerable time at lumbering and rafting down the Susquehanna from 1830 to 1837. Mr. Dean has always been a great walker, and is yet. On one day he walked sixty miles, and fourteen of this was done before breakfast. In 1843 Mr. Dean was married to Polly S. Heermans, daughter of Henry Heermans, the first merchant of Providence. He bought land in the vicinity of his birthplace and began with his accustomed energy to make for himself and wife a home. In connection with farming he butchered and bought live stock, which he frequently drove to New Jersey for the city markets. When the Second National Bank of this city was organized Mr. Dean was an active promoter of the enterprise under the lead of his brother-in-law, W. W. Winton. Though some of his investments did not prove as profitable as anticipated and many losses of money were incurred, he never lost his usual cheerfulness and observance of the bright side of life.

After the death of Mr. Dean's wife on July 8, 1868, Mr. Dean left the farm and moved to Providence, his oldest daughter becoming his housekeeper. Since her death in 1896 Mr. Dean has made his home among his children and has made visits among his relatives scattered over a large part of the United States. Three times he has crossed the continent and visited various states on the Pacific coast. When 89 years of age he spent six months on the Pacific coast and traveled over 7,000 miles through portions of twenty-five states and territories. Mr. Dean still cultivates his own garden and takes an active interest in the business and political affairs of the country. There is probably no person living in this county who has so extensive an acquaintance with the families of the older settlers. Nothing affords him more pleasure than to hitch up his horse and take a drive of from twenty to forty miles and make short visits among his numerous friends of earlier days. He is a pleasing entertainer, his wonderful memory brings forth facts of great interest to one who converses with him. He has seen changes which those of the present generation never will see. Wildernesses have been turned into fertile farms, country towns have been reared, the stage coach and ox teams have given place to steam cars, electric railways, bicycles and horseless carriages. The telephone and telegraph have been invented in his time, the coal fields developed, and he has seen this city grow from two or three houses to its present size. Mr. Dean has not lived a selfish life, for no one has been more obliging and ready to do a favor to a friend or neighbor than he. The wish of his many friends is that he may live to celebrate his hundredth anniversary.

RAILROAD TIME TABLES.

Lehigh Valley Railroad.

In Effect June 2, 1901.

Trains Leave Scranton:

For Philadelphia and New York via D. & H. R. R., at 6.45 and 9.38 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, 6.45 a. m., 2.18 p. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 9.38 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 9.38 a. m.; 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., 7.18, 11.05 a. m., 1.28, 3.33 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 11.05, 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.

Delaware, Lackawanna and Western

In Effect Dec. 2, 1900.

South—Leave Scranton for New York at 1.40, 5.00, 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, 3.27, 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 11.55 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 8.02 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.; 12.38 and 3.50 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 8.32 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 6.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 5.00, 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 11.55 p. m.

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

RAILROAD TIME TABLES.

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.

C. M. BURT, Gen. Pass. Agt.
J. H. OLHAUSEN, Gen. Supt.

Delaware and Hudson.

In Effect May 19, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.33, 10.13 a. m.; 12.00, 1.20, 3.11, 3.52, 5.20, 6.25, 7.37, 9.15, 11.15 p. m.; 1.10 a. m.

For Honesdale—6.20, 10.13 a. m.; 2.44 and 5.20 p. m.

For Wilkes-Barre—6.45, 7.18, 8.11, 9.38, 10.41, 11.55 a. m.; 1.28, 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, 4.28, 6.27, 8.07 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—9.00 a. m. and 5.52 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 10.50 a. m. and 9.10 p. m.

RAILROAD TIME TABLES.

PENNSYLVANIA RAILROAD

Schedule in Effect June 2, 1901. Trains leave Scranton:

6.45 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the West.

9.38 a. m., week days, 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.

3.33 p. m., week days, through vestibule train from Wilkes-Barre, Pullman buffet parlor car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations.

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

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

NEW YORK ONTARIO & WESTERN

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

207 Everyday Stns.	205 Stns. daily	201 Everyday Stns.		208 Everyday Stns.	206 Stns. daily	200 Everyday Stns.
		PM				AM
		7 10	Ar. N.Y. W. and S. Lv.			8 40
		AM			PM	PM
		10 45	1 05 Ar. Cadosia Lv.		2 05	4 20
		10 40	12 55 Hancock "		2 11	4 35
		10 31	12 45 Starlight "		2 20	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 Hawley "		3 05	5 25
		9 40	11 48 Pleasant Mt. "		3 05	5 30
		9 30	11 35 Lakeside "		3 05	5 38
		9 20	11 20 Forest City "		3 19	5 45
	PM	9 14	11 14 Carbondale Ar.	AM	3 26	5 51
6 40	9 10	11 20	Carbondale "	7 00	3 45	5 58
6 30	9 00		White Bridge "	7 05		
6 24	8 53	11 11	Maylands "	7 09	3 41	6 03
6 22	8 51	11 09	Jermyn "	7 09	3 45	6 05
6 18	8 45	11 04	Archbald "	7 13	3 49	6 09
6 12	8 40	11 01	Winton "	7 18	3 56	6 15
6 10	8 40	10 57	Peckville "	7 23	3 56	6 16
6 04	8 30	10 51	Olyphant "	7 27	4 03	6 23
6 01	8 40	10 50	Priceburg "	7 32	4 07	6 26
6 00	8 38	10 48	Throop "	7 34	4 10	6 27
6 00	8 35	10 45	Providence "	7 35	4 14	6 31
6 00	8 33	10 43	Park Place "	7 36	4 17	6 39
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 5.45 pm except Sunday, and 7.50 pm Sunday only, arriving at Mayfield Yard 7.01 pm and 8.00 pm.

Additional trains leave Scranton at 7.00 pm Sundays 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 8.15 am.

Rates 2 cents per mile.

Lowest Rates to all Points West.

J. C. ANDERSON, General Pass'r Agent, New York City.

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