INDUSTRIAL AND LABOR

COPPER HAS BEEN DISCOVERED AT NOXEN.

Vein Is Said to Be Rich in Copper, but the Depth or Thickness of It Has Not Yet Been Ascertained. Mass Meeting of Strikers Held at Which the Situation Was Discussed at Length—Paymaster Wilhelm of the Lehigh Valley Company Has Retired.

"It appears to be a positive fact that a rich vein of copper has been discovered on the mountain four miles from Noxen near a place called Evans' falls," says the Wilkes-Barre Times. "The discovery was made four years ago by Prof. Wayne Canfield, who was teachr of stenography and typewriting in the High school in this city. Prof. Canfield is considerable of a mineralogist, and when he has leisure is constantly scouring the mountains for any sort of mineral he can find.

"Four years ago he was in Noxen and while there he learned that some one had discovered copper near that place. Inquiry revealed the fact that the person referred to had opened a mine eighteen feet deep, organized a company with considerable money behind it, to whom he sold out. When subsequent investigation was made it was found that the so-called mine had been "salted," and when the time came to begin operations no traces of copper could be found. With this discovery came the sudden disappearance of the man who is alleged to have found traces of the rich mineral.

"Prof. Canfield was on a vacation at Noxen four years ago, and while walking about found unmistakable evidences of copper. He had not the necessary means to pursue his investigation further at that time, but since then he has succeeded in interesting a number of local business men, one of whom is W. H. Dinkle. Three weeks ago Prof. Canfield and Mr. Dinkle went to Evans' Falls amply supplied with dynamite and drills and when the spot was reached they fired twenty-eight shots, the first ever blown out of Canfield's find. When the samples arrived at Agent Dinkle's office, the latter left at once for Carlisle where the samples were put through a thorough test by Prof. Horn, of Dickinson university, at the conclusion of which the professor said that the samples assayed fifty-five and sixty per cent. copper.

"Prof. Canfield and Mr. Dinkle visited the mine again on Friday and secured about five hundred pounds of samples which arrived in the city on Saturday, and since they have been put through the most severe tests known to scientists, the result being that they fully verify the test made by Prof. Horn.

"Among these samples are peacock, malachite and azureite copper, the two latter being carbonate of copper. Another sample is what is known among scientists as chalcopyrite which with the peacock, is sulphide of copper, and in relative value compares equally with the former two. If it becomes possible to work it by the electrolytic process, Prof. Canfield says it can be worked at a profit as low as four per cent., though he is confident it will not go below forty per cent., based on the tests so far made.

"The vein so far exposed has a width of twelve feet and a depth of eight feet. At this time it is not possible to estimate the depth of the mineralized body, but as a rule the farther it goes the richer it grows. The vein has a "dip" of forty-five degrees northeast and southwest and the rock shows an infusion which indicates volcanic eruption—in other words, it reveals that at some period of the earth's history a volcanic eruption has occurred there. At one point it shows a "dyke," which also contains mineralized rock.

"Prof. Canfield and Mr. Dinkle have secured a lease of 650 acres of land surrounding their mine. The property on which the mine is located is owned by Mrs. Ellen A. Brong. Some of the rock was shown Rev. C. L. Walker, who has made a profound study of mineralogy, and he felt confident that the Evans' Falls mine is a very valuable one. His enthusiastic comment was: "Boys, you've struck it!"

"Referring to the country over there, Prof. Canfield said: "It is the wildest mountain territory I ever traveled. Why, bless you, nothing can grow over there but stones and rattlesnakes, and the mountains are so high that one cannot see the sun unless he lies on his back. The mine is located in Wyoming county—one portion in Eaton township and the other in Monroe township—on Bowman's creek. It is about nine miles from Tunkhannock and only 200 yards from the main road."

Strikers in Mass Meeting.

A mass meeting of the striking machinists was held yesterday morning at 10 o'clock in Hulbert's hall. It was principally for the purpose of giving the non-union strikers an opportunity of being heard. The situation was discussed at length, but no action was taken on any question, it being an informal gathering.

Another meeting will likely be held this afternoon at 2 o'clock. Notice of it will be posted at headquarters.

A report is expected from a committee of three strikers, who went to New York last week to interview President W. H. Truesdale, of the Delaware, Lackawanna and Western company.

