INDUSTRIAL AND LABOR

INDUSTRIES THAT WANT TO COME TO SCRANTON.

Secretary Atherton of the Board of Trade Has Heard from Several of Them—Progress of Work on Plants That Are Now Being Constructed—National President of the Car Builders Was in the City Yesterday—Worden Manufacturing Company Chartered.

After a period of several weeks' temporary inactivity there has been a boom in board of trade matters, and Secretary D. B. Atherton, just returned with the regiment, from Mt. Gretna, finds that the coming of August brings along with it increased activity in the line of new industries whose promoters are casting furtive glances at Scranton as the prospective site of their plants.

Secretary Atherton expects a visit today or tomorrow from persons at the head of the concern, manufacturing patent roller axles, which will most likely locate here and is bound to prove a most desirable acquisition to this city's manufacturing world. The rubber hose manufacturing company which will have its factory in Elmhurst, has applied for a charter and will start operations at no very distant date with fifty skilled mechanics employed, until the concern is once fairly under way, when the number of employes will be greatly increased.

Several Elmhurst citizens, notably J. M. Rhodes, are financially interested in the company and are devoting tireless efforts to making a success out of the enterprise.

Timmes and Hecht expect to begin work at the rolling mill of their spike factory in the Keyser Valley by August. 1. The rolling mill, which is the largest part of the plant, is now complete and the work is in progress of erecting the furnaces and boilers. The spike mill proper has not yet been built nor will it be for some time. The contract for its construction will be sooon let. Mulherin & Judge had charge of the building of the rolling mill, which will be utilized for the manufacture of spike rods and turning out of bar iron until the complete plant is in working order. This portion of the works will employ about fifty men at the outset.

The Graff Iron Furnace company, which has transferred its plant from Elizabethport, N. J., to this city, and has located at Priceburg, expects to open up by Sept. 1. The foundry and finishing room are practically complete and by Sept. 1 all of the working machinery will have been installed. The Green Ridge Lumber company has been in charge of the construction of their plant. It will employ one hundred men.

In the Building World.

Secretary B. F. Laudig, of the Builders' Exchange stated yesterday afternoon to a Tribune man that operations in the local building world are very dull at present. The exchange is enjoying the summer vacation and there will be no meeting until the early part of September.

Of late there have been but few new structures of any size as consequence started, but work is being rushed on the numerous edifices, public and private about the city which are in an unfinished state of construction. The Y. M. C. A. building is shooting up rapidly, Contractor E. S. Williams being in a measure obliged to rush work on it, by reason of the long delays experienced in excavation, on account of the peculiarly hard nature of the strata of rock which had to be removed.

Work on the excavating and foundations for the printing plant of the International Correspondence Schools is progressing satisfactorily and large numbers of men are employed on the site of the new Merchants' and Mechanics' bank on Spruce street.

The Carbuilders' Strike.

President Albert T. Fish, of the National union of American Carbuilders, arrived in this city early yesterday morning, and left during the day, after visiting at local strikers' headquarters and discussing the situation at the Lackawanna shops with the Scranton leaders.

While here President Fish expressed himself hopefully as to the results of the strike and expressed his hope of securing a conference with Delaware, Lackawanna and Western officials. Had it not been for the fact that both General Superintendent T. E. Clarke and Master Car Builder L. T. Canfield were out of the city an effort would probably have been made to have the car builders' president meet the heads of the other side in the controversy.

President Fish arrived here at 5.40 o'clock yesterday morning from his home in Buffalo and left here on the 1.55 o'clock train yesterday afternoon. He will return here Thursday morning. At Buffalo, Mr. Fish has been busied the past few days in straightening out difficulties existing at the shops of the New York Central railroad. Eleven men were discharged there for refusing to work on damaged Lackawanna engines, and the men threatened to go out in a body unless they were reinstated. They were finally taken back into the shops and trouble thus averted. It is reported that fifteen of the strikers returned to work yesterday morning. Master Builder Canfield left for New York city Monday night, and yesterday morning General Superintendent Clarke left for the metropolis. Mr. Clarke is not expected home before Sunday.

Worden Manufacturing Company.

The Worden Manufacturing company of this city has been chartered under the laws of Pennsylvania with a capital of $20,000.

