OPINION IN THE KOEHLER CASE

SUSTAINS THE VALIDITY OF FOOT-FRONT RULE.

Says the Jurisdiction of the City Authorities Under the Admitted Facts Cannot Be Questioned—Their Assessment Must Be Regarded as Conclusive—If the Contention of Koehler Had Prevailed the City Would Have Lost Thousands of Dollars—Full Text of Opinion.

The opinion of the Supreme court, written by Justice Potter, in the celebrated case of the City of Scranton, appellant, against H. T. Koehler, was yesterday forwarded to the prothonotary. The validity of the foot front rule is fully sustained, the conclusion of the court being expressed at the end of the opinion in the following language:

"The city engineer made the assessment in strict accordance with law, and, as a result, the property of appellee was assessed in the sum of $286, that amount being in proportion to the number of feet which his property fronts upon the street. The jurisdiction of the city authorities under the admitted facts of this case cannot be questioned, and there being no allegation of fraud or defective workmanship, or mistake in the computation of the engineer, their assessment must be regarded as conclusive."

Former City Solicitor A. A. Vosburg, who represented the city both before the Superior and the Supreme court, in the successive appeals from Judge Archbald's decision, said to a Tribune man that if the contention of Koehler had prevailed, thousands of dollars would have been lost to the city, as assessments have been made for years under the foot-front rule, and many of them are as yet uncollected.

HIS POSITION SUSTAINED.

"I am glad to see," said Mr. Vosburg, "that my position is sustained by the Supreme court in every particular. I have always held that the assessments made by the city authorities were only subject to legal attack upon the ground of fraud, or, possibly, for defects in the work. I believe, however, that the foot-front rule is not a tape-line rule. In other words, I am of the opinion that the proper authorities have a legal right, in their discretion, to allow for exceptional conditions. For example, if one side of a street was bounded by a public property not subject to assessment for municipal purposes, the assessing officers would have a right to apportion the cost among all the property owners along the improvement, which would have been assessed against the property which is exempt from assessment.

"This is upon the ground that the property owner is benefitted, not merely by the little strip of pave in front of his own property, but by the entire improvement, treated as a whole. The regulation of these exceptional cases is left, however, to the discretion of the city authorities, and their wisdom, or lack of wisdom, in exercising this discretion is not open to attack in the courts."

This decision disposes of a long and protracted litigation, in the conduct of which Mr. Koehler was ably represented by Attorney I. H. Burns. The opinion follows:

THE OPINION.

The city of Scranton paved Mulberry street with sheet asphalt, and assessed the cost upon the abutting property owners. The assessment was laid without regard to the number of square yards of pavement in front of any particular property, but was made upon a pro rata basis, which was ascertained by dividing the entire cost of the improvement in proportion to the number of feet of property fronting on the street.

Immediately in front of the defendant's property a street railway had laid its tracks, and paved that portion of the street so occupied by it. The effect was to reduce the amount of paving required to be done by the city, at that point. For this reduction the defendant claimed he was entitled to credit. The city ignored this claim, and divided the whole cost of paving the street among the total property frontage.

Upon a case stated the learned court below held that the basis for the assessment thus adopted by the city was not correct. Judgment was accordingly entered for the amount admitted to be due by the defendant and upon appeal by the city to the Superior court, this judgment was affirmed.

While the defendant in this case was not one of the petitioners for the improvement, yet it was asked for by a majority of the property owners along the section of the street to be improved, and the petition was for the pavement as a whole, and the ordinance was based upon and followed the petition. The improvement was constructed as a whole from one end to the other.

WEIGHT OF AUTHORITY.

The learned court below found that the weight of the authority, outside the state of Pennsylvania, was in favor of the "foot-front" rule of assessment, according to the benefits derived from the whole. But he seemed to be constrained to hold otherwise in this case, by former rulings of this court which he deemed controlling, and, therefore, entered a judgment upon a basis of the supposed cost of the paving immediately in front of the defendant's property. We are not, however, able to draw, from the cases cited, the same conclusion as that reached by the trial court in this case.

In McCunigle vs. Allegheny, 4 Pa. 118, the improvement was upon a street bounded upon one whole side by park property, the title to which was in the city, subject to the right of common, in the owners of in lots. The Act of Assembly under which that improvement was made, authorized "an equal assessment on the foot-front bounding on said street." It was held that the property on the east side, the title being in the city, was not subject to assessment, and that the whole cost must be collected from the properties abutting upon the other side of the street.