This committee consisted of Mr. Coyne, of the car builders; Mr. Jeffreys, of the machinists, and Mr. Lyons, of the Buffalo machinists.

The strikers have not yet heard the report of the committee. The company officials here say that the committee secured an interview with Mr. Truesdale, Friday, and, after a long talk, came away with the declaration from Mr. Truesdale that the company could make no change in the policy it had pursued from the start, and that if the men returned to work they would have to do so as individuals and without any prescribed stipulations.

President Campbell, of the strikers' executive committee, would not say how much of this was true, or even admit that any of it was true. He could not discuss the matter, he said.

Retires on July 31.

Paymaster Wilhelm, of the Lehigh Valley railroad, who has held that position for forty years, retires on July 31, his resignation having been accepted. Much conjecture as to Mr. Wilhelm's successor is being indulged in. George Haines is the assistant paymaster, and therefore, the logical successor. It may be the system of disbursing the monthly wages will be changed. This may then occasion more changes in the department.

The present system is the result of years of study on the part of Mr. Wilhelm and makes mistakes well nigh impossible. In addition to this the time and place of payment of every cent of money to the various employes may be seen at a glance. This feature is the creation of Calvin Wilhelm, son of the paymaster, and an expert in his line.—Wilkes-Barre Times.

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

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

Scranton, July 16, 1901.

MONDAY, JULY 15.

Wild Cats, East—8 p. m., George Thomas; 10 p. m., H. Bisbing.

TUESDAY, JULY 16.

Wild Cats, East—3 a. m., F. F. Stevens; 5 a. m., T. Fitzpatrick; 10 a. m., W. A. Bartholomew; 11 a. m., W. W. LaBarr; 1 p. m., J. Burkhart; 2 p. m., J. W. Devine; 5 p. m., A. F. Mullen; 6 p. m., A. G. Hammitt.

Summits, etc.—6 a. m., east, J. Carrigg; 8 a. m., west, G. Froonfelker; 6 p. m., east, T. McCarthy; 8 p. m., east, W. H. Nichols; 7 p. m., west from Cayuga, McLane; 7 p. m., west from Nay Aug, E. McAllister.

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

Passenger Engines—7 a. m., T. Nauman; 7 a. m., Singer; 10 a. m., F. E. Secor; 5.30 p. m., Stanton; 7 p. m., McGovern.

Wild Cats, West—5 a. m., J. Ginley; 10 a. m., T. Doudican; 11 a. m., J. Baxter; 2 p. m., A. E. Ketcham; 4 p. m., O. Randolph; 6 p. m., John Galagan.

NOTICE.

T. McCarthy and crew will run 6 p. m. summit Monday, July 15, in place of J. Hennigan and crew.

C. Bartholomew will run Wartel's crew on No. 62, Tuesday, July 16.

F. McDonnell will run 6 a. m. wild cat Tuesday, July 16, in place of W. H. Bartholomew, with C. Bartholomew's crew.

Brakeman J. W. Scott will go out with Mann, 11.30 p. m., July 15.

FRYE AND TEST RELEASED.

Their Fines Are Paid by Martin Fox of Cincinnati.

By Exclusive Wire from The Associated Press

York, July 15.—John P. Frye, fourth vice-president of the International Iron Moulders, and George W. Test, business agent of the York union, committed to jail last week in default of payment of $100 fines for disobeying Judge Stewart's injunction against the striking moulders, were today released from jail.

Martin Fox, of Cincinnati, president of the International union, came to York this morning and paid their fines and costs, amounting to $584.74.

Colbert Colliery Tied Up.

Shamokin, Pa., July 15.—The Colbert colliery, operated by the Shipman Coal company, was completely tied up this morning by the slate-picker boys striking for an increase in wages of 50 cents per week. Five hundred men and boys were rendered idle.

LOOKING INWARD.

Could You Look Inside Yourself You Would See Why the Nerves Have Such a Wide Influence Over Health.

The influence of Nerve Control over health was never so fully recognized as now. It is clearly illustrated in the thousands of cures made by Dr. A. W. Chase's Nerve Pills—a medicine that has leaped into public favor solely on its wonderful Nerve restoring properties. The reason Nerve Pills break down the barriers of ill health, is because they restore Nerve Energy—the main spring of health. They supply the something that is wanting which makes the human machinery run smoothly, they act through that great network of human organism, reaching every part of the body—the Nerves.