It is the purpose of the company to manufacture the Worden sliding dior hanger and other novelties. The officers of the company are: E. G. Worden, president and manager; S. S. Spruks, treasurer; A. N. Walker, secretary. These with Henry Spruks and M. E. Worden constitute the board of directors.

It is the intention of the company to open a factory in this city in the near future. It has already opened an office in the Mears building.

To Divide District.

District President Duffy, assisted by Organizer Schlosser, on Saturday afternoon installed the officers of the subdistrict of District No. 7, United Mine Workers of America. The new district officers were installed at Coaldale, but the office will be at Lansford, as that town is the centre of the Panther Creek coal field.

The new district is quite a large one and contains many miners whose interests in common are similar to those of the men in the rest of the district but the conditions of mining are different, and therefore the same head cannot govern judiciously for the both districts, and not only that, but the territory in District No. 7 is too great for the local officers to look after every grievance, as is their duty.

Following are the new officers of the district: President, Samuel Boyle; vice president, George Tillinghast; secretary, D. M. Werner; treasurer, Cornelius Reilley; executive board, J. L. Duck, Hugh O'Donnell, Frank Ovenfeit, Maurice Finley, G. W. Foster, Ellsworth Arner, and Joseph D. Boyle. The officers are all unsalaried.

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

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

TUESDAY, JULY 30.

Wild Cats, East—8 p. m., T. Fitzpatrick; 10 p. m., F. Halleit.

WEDNESDAY, JULY 31.

Wild Cats, East—12.30 a. m., J. H. Masters; 3 a. m., W. J. Mosier; 5 a. m., William Kirby; 8 a. m., G. Staples; 10 a. m., H. Gilligan; 11 a. m., J. Burkhart; 1 p. m., O. Kearney; 2 p. m., H. Cosler, with H. Doherty's crew; 5 p. m., J. W. Devine; 6 p. m., T. M. McCarthy.

Summits, Etc.—6 a. m., east, J. Carrigg; 8 a. m., west, G. Frounfelker; 10 a. m., west, M. Finnerty; 6 p. m., east, F. McDonnell; 8 p. m., east, W. H. Nichols; 7 p. m., Nay Aug, E. McAllister; 7 p. m., Cayuga, McLane; 7 p. m., Cayuga, Thompson.

Pushers—8 a. m., Houser; 10 a. m., S. Finnerty; 11.30 a. m., Doudican; 7 p. m., T. Nauman; 9 p. m., Lamping; 10 a. m., A. Widener.

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

Wild Cats, West—5 a. m., M. Carmody; 8 a. m., J. Ginley; 10 a. m., William Hoar, with O. Case's crew; 11 a. m., J. Gahagan; 1 p. m., C. Kingsley; 2 p. m., O. Randolph; 4 p. m., J. H. McCann; 5 p. m., J. Baxter; 6 p. m., J. J. Murray, with Ketcham's crew.

NOTICE.

John McCue will take his run, 3.45 p. m., July 31.

Brakeman Emery Neal will go out with W. J. Mosier, July 31.

Brakeman P. Kearney will go out with H. Gilligan, July 31, in P. Hennigan's place, until further notice.

This and That.

The Westinghouse Electric and Manufacturing company, of Pittsburg, Pa., has been awarded a fair-sized contract for the electrical equipment of the Spanish government gun works at Trubia, Spain. Shipment is about to be made of some 30-horsepower motors and rheostats.

The Howells Mining Drill company, of Plymouth, Pa., has just sent to the International Mining congress at Boise City, Idaho, fourteen different styles of hand and air drills of the augur type. The Howells company is now preparing to make electric drills which it hopes to have ready for market by early fall.

The Denver office of the Allis-Chalmers company has closed a contract with the Telluride Reduction company to furnish all the machinery for the new bromine plant, to handle Cripple Creek ores. This will be an independent mill of large capacity, backed by ample capital. C. D. Grove, the chief engineer and metallurgist, is now at the Allis works in Milwaukee, where the plans are being prepared.

NON-UNION MECHANICS WORKING AT READING

Officials Claim Improvement in Boiler and Blacksmith Shops.

By Exclusive Wire from The Associated Press.

