

SEWER IS NOT LARGE ENOUGH

THAT IS THE OPINION OF SUPERINTENDENT PHILLIPS.

Present Head of the Bureau of Engineering Says Plan Suggested by Select Councilman Chittenden Will Not Cure the Difficulty. Lackawanna Avenue Sewer as It Stands Today Has Not Sufficient Capacity—Size of the Proposed Additional Sewer.

Select Councilman C. E. Chittenden's arguments against the construction of the proposed additional sewer for Lackawanna avenue has in no wise changed the ideas of Joseph P. Phillips, superintendent of the bureau of engineering.

"Mr. Chittenden ought to be fair in this matter," Mr. Phillips said yesterday. "I proposed to him that the matter be referred to any practical engineer for a decision as to the necessity for this improvement. I have not heard that he has accepted my suggestion. Engineering has advanced materially since the Lackawanna avenue sewer was built and whereas about that time it was thought sufficient by most engineers to plan sewers to carry off a few inches of rainfall in an hour over an inch of it is now thought essential to three inch rainfall and in some instances they are designed for an additional inch. Costly experience has taught cities that sewers which do not make provision for unusual and abnormal demands will not do."

Mr. Phillips then went on to explain that the largest size pipe in the present Lackawanna avenue sewer is eighteen inches, a section of that size extending from the "Y" to the river. This is capable of carrying off only a little more than one-quarter of an inch an hour from the basin at Adams and Lackawanna avenue, a fifteen-inch pipe above the "Y" the pipe is a fifteen-inch one to Wyoming avenue, and twelve-inch from that point to Jefferson.

RAILROAD ALLEY SEWER. Supplementing this sewer is one in Railroad alley. This joins the Lackawanna sewer at the "Y" so that at that point two fifteen-inch sewers are discharging into an eighteen-inch pipe, which is supposed to carry the sewerage from both to the river. At times of even mild storms, it cannot do it, and as a consequence even back flows are unable to save the buildings on Lackawanna avenue from damage.

The railroad alley sewer is fifteen inches to Penn avenue, and from there to the terminus in the middle of the block between Washington and Adams avenue a twelve-inch pipe is used. A pipe runs from the end of this sewer to drain the basin at Adams and Lackawanna avenue, which Mr. Chittenden wants to connect with the Tenth district main sewer and thereby cure the trouble.

The plan of the city engineer is to allow the present Railroad alley sewer to remain as it is east of Washington avenue. From Washington to Wyoming he proposes to use a fifteen-inch pipe and from Wyoming to Penn a concrete and brick arch sewer, 22x23 inches. From Penn to the "Y" it is to be 24x30 inches. To avoid tearing up the pavement, the sewer will run under the sidewalk on the south side of Lackawanna avenue from the "Y" to the alley between the Tenth and Twelfth streets and the Lackawanna road. It will run along this alley to Railroad alley and from the "Y" to this point will be 32x48 inches.

REST OF ITS COURSE. For the remainder of its length it will be 34x51. The sewer will go down Railroad alley to Cliff street, Cliff street to Lackawanna avenue, and in front of Lackawanna avenue empty into the big box culvert through which the sewerage from the present Lackawanna avenue sewer is carried into the river. The new sewer will be connected with the present Lackawanna avenue sewer at Washington, Wyoming, Penn and Franklin avenues, thus assisting the Lackawanna avenue artery to carry off the water brought to it in times of unusual storms.

"I do not hesitate to say," said Mr. Phillips' remark yesterday, "that the cutting off of the water from the basin at Adams avenue and Lackawanna would not be of any considerable relief to the condition of affairs that exists in Lackawanna avenue."

"I planned the proposed sewer to avoid the necessity of building a large and costly sewer in Lackawanna avenue which would have the important thoroughfare torn up for months. Lackawanna avenue has been crying for relief for several years, and I believe this proposed sewer will furnish all the relief necessary."