Dr. A. W. Chase's Nerve Pills do not act as a momentary stimulant that excites and whips up the Nerves for the time being only—they first stop the wasting process and then build up Nerve Energy by replacing Nerve waste with active, responsive tissue—the kind that vibrates health to mind and muscle.

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

Dr. A. W. Chase's Nerve Pills, 50 cents a box at druggists or Dr. A. W. Chase Medicine Co., Buffalo, N. Y. See that portrait and signature of Dr. A. W. Chase are on every package.

An Excellent Combination.

The pleasant method and beneficial effects of the well known remedy, SYRUP OF FIGS, manufactured by the CALIFORNIA FIG SYRUP CO., illustrate the value of obtaining the liquid laxative principles of plants known to be medicinally laxative and presenting them in the form most refreshing to the taste and acceptable to the system. It is the one perfect strengthening laxative, cleansing the system effectually, dispelling colds, headaches and fevers gently yet promptly and enabling one to overcome habitual constipation permanently. Its perfect freedom from every objectionable quality and substance, and its acting on the kidneys, liver and bowels, without weakening or irritating them, make it the ideal laxative.

In the process of manufacturing figs are used, as they are pleasant to the taste, but the medicinal qualities of the remedy are obtained from senna and other aromatic plants, by a method known to the CALIFORNIA FIG SYRUP CO. only. In order to get its beneficial effects and to avoid imitations, please remember the full name of the Company printed on the front of every package.

CALIFORNIA FIG SYRUP CO.

SAN FRANCISCO, CAL.

LOUISVILLE, KY. NEW YORK, N. Y.

For sale by all Druggists.—Price 50c. per bottle.

HIS LAST TRIP...

Cleveland Plain Dealer.

THE train boy watched the quiet man in the dark blue suit with some curiosity. He was a quiet man, and yet strangely restless. At every station he would rise from his seat and set out on the rear platform of the car. If there was sufficient time he would go out on the station platform and walk up and down. When he returned to his seat his eyes were either on the landscape, or on his watch, or on the bundle of papers he drew from an inner pocket.

The train boy was in the habit of studying the passengers. He sets this particular passenger down as an amateur traveler who was afraid he might miss something.

Business was dull with the train boy. It was a hot June day, and customers were scarce when the thermometer climbed up in the 80s, and the air was full of dust, and the flying landscape was almost painful to look at in its dazzling brightness. The train boy had stacking up his goods on a seat at one end of the car. He felt a little lonesome, and slowly strode up the car aisle. He paused beside a seat on which sat a gray haired woman of very neat but unassuming appearance. The boy stooped over.

"Anything I can get for you grandma?" he asked in his cheery way. "Drink of water?"

The elderly woman looked up and emilingly shook her head.

"All right," said the boy. "You just motion to me if there's anything you need. I'll be round somewhere."

He moved along until he came to the quiet man, who for the moment happened to be idle. The boy perched himself on the arm of the opposite seat. The quiet man looked at him. He was still a young man, but with a face that seemed to bear the impress of much experience. He knit his brows slightly as he looked the boy over.

"Sid down, my lad," he said, as he pointed to the seat in front of him, which was turned over so as to face the quiet man's seat.

The train boy took the seat. He looked up at the quiet man.

"Guess it's your first trip over the line, ain't it?" he asked.

"What makes you thing so?"

"You're so fidgety," said the boy. "You're afraid you're going to miss something. It seems a litle funny to me, you know, 'cause I've been over the road every blessed day for the last four years."

"You know all about it, then?" said the quiet man.

"Don't I?" laughed the boy. "I used to make a study of it, but I got tired of that. When I first came on I was a little scared, you know. 'Fraid we'd jump the track or the trestles, or something. And I used to listen to the old clumpety-clumping until it sort o' made songs for me, an' after a while there was a kind of song for every piece o' the road."

"You're something of a poet," said the quiet man.

"I guess not," laughed the boy. "Being a train boy will knock the poetry out of a fellow 'bout as quick as anything, I guess."

"Perhaps you are right," said the quiet man. "I was train boy for a little while myself."

"You," cried the boy. He laughed as if the idea amused him. "I don't believe you was much good at it," he said. "You haven't got enough cheek."

"Well," said the quiet man with a laugh, that faintly echoed the boy's, "I didn't keep the job long. I was rather glad, I remember, when I was promoted to brakeman, and still more glad when I left that job to be a telegraph operator."