Reading, Pa., July 30.—The Reading company brought some thirty or more non-union mechanics here late last night and today the officials claim an improvement in the boiler making and blacksmithing departments, which had been badly crippled. They report that twenty-eight blacksmiths' fires are going and that thirty men are at work in the boiler making shops. The strike leaders dispute these figures and say that the men are not full-fledged mechanics.

The officials likewise claim an improvement in the situation in other departments and that the places of the striking freight handlers have all been filled. At the car shops they say more men are at work than at any previous time.

HALF TIME AT ALTOONA.

The Miners Forced to Idleness by Superabundance of Men.

By Exclusive Wire from The Associated Press.

Altoona, Pa., July 30.—The miners of this region are working only about half-time, says Vice-President Patrick Killday, who visited here today. He gave as his reason for this state of affairs that there is a superabundance of men, brought here a year ago to open a lot of new shafts, when there was a big demand for coal. Now, when none but high-grade coal has the call, many men are idle.

He anticipates improvement in demand when fall comes. Speaking of the mine workers' organization, he said that 25,000 men out of 43,000 in this district were union men.

LIST OF ADVERTISED LETTERS.

List of letters remaining uncalled for at the Scranton postoffice, Lackawanna county, Pa., July 31, 1901. Persons calling for these letters will please say advertised and give date of list.

Ezra H. Ripple, Postmaster.

Mrs. M. Bialkowski, S. S. Boone, Katie Barrett, S. D. Botume, Philip R. Bevan, J. W. Burns, A. L. Barner, Harry Brewer, Sadie J. Baker, Harry Burlingham (4).

Margaret Cramer, William N. Carmichael, John Coleman, R. A. Cameron, William Cove, Connell Brothers, James Cadden, John Courtesis, Professor Forest E. Craver.

Abraham Dyer, J. G. Davies, Mrs. M. Davies, Miss Georgie Dunn, Grace Devine, Chris. Duggan, J. D. Evans.

Bessie Friend (special), David Falmoth, Thos. E. Finnerty, J. J. Flannigan, John Ferguson, Edward Finnegan, Ella Fuller.

Mary Grimshaw, Miss C. Gavitt, Charles Gomer, Charles Green, George Golden George Gardner, Gler Brothers, Mrs. E. G. Gardner, Thomas H. Gough.

John W. Hibbard, J. H. Haraty, Amy L. Hartman, William Hickley, Mrs. Sue Harvard, Mrs. Peter Hoban, Lizzie Hunkele, Edna Keiler, A. Jarvis.

Mrs. Sarah J. Kempier, Lizzie Kennedy, Joseph Key, Mrs. C. Kauffman, Peter M. Kelly, Mr. and Mrs. William Klein, Edgar E. Knox.

Harry Long, C. A. Long, Angeline Le Clair, John Lentes.

Thomas Menahan, Mrs. John McNulty, Mrs. E. McCormack, John McGrath, E. Maycock.

Joseph Neuhaus, Caleb E. Nixon.

Myron G. Parmenter, E. Patterson, Edna Pontius Heinrich Pahl, J. Phillips.

Mrs. Reynolds, Mutual Reserve Insurance company.

William H. Smith, C. L. Smart, Mrs. Ella Sherwood, F. J. Simonik.