Mr. Chittenden now complained that the basin at Lackawanna and Adams was not connected with the Tenth district sewer, as required by a resolution of councils. That could not be done, for the simple reason that the resolution in question was not signed by the recorder until Friday.

PETITION SIGNED. The following have signed a petition urging that the proposed sewer be built: John Jennings, James Linnell, of the First National bank; Victor Koch, Cleland & Simpson, H. G. Dunham, for the Dime bank; C. S. Woodworth, Myer Davidson, Krotnsky Brothers, J. D. Williams & Bros., John Lohman, Samter Brothers, Fred Dure Casey Brothers, M. H. Higgins, William Kelly, Goldsmith Brothers and P. H. Coyne.

The ordinance providing for the construction of this sewer, which will cost about \$12,000, has passed select council and will come up in common next Thursday night.

UNITED AFTER 20 YEARS. Rich Farmer in Nebraska Weds Old Pennsylvania Sweetheart. By Exclusive Wire from The Associated Press. Omaha, Neb., July 21.—To be joyously united after a lover's quarrel a score of years ago, fell to the lot of William Harris and Miss Prudence Hathaway last week.

Twenty years ago their friendship ripened into love near Chambersburg, Pa. One day there was a trivial misunderstanding and young Harris came West. A year later a letter from his sweetheart set right the misunderstanding, but it was too late, for Harris had married in the meantime the daughter of a Gage county farmer. He toiled along, cherishing the memory of his Pennsylvania sweetheart until eighteen years had passed. Then Harris' wife died, leaving a son and daughter. He mourned for

the mother of his children many months, but at length his thoughts turned to the girl he had loved long ago. A correspondence ensued, which resulted in the meeting in Omaha last week. Though Harris is 45 and his bride 42, the years have not lessened their ardor, and the young Pennsylvanian has accumulated broad acres at Beatrice, Neb., upon which his wife may live an easy life.

WANT ANOTHER CHANCE. Vespers Believe They Can Defeat the Canadians.

By Exclusive Wire from The Associated Press. Philadelphia, July 21.—The senior eight-oared shell crew of the Vesper Boat club, which was defeated yesterday by the crew of the Argonaut Rowing club, of Toronto, Canada, is not satisfied with its showing in the race and wants to meet the Canadians a second time. Arrangements for a second meeting are now under way, and a hitch occurs there will measure oars at the Canadian regatta early in August. Captain Barker, of the Argonauts, was at the Vesper boat house today, and consented to arrange a special race for the two crews.

The Vespers have not been training as faithfully as they did when they won the world's championship at Paris last year, and this lack of interest caused "Pop" Dempsey, their coach, to resign his position some time ago. The members of the crew think they can make a better showing if they train properly.

INDUSTRIAL JOTTINGS.

Strike Has Injected Considerable Activity Into Anthracite Coal Trade—State Statistics.

A strike of many of the firemen employed at mines in the Wyoming and Lackawanna regions has injected considerable activity into what would otherwise be a rather quiet market. Demand during the previous two weeks, though holding up remarkably well, was weaker, and the companies had prepared to restrict production. The proposed output for July being but 3,500,000 tons. The strike, however, is relieving the companies from the responsibility of keeping down the tonnage, and at the same time is bringing orders from those consumers and dealers who fear a long shut-down. Demand during the previous two weeks, though holding up remarkably well, was weaker, and the companies had prepared to restrict production. The proposed output for July being but 3,500,000 tons. The strike, however, is relieving the companies from the responsibility of keeping down the tonnage, and at the same time is bringing orders from those consumers and dealers who fear a long shut-down.

Trade in Lake Superior territory has been quiet. Receipts at the docks are not heavy, and retail demand is light. In Chicago territory likewise retail buying has cut little figure, while receipts by lake are only of fair volume. Chicago is due to take at least 2,000,000 tons of anthracite this year. That means a lot to be shipped there yet, but will go forward fast when the conditions call for the movement.