But it is carrying the effect of the decision in that case too far to hold that it is authority for the proposition that the assessment upon each property must be limited to the cost of the work done immediately in front of it.

In Erie City vs. Butler, 120 Pa. 374, this court entered judgment, for want of a sufficient affidavit of defense, upon the averments, which set forth that the work was not well done, nor according to contract, but which did not raise any question as to the manner of making the assessment.

ALLEGATIONS TOO VAGUE.

And in Pittsburg vs. McConnell, 130 Pa. 463, judgment was also entered for want of a sufficient affidavit of defense, upon the ground that the allegations were too vague and unsatisfactory to carry the case to the jury.

The case of Harrisburg vs. Baptist, 156 Pa. 526, was similarly decided. In none of these cases was the manner of making the assessment an issue, and the reasoning upon which the decisions were founded is not applicable to the case now before us. In the opinion of this court, in Witman vs. Reading, 169 Pa. 375, the "foot-front" rule is sustained, as being, upon the whole, as good a general rule as can be found. Our brother Mitchell there saying: "The learned judge below held that the 'foot-front' rule could not be lawfully applied as a method of assessment to the complainant's property, and based his conclusions mainly, if not exclusively, on the difference in value per foot front of the property along the line of the sewer. From this result we are constrained to differ.

"While the 'foot-front' rule of assessment, it is true, does not express a principle of taxation, but merely a convenient method, yet its foundation is not in uniformity of value, but in uniformity of benefit. The latter is not always, and perhaps not even really dependent upon the former, or in any fixed ratio to it. Properties in the same general situation are presumed to get the same general benefit from the given improvement, and as this benefit is assessed exclusively on property abutting on the line of the improvement, it is presumed to be fairly measured by the foot frontage of the property on that line, though values may be, and usually are, very different, and dependent upon other circumstances, such as the depth of the lots, etc."

TAXATION NOT EQUAL.

He then quotes from Judge Sharswood, in Hammett vs. Philadelphia, 65 Pa. 146: "No system of taxation which the wit of man has ever devised has been found perfectly equal," but, "perhaps no fairer rule can be adopted than the proportion of feet front, though there must be some inequalities, if the lots differ in situation and depth."

Further reference is made to Washington avenue, 69 Pa. 361, where Chief Justice Agnew says of the per "foot-front" mode of assessment: "Whatever doubt may have been originally entertained of it as a substitute, which it really is, for actual assessment by jurors, or assessors under oath, it has been so often sanctioned by decision, it would ill become us now to unsettle its foundation by disputing its principle." No authority for setting aside the "foot-front" rule can, therefore, be found in Wilman vs. Reading.

It is true that the method of assessing the cost of the system of sewers, which was under consideration in that case, was disapproved. But this was for the reason that the ratio of cost was made up by aggregating the cost of local and main sewers, so that the average of these was not an accurate measure of any one of them.

This mode of procedure was considered to be in conflict with the principle that no properties can be assessed for the cost of a sewer, except those that abut on the line thereof. Upon this reasoning the conclusion as set forth was reached in Witman vs. Reading.

PROCEEDINGS ORDERLY.

In the case now under consideration, the whole procedure seems to have been an orderly one, conducted from beginning to end in accordance with the terms of the Act of Assembly of May 23, 1889. The initial step was a petition by a majority of the abutting property owners. This was followed by the enactment of an ordinance of the city councils, authorizing the work to be done, under the direction of the city engineer, and according to plans and specifications. The city engineer was instructed to make the assessments for the cost of the paving according to the "foot-front" rule, against the abutting owners, giving notice to said owners as required by law. The work was admittedly done in accordance with the contract and the specifications. The city engineer made the assessment in strict accordance with the law, and, as a result, the property of the appellee was assessed in the sum of $286, that amount being in proportion to the number of feet which his property fronts upon the street. The jurisdiction of the city authorities, under the admitted facts of this case, cannot be questioned, and there being no allegation of fraud or defective workmanship, or mistake in the computation of the engineer, the assessment must be regarded as conclusive.

It is, therefore, ordered that the judgment of the Superior court be reversed; and judgment is now entered against the appellee and in favor of the city of Scranton for the sum of $286 and costs.