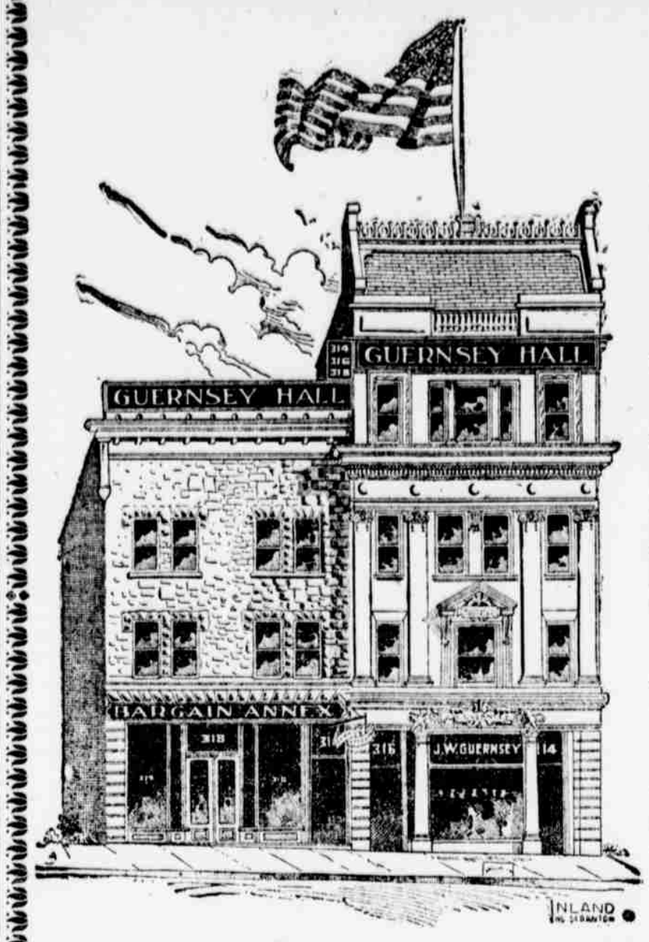
Peter J. Telling (2).

Robert Van Brun, Helen Van Keuren.

Ace Wolfe, Mrs. Waters, Miss Carroll, Master Louis Weiss, Katherine Williams, Margaret Wiedensall, Joseph Worpha, Fred Weidlich, Richard Walck.

West Scranton Station.

Mrs. Emma Barnes, Clinton Pooram, Daisy Edwards, Adam Franc, Miss Ella Harte, W. J. Hoskins, Mrs. Mary James, H. Zemby, Anrey Malkiejwicz, Will Shiles.



Guernsey Hall

Is Headquarters for the

Leading High-Grade

Pianos and Organs

Guernsey Hall is well known as the most liberal Music House to deal with.

Prices are always low, terms easy and goods equal if not superior to any in the market. Every instrument is thoroughly guaranteed.

Sohmer, Weber, Schubert and Kingsbury

Pianos are a few of the many beautiful and celebrated instruments that can always be found in stock.

Special bargains can be secured here almost every day in the week on Pianos and Organs that have either been returned or left on sale by parties leaving the city. You can often secure a $350 or $400 Piano for less than half that amount of money by calling here at the right time. It will pay any person who is desirous of purchasing a Piano to take advantage of these rare opportunities.

The public is invited to call here before buying.

N. B.—There is but one Guernsey Hall in the city of Scranton. Guernsey Hall is located near the Central Post Office Building,

314-316 WASHINGTON AVENUE, SCRANTON, PA.

J. W. GUERNSEY, Proprietor.

FINLEY'S

Half-Price Parasol Opportunity

Manufacturers' surplus stock of Parasols purchased at half regular cost; same manufacturers, quality and style as our regular stock goods. These, together with our own lines, have been merged into one grand assortment of Parasols. Attractive styles and great values, including plain and fancy Coaching Parasols, Chiffon and Lace Trimmed Parasols, in white, black and white, and the new colorings: offering an unusual opportunity to secure the best and newest in the parasol line at

One-half the Regular Price

Ladies' Plain and Trimmed Parasols

At $1.00—Just half price from $2.00
At 1.50— " " " " 3.00
At 2.00— " " " " 4.00
At 2.50— " " " " 5.00
At 3.00— " " " " 6.00
At 3.50— " " " " 7.00

Children's Fancy Parasols

At 25c—Just half price from 50c
At 50c— " " " " $1.00
At $1.00— " " " " 2.00
At $1.50— " " " " 3.00

510-512 Lackawanna Ave

How the Conductor Won His Mollie.

PHELIM REARDON, late of Ballinasloe, County Galway, and later of Dublin, where he is yet remembered by frequenters of College Green and the Bank of Ireland as "Handsome Jericho," the cab driver, is now a conductor on a Chicago street car. He has black curly hair, the shape of Apollo and a brogue as broad as the Curragh of Kindare. Rumor has it that he's about to be married to Mollie Hannigan, the prettiest girl in Father Kelly's parish, and here's the way he answers the gossips:

"Marri'd? Well, Ol durno. 'Tis aiser t'be married thin t'be burried, but th' latther is gin'rally more parminint, particly in this counthry, so Ol'm told. Ol niver bin married an' Ol niver bin burried, but Ol s'pose they's no escape frum aither. Ast Miss Mollie Hannigan, two dors frum th' power-house. 'Tis her funeral, annyhow, as Ol hear thim say."