In the East the suspension of work at the Wyoming and Lackawanna mines has caused some excitement in the trade, but the weather is too warm and winter too far off for the strike to cause a general rush to buy. Moreover, the conditions are against the strike lasting long. The Firemen's union, though it has had the sympathy of some of the leaders of the United Mine Workers, is a separate organization. The leaders of the United Mine Workers, it is understood, agreed last April to allow the coal companies that they could restrict the work in the anthracite regions from going out on unauthorized strikes. Many of the firemen are members of the United Mine Workers. These men have not struck. Evidently the United Mine Workers cannot afford to have men working in one colliery and idle in another adjoining. That would be a confession of lack of control, and the leaders are against a general strike as they wish to have a good basis for a demand for recognition next spring. A large number of mines are idle, but the wild stories of mines being flooded which have appeared in certain New York papers are utterly without foundation.

A curious feature of the trade in the East is the demand for iron. The demand for iron is unusually heavy. The steam sizes have been in plentiful supply, but the present flurry has brought out a demand for them. The July prices for free-burning white ash, f. o. b. New York are: Broken, \$3.80; egg, \$4.05; stove and nut, \$4.30.—Engineering and Mining Journal.

Industrial Statistics. The annual report of James M. Clark, chief of the state bureau of industrial statistics, for 1900, shows that during the year Lawrence county produced nearly half of all the black plate for tinning made in Pennsylvania and came within less than one-half of one percent of producing all the tin andterne cans made at the black plate works. The capital invested in the black plate plants in the state is \$3,315,000. Their production for tinning last year was 202,928,000 pounds, of which 235,844,000 pounds were tinned. The total value of the tin production was \$19,749,000, and the total output of the black plate works was \$12,197,757. There were 7,069 workmen employed, the aggregate amount of wages paid to them being \$3,428,259. The total production of the tin andterne plate by the black plate works in 1900 was 288,292,000 pounds, the aggregate value was \$12,609,747.

D. L. & W. Board for Today. Following is the make-up of the D. L. & W. board for today: Scranton, July 21, 1901. Wild Cats, East—8 p. m., J. J. Murray, with H. Gilligan's crew; 10 p. m., W. A. Bartholomew. MONDAY, JULY 22. Wild Cats, East—12.30 a. m., O. Kearney; 2 a. m., P. Lavanagh; 10 a. m., A. H. Rowley; 11 a. m., W. A. Laing; 1 p. m., George Thomas; 2 p. m., William Kipley. SUNDAY, JULY 21. Summit, Etc.—6 a. m., east, J. Carrick; 10 a. m., west, G. Frongier; 6 p. m., east, W. H. Niles; 7 p. m., Cayuga, McLane; 7 p. m., Cayuga, Thompson. Puffers—8 a. m., House; 10 a. m., S. Finney; 11.30 a. m., Moran; 7 p. m., Murphy; 9 p. m., Murphy; 10 p. m., A. Widener. Passenger Engines—7 a. m., Gaffney; 7 p. m., T. Nauman; 10 a. m., F. E. Scott; 5.30 p. m., Starnes; 7.30 p. m., J. C. G. Wild Cats, West—10 a. m., M. Carmody; 11 a. m., C. Kinley; 2 p. m., J. Ginley; 4 p. m., M. Staples; with T. Doudson's crew; 6 p. m., John Baxter.

NOTICE. Conductors G. Thomas, M. Staples and G. T. Staples will report at superintendent's office, 10 a. m. Monday, July 22. Conductor Balfour will take his run 8 a. m. Monday, July 22. brakeman J. Chamberlain will go out with Fronteller, 10 a. m. submit until further notice. brakeman Fink reports at trimmer's office. brakeman E. Harney reports for H. Gilligan. brakeman A. Allen reports for D. Hooley.

SUNDAY AT CAMP M'GEE

(Continued from Page 1.)

completed until after the Thirteenth was almost through with its mess. The death of Dr. Blanchard, assistant surgeon of the regiment, was early reported, and cast a gloom over the entire encampment. Dr. Blanchard was one of the most popular officers in the regiment and officers and men alike mourned the untimely death of the young physician.