OPINION IN LEVERS CASE.

Decision of the Court of This County Sustained.

Following is the opinion handed down by Justice Mitchell in the case of the city of Scranton against Mrs. Hannah Levers, a suit to collect for a sewer laid in Lafayette street. Mrs. Levers owns a property at Lafayette street and Decker's court. The opinion follows:

The city of Scranton having filed a claim for the expense of a sewer in front of defendant's property, the latter set forth in her affidavit of defense that the claim was made under the Act of 1889, by which the assessments are required to be equal upon all front feet of the lands along which the sewers run, but that, in fact, a large proportion of the land liable to assessment, in front of which this sewer runs, was not assessed at all, wherefore the assessment on which the claim was founded was illegal and void.

The provision of the Act of 1889 is not set forth with verbal accuracy, but with substantial correctness, and as the fact averred as to the omission of assessable property on the line of the sewer must be taken as true, as upon the rule for judgment, the affidavit set up a sufficient defense. The court below so held and discharged the rule. But the learned judge having some views of his own on the subject of foot front assessments, subsequently added a postcript to his opinion, in which, referring to Norwood vs. Baker, 172 U. S., 269, he expresses the view that the case of Mutchener vs. Philadelphia, 188 Pa., 535, is deprived of its authority and that assessments by the foot front rule without reference to actual benefit in the particular case are unconstitutional. On this basis the counsel for the city have made an argument in favor of the constitutionality of the rule in general and the provisions of the Act of 1889. It will be time enough to decide those questions when they come regularly before us. In the present case, the affidavit set up a good defense on the facts, and on it judgment was properly refused. Judgment affirmed and procedendo awarded.

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

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

Scranton, Pa., July 24, 1901.

TUESDAY, JULY 23.

Wild Cats East—8 p. m., F. F. Stevens; 10 p. m., C. W. Dunn.

WEDNESDAY, JULY 24.

Wild Cats East—12.50 a. m., A. F. Mullen; 3 a. m., J. J. Costello; 5 a. m., M. Finnerty; 10 a. m., H. Risbing; 11 a. m., F. L. Rogers; 1 p. m., T. Fitzpatrick; 2 p. m., W. W. Lallarr; 6 p. m., J. H. Masters.

Summits, Etc.—6 a. m., east, J. Carrigg; 8 a. m., west, G. Fromtelker; 6 p. m., east, W. H. Nichols; 8 p. m., east, F. McDonnell, with J. Hennigan's crew; 7 p. m., Cayuga, McLane; 7 p. m., Cayuga, Thompson; 7 p. m., Nay Aug, E. McAllister.

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

Passenger Engines—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., Secor; 5.30 p. m., Stanton; 7 p. m., Nauman.

Wild Cats West—5 a. m., M. Carmody; 10 a. m., C. Kingsley; 11 a. m., J. Ginley; 2 p. m., Staples, with T. Donohean's crew; 4 p. m., John Baxter; 6 p. m., Ketcham.

HEAT AND DUST AT MT. GRETNA

[Concluded from Page 1.]

inspector of rifle practice. One team, consisting of the regimental team which shall make the highest total score for the two practice matches and the skirmish match at the annual competitions at Mount Gretna, to be augmented so as to consist of six men and one reserve. This team to represent the state of Pennsylvania in the interstate regimental match. One team of six men and one reserve, to be selected from the several troops of cavalry of the National Guard of Pennsylvania, the selection to be made by the general inspector of rifle practice, and this team to participate in the squadron matches.

Colonel Asher Miner, of Wilkes-Barre, former general inspector of rifle practice, has been assigned for duty by Adjutant General Stewart at the competition at Mount Gretna, and also at Sea Girt.

Rain fell steadily for over an hour Monday morning, and rubber blankets and boots were hurriedly unfolded as a result and the boys met the welcome shower, fully prepared. About noon the last drops fell, after which the sun blazed forth stronger than on any day since the beginning of the encampment.

The day was spent in active preparation for Wednesday when Governor Stone is expected to review the regiment and Thursday when the brigade inspection will take place. At 8.30 o'clock there was battalion drill in the field below the encampment. Lieutenant Colonel Stillwell drilled the First, Major Field the Second and Major Robling the Third battalion. The Second was the last battalion to leave the field remaining long after both the Scranton battalions had retired.