Mis Hannigan works in a laundry in Franklin street, and her wit is as bright as her eyes. She has the yellow hair and blue eyes of her German mother and the sharp tongue and quick intelligence of her father, Mike Hannigan, who kept the Owl saloon for ten years before the horse barns were turned into power-houses. He's been dead these six years, but the motormen and conductors who frequent the old place yet call it "Hannigan's."

Miss Mollie had already a score of admirers when Conductor Reardon came to board at her house. She voted him a greenhorn the first time she heard him talk, and in spite of his good looks and ready smile resolved that he was "not her kind." But the gallant greenhorn was not to be denied. He made no secret of his ardent admiration for Mollie, and with a grin ignored her efforts to treat him with silent contempt. He never saw her without a "gud mawrnin,' Misthress Mollie," or "gud evenin', Misthress Hannigan," till she began to feel that ridiculo and not dignity was the best weapon with which to deter her unwelcome admirer. She had, until two months ago, never deigned to notice him in the street car. She has two or three girl friends of the neighborhood who work in the laundry and who accompany her to and from work every day except Saturday.

When the conductor first began his "gud mawrnin's" the other girls always had a laugh at Mollie expense. She never condescended to smile or give the retort courteous, but she couldn't suppress the blush of anger that only served to make her pretty face prettier in the eyes of the Irish conductor. But in the meantime she schemed an audacious method of making life miserable for the conductor.

One evening when the car was packed with home-going people Conductor Reardon edging his way through the crowd, appeared smiling before her with "Gud evenin', Miss——"

Tha was as far as he got, for Miss Mollie broke in in high-pitched and purposely affected tones, thus:

"Aw, I say, conductor, is this the road to Mandelay?"

Poor Phelim's brown skin turned purple as he heard the loud roar of laughter which greeted this query. Everybody looked at Mollie, one man suggested that it was "the rocky road to Dublin," and the girl herself felt sure that she had taken "a fall" out of the persevering admirer. But Phelim came back pretty quick with:

"No, Misthress Hannigan, 'tisn't the road t' Mandelay, 'r anny other kind o' delay. So be quick wit' yer nickel."

Then there, was another laugh. The women agreed that Mollie had the worst of the exchange, and the men took sides against the conductor. The girl was a little puzzled as to how the honors had gone, but she resolved to try again. In the meantime Phelim, whose vanity and heart were both badly hurt by Mollie's ridicule, resolved to avoid her entirely. When he sat at the same table with her or met her about her mother's house he just touched his hat and said nothing. In the street car he refused to ask her fare, and so contrived it that his method of overlooking her proffered nickels always seemed like a mistake on his part.

The conductor's changed manner piqued Miss Mollie beyond expression. She saw how handsome he was and how the other girls in the neighborhood were "running after him," and besides she felt humiliated at being obliged to accept free rides at his hands. Finally one evening, when he had deliberately ignored her fare, she bridled perceptibly and in a loud voice, touched with a mocking brogue, asked:

"O' Misther Conductor, d'yez want me fare?"

"Ol'd rather have yez fair thin dark anny time," answered Phelim quickly, so that everybody could hear. "Bet yer loife I want yez. Ol never did loike brunittes."

The laugh was on Mollie this time and she knew it. "He isn't half as great a yap as I thought," she murmured to herself as she alighted, still blushing, in front of her house. If Phelim hadn't persisted in grinning over his victory she might have declared a truce that evening, but the Irishman couldn't keep a twinkle out of his eyes every time he saw her after that, and she couldn't resist the temptation to have another "go" at him.

"I'm going to ask that Irish conductor if he has change for a collar button," whispered Mollie to her two chums as they sat down in Phelim's car on a hot June morning. "He's got so he collects my fare now, and when he comes round just watch him."

Sure enough, when Phelim, still with the merry light in his black eyes, came to Miss Hannigan, she delved into her little pocketbook, pulled out a little gold collar button and holding it out with demure sincerity asked:

"Can you give me change for a collar button, please, sir?"