Journey Pleasant. The journey from Scranton was a pleasant one, unmarred by any unpleasant experiences. The train, which left the city shortly after 9 o'clock, consisted of eleven coaches, one freight and one horse car. Our first change was at Avoca, where we switched from the Delaware and Hudson to the Lehigh Valley, and the next at Allentown, where the Philadelphia and Reading was taken, and pursued to Lebanon.

From Lebanon we took the Cornwall and Lebanon to Mt. Gretna. On the trip from Scranton, the train was in charge of Captain W. A. Raub, of Co. L, who was appointed officer of the day, and Lieutenant Elmer Herby, of Company B, who acted as guard. Shortly after we left the Delaware and Hudson station, Quartermaster Sergeant Torrey made a trip through the cars and received reports of the different companies as to the number of men present. Shortly after we left the Delaware and Hudson station, Quartermaster Sergeant Torrey made a trip through the cars and received reports of the different companies as to the number of men present. Shortly after we left the Delaware and Hudson station, Quartermaster Sergeant Torrey made a trip through the cars and received reports of the different companies as to the number of men present.

Feeling Cheery. The Eastern militiamen are feeling slightly cheery over that great 9500 percent showing of their regiment. The report of Assistant Adjutant General W. S. Miller, but the other boys forgive them and feel proud themselves that it is a Thirteenth regiment company which leads in ranking the soldiers of the entire state. At 5.30 o'clock the train rolled into Mt. Gretna station, and the regiment quickly left the cars and forming rapidly by companies, marched through the field to the site of last year's encampment, again chosen for the Thirteenth's resting place. When half-way, Colonel W. A. Raub and the regiment were accosted by Quartermaster Vandling and a large number of members of the advance, who hurried to meet their brothers in arms.

The air at this time was deliciously cool, a gentle wind was blowing and with the regimental band playing in the way which has endeared it to every member of the regiment, the combined effect was a most welcome and pleasing one. Throughout the day, in fact, there was a most agreeable absence of the terrible dust, which made last year's camp so unbearable. Once the camping ground was reached, the tents were up in quick order, and mess soon served. The Ninth company, as stated above, arrived only an hour before the Thirteenth, while the Fourth and Eighth arrived during the night. The Twelfth arrived at the same time as the Thirteenth's detail.

First Guard Mount. At 8.30 o'clock, details from each company were called out for guard mount and at 9 o'clock the camp was formally opened. General J. P. S. Stillewicz and his staff stood in front of headquarters, and a short distance from them was stationed the brigade band. The brigade was drawn up in two long lines, the Ninth, of Wilkes-Barre, extending far down the parade ground beyond the hill. Colonel P. W. Stillewicz's battalion was almost directly in front of the brigade commander and his staff. It presented a most impressive sight, the long, long lines of khaki-clad men, the small knots of regimental commanders and staffs, and the commanding officer standing in silent review.

Suddenly General Gobin gave a short order, an aide planted before the headquarters tent a banner, and as the brigade band burst forth into the glorious strains of "The Star Spangled Banner," every head was bared and every man stood there reverentially, while a loud salute was fired. Camp was open. Captain Foote, of Company D, was appointed officer of the day, and Lieutenant David Davis, of Company L, was chosen officer of the guard.

General Gobin was seen by The Tribune correspondent shortly after the arrival of the regiment, and declared himself highly satisfied with the appearance of the Thirteenth's camp, and, in fact, with those of the entire brigade.

NOTES OF THE ENCAMPMENT. An exceptionally fine moon is being served the headquarters staff and food are the foundations of a good camp. The Thirteenth's camp, for the most part, is in charge of the preparations for the coming Saturday morning. For the first time in some years, the commissioned staff is running a mess of its own and the results of the experiment are said to be highly satisfactory. Thomas Murphy, late lieutenant in the Forty-second Volunteer, is the guest of Major Frank Robling, his old captain in Company C, of the Thirteenth. Murphy is a "Phillips," as he is everywhere joyously called, the son of the estate which makes the tent of the junior major of the Thirteenth one of the liveliest spots in the encampment. J. R. Beaton, ex-manager of the Scranton Traction company, was one of the visitors in camp Saturday.