"Well, say," cried the boy, "you know more about railroading than I gave you credit for."

"But I feel prety sure you know a good deal more about this particular piece of railroading than I do," said the quiet man.

"Perhaps," said the boy. "Guess I can tell the poor spots along the line about as well as anybody. I know there's a sharp curve just this side o' Billetsburg that ought to be straightened. And there's a rough piece near Bayneville that needs relayin'. An' I know we're goin' to strike the worst section of all when we pass Ketorah They've been talking about relaying it for months, but they don't do it."

"Yes," said the quiet man as he drew a paper from his pocket and pencilled a note on the margin.

"So you're a railroad man?" continued the boy, as he studied the stranger's appearance.

"I'm something of railroad man," was the reply. "What branch would you imagine me to be in?"

The boy looked him over carefully.

"Well," he said, "I guess you're a freight conductor goin' home to spend your vacation with your mother."

The quiet man laughed loud.

"A good guess," he said, and lauged again. Then he added, "I suppose you are glad to spend your vacations with your mother?"

"Me?" said the boy. "I don't remember that I ever had a mother. I'm just a boy out of the streets. An aunt that turned me adrift is the only relative I remember. Besides I don't have any vacations."

"Didn't I hear you call one of the passengers grandma?" inquired the quiet man.

"Yes," replied the boy. "I called her that because she looks like the kind of grandma a boy would like to have. I've had my eye on her ever since she came aboard at Berwick. She knows I'm lookin' out for her an' it makes her feel more comfortable. Every trip now I look out for somebody—just pick 'em out, you know, an' kind o' keep a watchful eye on 'em. It makes the ride a little more pleasant for them you know, an' I guess it does for me some good, too. An' besides, it helps to pass away the time."

The stranger looked at the boy with a new interest.

"What's your name?" he asked.

"Jack," said the boy. "Jack Manning." He looked out of the window as he spoke. "We are puet passing Ketorah," he said. "We'll strike that tough bit of road in a minute or two. You'll notice the bumpin' all right."

"So you get no vacations?" said the stranger. "All work and no play must make Jack Manning a dull boy."

The train boy laughed.

"Geuss I ain't 'specially dull," he said. "Besides, I'm going to get what may be a good long vacation right away. This road has got through with train boys; they're all laid off. This is my last trip."

"Your last trip?" echoed the stranger. Scarcely had the words left his lips when the car gave a sudden lurch and careened. There was a savage bump or two, and then, with a mighty crash, the car rolled over. High arose a chorus of shrill shrieks and the air was filled with blinding dust.

When the train boy got back his dazed senses he found himself crawling up the bank of the ditch. There was a lump on his head, a cut across his ear, and one of his ankles was wrenched. He looked round as he wiped his grimy face.

The train had been ditched and it was a bad wreck. Ahead he could see the white cloud of steam that told of the engine's position. The tender was piled above it, and behind that came the baggage and express cars and after the four passenger cars, crushed against one another or lying battered and shattered along the ditch like so many broken toys.

"Jack!" called a voice. The quiet man, with his head and shoulders projecting from a window was calling to him. "Here, Jack, give me a lift. I seem to be pinned down by something."

The boy mounted the side of the crushed car, and with a steady pull drew the quiet man out. "My arm is twisted," said the latter, as he looked about, "or I could have helped myself." He gazed around and gave a little groan. Then it seemed to Jack as if his manner suddenly changed. He straightened up, and his eyes sparkled.

"We must have help at once," he cried. "Do you know where we are?"

"The next stop is Caldwell, 'bout three miles ahead," answered Jacy.

"And Hammersburg is nine miles beyond that," said the quiet man. "They can make up a relief train there." He felt of his injured arm and a twinge ran through him. He turned to Jack.

"Get down into the car and bring up my bag," he said, with swift abruptness.

Jack quickly clambered through the window, and a moment later passed up the handbag.

"Here," he suddenly called, "here's grandma—and she's all right." Almost as he spoke the head of the lady appeared above the opening, and with a strong pull from the quiet man's sound arm and with Jack's help below, she was quickly drawn through.

She was a brave lady, and though she trembled a little her voice was firm.

"There is a shady place under the trees on the bank there," she said as she looked about. "Have the hurt brought up there. I will do what I can for them. I have had experience as a nurse."