"Oi can," snapped the conductor, "av yez'll take it in cuffs."

The laugh which followed this sally left the girl no room to doubt who had got the worst of it. Even her friends chuckled with glee over Phelim's lightning wit, and poor Mollie, with tears of rage in her pretty blue eyes, said not another word all the way down town.

But she changed her opinion of the "greenhorn."

"So your going to marry Reardon after all, are you, Miss Hannigan?" asked John Colligan, the boss teamster, Mollie's former favorite, as he leaned across her front gate last evening.

"Humph, Johnny Colligan," sneered pretty Molle, "when did YOU stop goin' to mass on Sunday? Ir you'd a been there last Sunday as Phelim was you'd a heard Father Kelly call it out from the altar for the third time."

—John H. Rafferty.

DIED ON A STEAMSHIP.

James Monroe, of Old Forge, Supposed to Have Been Buried at Sea.

James Monroe, of Old Forge, died Sunday on board the steamship Campania, as she was leaving the harbor of Queenstown, Ireland. It is understood the body was taken to sea and buried.

Monroe was a miner, and some two months ago left for Ireland to visit the scenes of his youth. His death was due to apoplexy. Monroe is survived by a wife and children and several brothers and sisters, all of whom reside at Old Forge.

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., 8.10 a. m., and 3.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 11.55 a. m., 1.28, 3.35 (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.

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.

Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6:20, 8:03, 8:55, 10:12 a. m., 12:00, 1:20, 2:41, 3:52, 5:29, 6:25, 7:57, 9:15, 11:20 p. m., 1:16 a. m.

For Honesdale and Lake Lodore, 6:20, 10:12 a. m.; 2:41 and 5:29 p. m.

For Wilkes-Barre—6:45, 7:48, 8:41, 9:28, 10:42 a. m., 12:03 1:58, 2:18, 3:33, 4:27, 6:10, 7:18, 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—8:50, 11:35 a. m., 2:44, 3:52, 5:32 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—8:50, 11:35 a. m. and 3:32 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.	7.00 p. m.
No. 3 ...	4.00 p. m.	4.41 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.	4.00 p. m.	4.45 p. m.

SUNDAYS ONLY, NORTH-BOUND.

	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 9 ...	8.50 a. m.	9.19 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.	5.00 p. m.	6.45 p. m.

Trains Nos. 1, 3, 6 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.

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 July 21, 1901.

South—Leave Scranton for New York at 1.40, 3.00, 5.55, 7.50 and 10.00 a. m.; 12.49, 3.33, 8.30 p. m. For Philadelphia at 7.50 and 10.05 a. m.; 12.49 and 3.33 p. m. For Tobyhanna at 6.40 p. m. Milk accommodation at 3.40 p. m. Arrive in Hoboken at 6.30, 7.18, 10.28, 12.08, 3.15, 4.48, 7.19 p. m. Arrive in Philadelphia at 4.06, 5.25, 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, 5.45, 9.00 and 11.30 p. m. From Tobyhanna at 8.05 a. m.

North—Leave Scranton for Buffalo and intermediate stations at 1.15, 6.55 and 9.00 a. m.; 1.55, 5.48 and 11.55 p. m. For Oswego and Syracuse at 1.15 a. m., 6.55 a. m. and 1.55 p. m. For Utica at 1.15, 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 Buffalo at 1.25, 2.55, 5.48 and 10.00 a. m.; 8.30 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.22 and 8.00 p. m. From Utica at 2.55 a. m.; 12.22 and 8.30 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.

Blossburg 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.; 3.40, 8.50 p. m. Arrive at Northumberland at 9.35 a. m.; 1.10, 5.00 and 8.45 p. m. Arrive at Plymouth at 9.01 a. m., 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 7.45 a. m.; 3.20 and 5.45 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 5.00, 5.55, 10.05 a. m.; 3.33 and 8.40 p. m.

North—Leave Scranton at 1.15, 6.55, 9.00 a. m.; 1.55, 5.48 and 11.55 p. m.

Bloomsburg Division—Leave Scranton at 10.05 a. m. and 6.10 p. m.

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.

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