Colonel Walter summarily disposed of the cases of two members of Companies G and H Saturday morning. Both men were charged with intoxication on the train and were sentenced to thirty-six hours in the guard house. Company A was the first company to have its mess tent up and ready for the men. The advance detail of Captain Ross' company certainly did nothing wrong. Early as it is Companies F, K and D have organized base ball teams and stand ready to meet all comers on the diamond. There is excellent talent in each company. Company C has a lovely mascot in the shape of a large and handsome goat. There hangs a tale. Not to the goat, but to a diabolical man as bad as that, but to the assertion, shortly after the arrival in company the C men discovered that their pet was missing and Sargent Fay set out to look for it. He found poor Billy in the barbers tent, with a large crowd of cruel, laughing B men, who watched the barber shave a large B on each of William's

anks. This operation was about completed and tears were welling from the goat's eyes, for a B man was industriously sharpening a large knife and cutting on the forehead of every side which menaced the safety of William's large and flowing beard. Sargent Fay's entrance almost precipitated a riot, but it saved the goat. Major Robling, Quartermaster Vandling and Adjutant Davis have secured the services of Fred S. Stuber, of Philadelphia, who is said to be the second best hairdresser in the country, and by him an artist looked forward to upon all sides as one of the features of the week's night's

men of Company D are feeling highly elated over the fact that the recently published standing of the companies of the brigade shows them to rank second among the leaders of the state.

TROUBLE IS FEARED. The 13,000 Claims of Indian Lands Will Not Go Around. By Exclusive Wire from The Associated Press. Fort Hill, O., T., July 21.—Disorder and distress will, it is feared, follow the opening of the Indian lands on every side which menaced the safety of William's large and flowing beard. Sargent Fay's entrance almost precipitated a riot, but it saved the goat. Major Robling, Quartermaster Vandling and Adjutant Davis have secured the services of Fred S. Stuber, of Philadelphia, who is said to be the second best hairdresser in the country, and by him an artist looked forward to upon all sides as one of the features of the week's night's

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Lace Curtains. Nottinghams. Choice line of Brussels, Renaissance and Irish Point Designs. Real value \$1.75. Special \$1.25. Real value \$2.25. Special \$1.50. Real value \$3.00. Special \$2.00. Real value \$4.50. Special \$3.50. Real value \$5.00. Special \$3.75. Real value \$6.50. Special \$5.50.

Tapestry Curtains. Some new color effects in. Real value \$4.50. Special \$3.50. Real value \$6.00. Special \$5.00. Real value \$10.00. Special \$8.50.

Couch Covers. Special values in Kelim and Bagdad effects at \$3.50 to \$8.50.

Furniture Coverings. A select stock of Foreign and Domestic Novelties in TAPESTRY, VELOUR, SILK DAMASK, FROU FROU. Estimates for all classes of upholstery, cheerfully given. We make a specialty of Slip Covers. Special prices on entire stock.

CARPETS, WALL PAPER, BRASS AND IRON BEDS, Etc. The most complete stock in Northeastern Pennsylvania. WILLIAMS & M'ANULTY. Temporary Store—126 Washington Ave.