"I hope to have help here very soon," said the quiet man. Then he returned to the boy. "Climb that telephone pole there and cut the three wires on the lower arm. Have you anything to do the cutting with?"

"Yest, sir," replied Jack. "I've got a jacknife that will do anything."

The boy's leg was sore and his head hummed and throbbed, and it was hard climbing, but he managed to reach the bar. A moment later the severed wires fell and the quiet man had drawn a telegraph instrument from his bag and was sounding them. As Jack reached the ground he heard the rapid clicking.

The quiet man presently arose.

"An engine with doctors will leave Caldwell in fifteen minutes," he said, "and a relief train will be made up at once at Hammersburg?"

"Yes, sir" said Jack. "What next?"

"Are you hurt?" cried the quiet man as he stared at the boy.

"Only a scratch, sir." He flung his coat aside. "Waitin' orders, sir," he said.

"Go down the line and tell the trainmen to report to me here at once. We must go at this work in an orderly way."

"Who shall I say sent me?"

"Manager Robbins."

The boy whistled as he sped along.

"The new general manager," he murmured, "and he's a corker, too."

Then followed hours of the hardest work the boy had ever known. He was the manager's right-hand man, his meesenger, his lieutenant, his devoted aid, his faithful clerk. Through all these scenes of suffering and toil the boy never faltered. The old woman got at him and bandaged his head and begged him to rest, but he shook his bandages at her and hurried back to the side of the quiet man. The quiet man was a man of steel, who, with one arm dangling by his side, gave his orders, and sent dispatches and kept an ever watchful eye on all that was done.

And then when night's shades had fallen and a merciful coolness had come with the setting of the sun, and the second relief train was about to leave and the track repairers and the wrecking crew were at work, the quiet man turned to the boy and gripped his shoulder.

"Well, my lad," he said, with a dry sob, "we have done what we could, please God." He looked at the lad. "You have found me a hard master," he said.

"You are just my style," said Master Jack a little brokenly.

"Come," said the quiet man, "we can go now." He leaned on Jack's shoulder as they walked toward the train. He was tired and faint. "And remember," he added, with a little smile, "that vacation is indefinitely postponed."

"All right, sir," said Jack.

Krause's Headache Capsules.

were the first headache capsules put on the market. Their immediate success resulted in a host of imitations, containing antipyrine, chloral, morphine and other injurious drugs, purporting to be "just as good." Avoid these imitations and insist on your having Krause's, which speedily cure the most severe cases and leave no bad after effects. Price 25c. Sold by all druggists. **

Cured Of Piles.

Mrs. Hinkley, Indianapolis, writes: "The doctor said it must be an operation costing $800 and little chance to survive. I chose Pyramid Pile Cure and one 50 cent box made me sound and well." All druggists sell it. It never fails to cure any form of Piles, try it. Book on piles, cause and cure, free by mail. Pyramid Drug Co., Marshall, Mich.

THE TWINS OF SMOKY HOLLOW

PRODUCES LEADING NOVELTY IN THE SNAKE LINE.

The Romance of an Egg Shipped from Brookdale—A Respected Citizen Buried—Reference to the Hustling Scranton Newspaper Man—Trouble Ahead for the Unfaithful—Hot Weather Paragraphs.

Special to the Scranton Tribune.

Susquehanna, June 15.—William Sullivan Foley, the well known Smoky Hollow farmer and hunter, recently succeeded in capturing a snake, or a pair of snakes, hitched together like the Siamese twins. The twins have two heads and two tails, and the rest of their body is like that of a single snake, with the exception of a single depression above and below, extending their entire length. The bodies join about six inches from the head. The tails are each almost a foot long. The length of the joined body is two feet, nine inches. The twins were first seen last summer by Sullivan Foley, who saw it crossing the turnpike, just below his house. He ran across it a few days ago when blasting a rock to make room for a hill of potatoes and succeeded in taking it captive. The twin snakes are jet black, with a yellow ring just below the head. Both mouths eat and in traveling seem to be wholly of the same mind about everything.

HERE AND HEREABOUTS.

The Susquehanna County Medical Pension Examining Board met in this place on Wednesday. The usual number of veterans appeared for examination.

There is talk of an Independent Republican covention in this county. The atendance will probably be "small but select."