At 2 o'clock in the afternoon there was a regimental drill and at 5 occurred a repetition of the brigade drill of Sunday, all five regiments being put through the exhausting series of manoeuvers.

Few Visitors in Camp.

There were few visitors in camp Monday. Captain Huff of Company H, of North Scranton was officer of the day and Lieutenant Daly of Company A, officer of the guard. Neither the guard house nor the hospital has more than a few occupants, and regarding this latter very pleasing fact, Major Keller, regimental surgeon said to the Tribune correspondent:

"During my entire experience in the guard, I must say that this has promised to be the healthiest camp I have yet been through. Up to date there have been very few cases brought to my attention and practically all of the accident cases have been of a trival, minor character."

An enjoyable innovation of Monday was the arrival of Fred Stuber of Philadelphia, reputed to be the second best banjoist in the country. He was brought here by Major Robling, and several other officers and will remain here during the entire encampment. During the morning he and Adjutant Atherton, who is something of a musician himself rendered a duet in Major Robling's tent and at mess Stuber played while the headquarters staff were at table.

Governor Stone and staff are expected here Wednesday, and the inspection is slated for Thursday. Had it not been for these facts it is likely that a large detail would have been sent up to Scranton to attend the funeral of Dr. Blanchard.

NOTES OF THE ENCAMPMENT.

Private Edward Maycock, of Company F, was today appointed orderly at the guard house.

Companies C and D started a base ball game Monday, but it was stopped at 2 o'clock on account of regimental drill. Company D was far in the lead from the start, Simpson and Finnegan made up the victorious battery. In the first inning both Connell and Simpson made long drives for four bases.

The boys of Company F are feeling rather elated over the fact that Major Keller complimented Captain Merriman to the extent of telling him that the company's mess tent and commissary department were the best in camp.

Private Newton, of Company F, is a rather weighty young man, tipping, as he does, the scales at 190 odd pounds. He was recently tossed on in a blanket and sailed high through the air. When he struck the blanket again he went clean through it, leaving the disgusted owner indulging in most picturesquely forcible language.

The Thirteenth's hospital corps took first place last year in inspection and exhibition drill, and has a squad this year especially well drilled for the purpose of keeping up last year's fine record. "Spike" O'Hara captains Company C.'s ball team, which is managed by Michael Murphy, a brother of ex-Lieutenant Murphy, of the Forty-seventh volunteers.

Private Moss, of Company C, one of the advance detail, had both of his arms badly bruised by being caught under a falling tent pole.

In Company M, of the Ninth regiment, there are two ex-Thirteenth officers Fremont Stokes, formerly captain of Company F, leads the Pittston boys, and C. H. Derby, formerly F.'s first sergeant, is one of its privates.

Lieutenant Lathrop and Private Frank Reese spent the day in Lancaster.

The men of Company C have indulged in a good deal of good natured quizzing of Corporal Peet and Sergeant Bailey, who were "lost in the woods" Sunday afternoon. As will be remembered there was a long arduous brigade drill in the sun about that time.

First Battalion Adjutant Richard J. Bourke presents a manly figure on parade. It is his first experience in the position and he is proving a splendid successor to Lieutenant Gunster as Lieutenant Colonel Stillwell's right hand man.

Private Ivor Davis, of Company I, is the owner of that company's mascot. It is "Billy," the same energetic turtle which was his pride last year.

"Who is the major," is a cry which reverberates up and down headquarters now, at all times of the day. And the instant it is heard, from tents all along the line spring out forms which bow low, touch forehands to the ground, and chant slowly "There's the Ma-a-a-jor," pointing to the robust form of Major Frank Robling, of the Third battalion. Lieutenant Murphy introduced this Oriental salaam and salutation, and every time a cork pops in the major's tent there is the above described accompaniment.

Corporal Frank R. Coffin, of D, has been appointed head headquarters' stenographer and typewriter. —Leon Levy.

MONEY FOR THE CITY.

County Treasurer Scranton Sends His Check for $23,800.

Scranton again has a corpulent city treasury, that is, corpulent compared to its lean and hungry condition for weeks past.

Yesterday morning County Treasurer J. A. Scranton sent the city treasurer a check for $23,800, which is part of the money now in the county treasurer's hands from the sale of liquor licenses.

RAILROAD TIME TABLES.

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. 29, 9 a. m.; No. 22, 2 p. m.