RAILROAD TIME TABLES. Delaware, Lackawanna and Western. In Effect July 21, 1901. South-Leave Scranton for New York at 1.40, 2.00, 2.55, 7.30 and 10.00 a. m.; 12.49, 3.54, 8.30 p. m. For Philadelphia at 7.20 and 10.05 a. m.; 12.49 and 3.25 p. m. For Baltimore at 8.10 p. m. M. B. accommodation at 2.40 p. m. Arrive in Hoboken at 6.30, 7.18, 10.28, 12.08, 1.15, 4.18, 7.15 p. m. Arrive in Philadelphia at 1.06, 3.25, 6.08 and 8.22 p. m. Arrive from New York at 1.10, 4.32 and 10.25 a. m.; 1.00, 1.52, 3.45, 9.00 and 11.30 p. m. From Hoboken at 8.45 a. m. North-Leave Scranton for Buffalo and intermediate stations at 1.15, 6.35 and 9.00 a. m.; 3.29 and 8.00 p. m. For Chicago and Syracuse at 1.15 a. m., 6.35 a. m. and 1.35 p. m. For Chicago at 1.15, 6.35, 9.00 a. m. and 1.35 p. m. For Buffalo at 1.25, 2.55, 5.48 and 10.00 a. m.; 3.29 and 8.00 p. m. From Chicago and Syracuse at 2.50 a. m.; 12.25 and 3.00 p. m. From Buffalo at 1.00 a. m.; 12.25 and 3.00 p. m. From Montreal at 10.00 a. m.; 3.29 and 8.00 p. m. Bloomsburg Division—Leave Scranton for Northumberland at 4.15, 10.00 a. m.; 1.25 and 3.40 p. m. For Plymouth at 8.10 a. m.; 2.40, 8.20 p. m. Arrive at Northumberland at 9.25 a. m.; 4.00 a. m. and 8.45 p. m. Arrive in Scranton from Northumberland at 9.45 a. m.; 12.35, 1.10 and 8.15 p. m. From Utica at 2.50 a. m.; 12.22 and 3.00 p. m. From Nicholson at 7.45 a. m.; 3.29 and 8.00 p. m. From Montrose at 10.00 a. m.; 3.29 and 8.00 p. m. Bloomsburg Division—Leave Scranton at 10.30 a. m.; 4.15 and 8.15 p. m.

SUNDAY TRAINS. South-Leave Scranton at 1.40, 2.00, 3.55, 10.00 a. m.; 3.25 and 3.40 p. m. For Philadelphia at 1.15, 6.35, 9.00 a. m.; 1.35, 5.48 and 11.35 p. m. Bloomsburg Division—Leave Scranton at 10.30 a. m.; 4.15 and 8.15 p. m. Central Railroad of New Jersey. Stations in New York—Foot of Liberty street, N. Y. and South Ferry. TIME TABLE IN EFFECT JUNE 30, 1901. Train 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, 8.55 a. m. and 4.00 p. m. For Philadelphia, 8.55 a. m.; 1.10 and 4.00 p. m. Sundays, 8.55 a. m. and 4.00 p. m. For Allentown, 8.55 a. m. and 4.00 p. m. For Easton, 8.55 a. m. and 4.00 p. m. For Bethlehem, 8.55 a. m. and 4.00 p. m. For Mauch Chunk, 8.55 a. m. and 4.00 p. m. For White Haven, 8.55 a. m. and 4.00 p. m. Through tickets in all points east, south and west at lowest rates at the station. C. M. BIRT, Gen. Pass. Agt. J. H. OLLIAMS, Gen. Supt.