The Harford Fair will be held September 25 and 26.

The annual reunion of the decendants of Oliver Payne will be held on Tuesday, August 6, at the residence of W. H. Payne in Jackson.

CHIEFLY OTHERWISE.

Dog days are beginning to bloom.

Here is one admirable thing about a wire fence. The patent medicine man can't paint a legend on it in regard to his liver cure.

It is much harder to satisfy a man who fights with his mouth than one who uses a gun.

A number of people and cats are "saddest when they sing."

Among "drummers" order is heaven's first law.

A Binghamton paper tells about a man being "wounded in the suburbs." I don't know what part of the anatomy the suburbs may be, but it is a great pity the other fellow wasn't wounded in the contiguous neighborhood.

PARAGRAHETTES.

The Board of Trade is hopeful that the local labor contention is nearing an end. The board claims the company and men are very near together, and that everything will be serene next week. So may it be!

The school board has re-elected the old corps of public school teachers.

Farmers are more than busy cutting and housing $10 hay.

It is reported that a snake with 27 rattles was killed by an Oakley farmer on Friday. It is not stated what brand the farmer had been drinking.

APPRECIATES A GOOD THING.

The hustling Scranton newspaper man who scissors stories from this column and sends them to Philadelphia and New York papers, as original, gives evidence that he knows a good thing when he sees it. If nothing happens his shears, he has a brilliant record behind him.

ROMANCE OF AN EGG.

When Miss Rose Van Gorder, of Brookdale, was assisting her father in the work of packing eggs for the New York market, three weeks ago, she wrote her name and address upon an egg and placed it in the box.

Last Tuesday, a New York produce dealer named Rynearson arrived at farmer Van Gorder's home, and remained until Wednesday. And now the village gossips claim that the young people will be married in the fall.

IN A LINE OR TWO.

It is whispered that matters political are quite torrid, just now, in the Hallstead section of the county.

Persons, who ought to know, claim that at the coming Republican county convention, divers alleged unfaithful brethern are to be cast bodily out of the synagogue.

Alva Bryant, one of the oldest residents of the county is critically ill at his home in this borough.

SOME AFTER THOUGHTS.

A Susquehanna bill collector says it is so hot that he cannot collect his thoughts.

The coal combination should be stove in.

Anthony Comstock is very quiet these days. Does he realize that every day tens of thousands of people are being born naked.

Before enlisting in a good cause, people should remember that the list is a subscription list.

Here is a tide in the affairs of men which if not skillfully dodged at the proper time, drowns them.

A straw ride does not necessarily produce hay fever.

Tramps and some nice people are camping out.

—Whitney.

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 5.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 11.36 a. m., 1.28, 3.53 (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, Gent. 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.

SUMMER RESORTS.

Living Inland You Need the Seashore.

Fenwick, Conn., on Long Island Sound, at mouth of the beautiful Connecticut river, has more attractions and facilities for health and pleasure, than any other summer resort along the sound or ocean. No ocean dampness, no mosquitoes, no malaria.

Most desirable location on the sound or river, backed by the most beautiful country; 2½ hours from New York, 3 hours from Boston, N. Y., New Haven and Hartford railroad.

Fenwick Hall

Has all the usual summer attractions; private golf links, perfect roads for driving and cycling, boating and fishing, bathing pavilions, tennis courts, bowling alleys and billiards. The hotel is furnished with private baths, elevators and all modern conveniences, and supplies a table which cannot be surpassed.

The social atmosphere, as are all the surroundings, is inviting to refined people. For full particulars, address J. E. Chatfield, proprietor Hotel Jefferson, New York.

HOTEL CLIFTON,

LAKE WINOLA, PA.

Finest Summer Hotel in Northeastern Pennsylvania. Hotel hacks meet Delaware, Lackawanna and Western trains at Factoryville. Leaving Scranton 9 a. m. and 4 p. m. Write for rates, etc. J. W. Moore, Prop.

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. 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, 5.43, 8.45 and 11.30 p. m. From Stroudsburg at 8.05 a. m.

North—Leave Scranton for Buffalo and intermediate stations at 1.15, 6.35 and 9.00 a. m.; 1.55, 5.48 and 11.35 p. m. For Oswego and Syracuse at 6.35 a. m. and 1.55 p. m. For Utica at 1.10 a. m. and 1.55 p. m. For Montrose at 9.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 and 6.15 p. m. For Binghamton at 10.20 a. m. Arrive in Scranton from Buffalo at 1.25, 2.55, 5.45 and 10.00 a. m.; 3.30 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m. From Utica at 2.55 a. m.; 12.38 and 3.30 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 8.00 p. m.