Arrivals—No. 21, 12.15 p. m.; No. 25, 8.15 p. m.

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 9.58 a. m., and 2.18, 4.27 (Black Diamond Express), and 11.30 p. m. Sundays, 2.18 p. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 9.58 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 9.58 a. m.; 1.58, 8.27 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D., L. & W. R. R., 8.58 a. m.; 1.05 and 3.49 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 11.55 a. m.; 1.58, 3.37 (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, Gen. Supt., 26 Cortland street, New York.

For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa.

New York, Ontario and Western.

Time Table in Effect Sunday, June 23, 1901.

NORTH-BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 1	10.40 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	6.10 p. m.	Ar. Carbondale..	6.40 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.	4.09 p. m.	4.45 p. m.

SUNDAYS ONLY, NORTH-BOUND.

	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 9	8.20 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, 2, 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.

Delaware, Lackawanna and Western

In Effect July 21, 1901.

South Leave Scranton for New York at 1.10, 2.00, 5.35, 7.50 and 10.00 a. m.; 12.10, 2.30, 4.30, 6.30, 8.00 p. m. For Philadelphia at 7.40 and 10.05 a. m., 12.10 and 3.34 p. m. For Tobyhanna at 6.40 p. m. Mail accommodation at 5.40 p. m. Arrive in Hoboken at 6.30, 7.35, 10.28, 12.05, 5.15, 8.48, 7.30 p. m. Arrive in Philadelphia at 1.30, 3.25, 6.00 and 8.32 p. m. Arrive from New York at 1.10, 6.52 and 10.27 a. m.; 1.00, 4.52, 5.42, 9.00 and 11.30 p. m. From Tobyhanna at 8.05 a. m.

North Leave Scranton for Binghamton and intermediate stations at 1.45, 6.55 and 9.00 a. m.; 1.55, 5.48 and 11.35 p. m. For Oswego and Syracuse at 1.45 a. m., 6.55 a. m. and 1.55 p. m. For Utica at 1.45, 6.55 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 Hobart at 1.25, 9.55, 5.18 and 10.00 a. m.; 5.30 and 8.00 p. m. From Oswego and Syracuse at 2.51 a. m., 12.22 and 8.00 p. m. From Utica at 2.55 a. m., 12.22 and 3.30 p. m. From Nicholson at 7.45 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 6.10 p. m. For Plymouth at 8.10 a. m., 5.40, 8.50 p. m. Arrive at Northumberland at 9.55 a. m., 1.10, 5.00 and 8.15 p. m. Arrive at Plymouth at 9.01 a. m., 4.30, 9.45 p. m. Arrive in Scranton from Northumberland at 9.47 a. m., 12.55, 4.50 and 8.45 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.45 a. m., 3.20 and 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 5.00, 5.55, 10.05 a. m., 3.25 and 3.40 p. m.

North—Leave Scranton at 1.15, 6.55, 9.00 a. m., 1.55, 5.48 and 11.35 p. m.

Bloomsburg Division—Leave Scranton at 10.05 a. m. and 6.10 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, 4.09 p. m. Sundays, 2.15 p. m.

For Pittston and Wilkes-Barre, 8.55 a. m.; 1.10 and 4.09 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 4.09 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.55 a. m. through coaches 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 4.09 p. m.

Through tickets to all points east, south and west at lowest rates at the station.

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. R. WOOD, Gen. Pass. Agt.

Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.55, 10.15 a. m., 12.00, 1.29, 2.44, 3.52, 5.29, 6.25, 7.37, 9.15, 11.20 p. m., 1.10 a. m.

For Honesdale and Lake Lodore, 6.20, 10.15 a. m., 2.44 and 5.29 p. m.

For Wilkes-Barre—6.15, 7.48, 8.41, 9.38, 10.40 a. m., 12.01 1.28, 2.18, 3.33, 4.27, 6.10, 7.18, 10.41, 11.50 p. m.

For L. V. R. R. points—6.45, 9.38 a. m., 2.18, 4.27 and 11.50 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, 11.35 a. m., 2.44, 3.52, 5.31 and 10.27 p. m.

For Wilkes-Barre—9.38 a. m., 12.05, 1.58, 3.33, 6.32 and 8.42 p. m.

For Albany and points north—3.52 p. m.

For Honesdale and Lake Lodore—8.00, 11.35 a. m. and 3.52 p. m.