New York, Ontario and Western. Time Table in Effect Sunday, June 23, 1901. NORTH-BOUND. Leave Scranton. Arrive. Adirondack. 1.00 a. m. 1.10 a. m. 1.00 p. m. No. 1. 1.30 a. m. 1.40 a. m. 1.00 p. m. No. 2. 1.40 a. m. 1.50 a. m. 1.00 p. m. No. 3. 1.50 a. m. 2.00 a. m. 1.00 p. m. No. 4. 2.00 a. m. 2.10 a. m. 1.00 p. m. SOUTH-BOUND. Leave. Arrive. Adirondack. 1.00 a. m. 1.10 a. m. 1.00 p. m. No. 5. 1.30 a. m. 1.40 a. m. 1.00 p. m. No. 6. 1.40 a. m. 1.50 a. m. 1.00 p. m. No. 7. 1.50 a. m. 2.00 a. m. 1.00 p. m. No. 8. 2.00 a. m. 2.10 a. m. 1.00 p. m. SUNDAYS ONLY, SOUTH-BOUND. Leave. Arrive. Adirondack. 1.00 a. m. 1.10 a. m. 1.00 p. m. No. 9. 1.30 a. m. 1.40 a. m. 1.00 p. m. No. 10. 1.40 a. m. 1.50 a. m. 1.00 p. m. No. 11. 1.50 a. m. 2.00 a. m. 1.00 p. m. No. 12. 2.00 a. m. 2.10 a. m. 1.00 p. m. TRAINS ONLY, NORTH-BOUND. Leave. Arrive. Adirondack. 1.00 a. m. 1.10 a. m. 1.00 p. m. No. 13. 1.30 a. m. 1.40 a. m. 1.00 p. m. No. 14. 1.40 a. m. 1.50 a. m. 1.00 p. m. No. 15. 1.50 a. m. 2.00 a. m. 1.00 p. m. No. 16. 2.00 a. m. 2.10 a. m. 1.00 p. m. TRAINS ONLY, SOUTH-BOUND. Leave. Arrive. Adirondack. 1.00 a. m. 1.10 a. m. 1.00 p. m. No. 17. 1.30 a. m. 1.40 a. m. 1.00 p. m. No. 18. 1.40 a. m. 1.50 a. m. 1.00 p. m. No. 19. 1.50 a. m. 2.00 a. m. 1.00 p. m. No. 20. 2.00 a. m. 2.10 a. m. 1.00 p. m. SUNDAY TRAINS. For Carbondale—8.00, 11.30 a. m.; 2.14, 3.32, 6.32 and 10.32 p. m. For Wilkes-Barre—9.08 a. m.; 12.00, 1.58, 3.28, 6.02 and 8.12 p. m. For Allentown and points north—3.32 p. m. For Allentown and Lake Lodi—8.50, 11.30 a. m. and 3.52 p. m. Erie Railroad, Wyoming Division. Trains for Hazlet and intermediate points leave Scranton as follows: No. 2, 7.10 a. m.; No. 1, 8.00 a. m.; No. 6, 7.25 p. m.; No. 5, 8.20 p. m. No. 2 and 6 through train 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 No. 5 and 7 are through trains from New York. SUNDAY TRAINS. Departure—No. 30, 9 a. m.; No. 22, 9 p. m. Arrivals—No. 21, 12.15 p. m.; No. 2, 8.15 p. m.

Delaware and Hudson. In Effect June 9, 1901. Trains for Carbondale leave Scranton at 6.30, 8.00, 9.30, 10.15 a. m.; 12.00, 1.25, 2.44, 3.32, 6.20, 6.55, 9.15, 11.20 p. m. For Hazlet and Lake Lodi, 6.30, 9.15 a. m.; 2.44 and 3.27 p. m. For Wilkes-Barre—6.45, 7.15, 8.41, 9.38, 10.41 a. m.; 12.00, 1.28, 2.18, 3.44, 4.27, 6.10, 7.15, 10.41, 11.30 p. m. For Allentown—6.45, 7.15, 8.41, 9.38, 10.41 a. m.; 12.00, 1.28, 2.18, 3.44, 4.27, 6.10, 7.15, 10.41, 11.30 p. m. For Pottsville—6.45 a. m. and 4.27 p. m. For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45 a. m. and 4.27 p. m. For Philadelphia, 6.45 a. m. and 4.27 p. m. For Washington, Baltimore and New York, Philadelphia, Buffalo and Susquehanna Bridge. ROLLIN H. WILBUR, Gen. Supt., 20 Cortland street, New York. CHARLES S. LEE, Gen. Pass. Agt., 20 Cortland street, New York. W. H. WILSON, Asst. Gen. Supt., 20 Cortland street, New York. For tickets and Pullman reservations apply to 209 Lackawanna avenue, Scranton, Pa.

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