Bloomsburg Division—Leave Scranton for Northumberland, at 6.45, 10.05 a. m.; 1.55 and 5.50 p. m. For Plymouth at 1.05, 3.40, 8.50 p. m. For Kingston at 8.10 a. m. Arrive at Northumberland at 9.35 a. m.; 1.10, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 a. m. Arrive at Plymouth at 2.00, 4.32, 9.45 p. m. Arrive in Scranton from Northumberland at 9.42 a. m.; 12.35, 4.50 and 8.45 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.55 a. m.; 3.20 and 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 3.00, 5.50, 10.05 a. m., 3.33 and 5.40 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.

Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6:20, 8:00, 8:53, 10:13 a. m., 12:00, 1:29, 2:44, 3:52, 5:29, 6:23, 7:57, 9:15, 11:20 p. m., 1:16 a. m.

For Honesdale and Lake Lodore, 6.20, 10.13 a. m.; 2.44 and 5.29 p. m.

For Wilkes-Barre—6:45, 7:48, 8:41, 9:38, 10:43 a. m., 12:03 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, 9:38 a. m., 2:18, 4:27 and 11:30 p. m.

For Pennsylvania R. R. points—6:45, 9:38, 2:18, 3:33 and 4:27 p. m.

For Albany and all points north—6:20 a. m. and 3:52 p. m.

SUNDAY TRAINS.

For Carbondale—8:00, 11:33 a. m., 2:44, 3:52, 5:52 and 10:32 p. m.

For Wilkes-Barre—9:38 a. m., 12:03, 1:58, 3:28, 6:32 and 8:42 p. m.

For Albany and points north—3:52 p. m.

For Honesdale and Lake Lodore—8.00, 11.33 a. m. and 3.52 p. m.

Central Railroad of New Jersey.

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

TIME TABLE IN EFFECT JUNE 30, 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 4.00 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.55 a. m. (through coach) 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.

Erie Railroad, Wyoming Division.

Trains for Hawley and intermediate points leave Scranton as follows: No. 2, 7.10 a. m.; No. 4, 8.50 a. m.; No. 6, 2.25 p. m.; No. 8, 5.20 p. m. Nos. 2 and 6 through trains for New York.

Arrivals—No. 1, 8.18 a. m.; No. 3, 10.30 a. m.; No. 5, 3.15 p. m.; No. 7, 9.15 p. m. Trains Nos. 5 and 7 are through trains from New York.

SUNDAY TRAINS.

Departures—No. 20, 9 a. m.; No. 22, 2 p. m.

Arrivals—No. 21, 12.15 p. m.; No. 23, 8.15 p. m.

New York, Ontario and Western.

Time Table in Effect Sunday, June 23, 1901.

NORTH-BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 1 ...	10.30 a. m.	11.10 a. m.	1.00 p. m.
No. 3 ...	4.00 p. m.	4.44 p. m.	6.00 p. m.
No. 7 ...	9.10 p. m.	Ar. Carbondale..	6.46 p. m.

SOUTH-BOUND.

	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6 ...		7.00 a. m.	7.40 a. m.
No. 4 ...	8.40 a. m.	10.01 a. m.	10.40 a. m.
No. 2 ...	2.15 p. m.	4.00 p. m.	4.45 p. m.

SUNDAYS ONLY, NORTH-BOUND.

	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 9 ...	8.50 a. m.	9.10 a. m.	10.45 a. m.
No. 5 ...	7.00 p. m.	Ar. Carbondale..	7.45 p. m.

SOUTH-BOUND.

	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6 ...		7.00 a. m.	7.40 a. m.
No. 10 ..	4.30 p. m.	6.06 p. m.	6.45 p. m.

Trains Nos. 1, as week days, and 9, on Sundays, make main line connections for New York city, Utica, Oneida, Oswego and intermediate points.

Trains Nos. 3 and 4 make Walton, Delhi, Hamden and Sidney connections.

For further information consult ticket agents.

J. C. ANDERSON, G. P. A., New York.
J. E. WELSH, T. P. A., Scranton.

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