INDUSTRIAL AND LABOR

SEMI-MONTHLY PAY AT THE STEEL MILLS.

Petition of the Employes of the Lackawanna Iron and Steel Company Met with Favor—There Will Be a Meeting of the Striking Car Builders Tonight—Condition of Affairs at the Ashley Shops—Fire in the Old Jersey Mine at Plymouth Continues to Rage.

Notices have been posted at the works of the Lackawanna Iron and Steel company announcing that hereafter the company will pay its workmen every two weeks, the month being divided as follows, first to fifteenth, fifteenth to end.

Some time ago the men presented a petition to General Manager Wehrum, asking for a semi-monthly pay. This petition was sent on to the offices of the company in New York, where it was favorably acted upon, and to the great satisfaction of the 1,400 workmen of the company the much desired notice has been posted.

About September 1 the general offices of the company will be moved from this city to Buffalo, where the new plant of the company is being erected.

Carbuilders' Meet Tonight.

There were no new developments yesterday in the car shops strike situation. On account of the rain there was no meeting held of the executive board, and during the day there were few men about the strikers' headquarters.

Tonight a regular meeting of the union will be held in Economy hall. An amount of routine business is to come up for action, and a full attendance of the men still out is expected.

Situation at Ashley.

The iron workers employed at the Ashley shops returned to work yesterday morning and the sound of the hammer was again heard. The carmen, however, still remain out and state that they will not go back until some concessions are granted. They are willing to go back at the old rate if all are taken back and if the laborers or helpers are given a slight increase.

Superintendent Thomas said yesterday that so far 150 applications had been received from iron workers for re-employment and about 115 men have thus far been re-employed. He also said that some of the carmen had applied for work. Mr. Thomas said that applications from iron workers are still being received. Some of them who have passed the age limit are not being re-employed.

Mr. Thomas said the monthly pay roll before the strike amounted to $28,200 and during the strike the loss in wages has amounted to about $80,000.

The taking off of the stop train which carried the Wilkes-Barre employes to and from work will mean some loss to Wilkes-Barre. The men must now either move to Ashley or find some other means of transportation. Mr. Thomas said the cost of running the shop train was about $15 a day.

The carmen held another meeting yesterday but there was no change in the situation.—Wilkes-Barre Record.

The Jersey Mine Fire.

The fire at the old Jersey mine, Plymouth, which has raged for months past, is still burning furiously and old miners say that it will probably never be quenched. The D. L. & W. Co., the working of which (the Avondale) are nearest the property in question, is putting forth every effort to extinguish it, but thus far without success. Three pumps have been stationed on the hill near the entrance to the workings and these are constantly in operation. The water is dammed up every hour and then allowed to flow in a volume into the workings of the burning mine.

Many old miners are of the opinion that where shafts sunk to a certain depth around the mine in question and properly flooded the flames could be extinguished in a few weeks. Others contend that it can never be extinguished and that it will in time be the cause of great damage to the properties of the D. L. & W. and the L. & W.-B. C. Cos. In all such cases nearly every man who goes up on the mountainside to examine the state of affairs comes away with a different opinion as to the means which should be adopted to end the fire. The Lackawanna company has three shifts of men continually at work and they are sparring neither expense nor efforts to extinguish the flames.

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

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

TUESDAY, AUGUST 6.

Wild Cats, East—8 p. m., A. H. Rowe; 10 p. m., McLaine.

WEDNESDAY, AUGUST 7.

Wild Cats, East—1.30 a. m., E. M. Hallett; 2 a. m., H. Cosler, with Doherty's crew; 5 a. m., Loughney; 10 a. m., J. J. Costello; 11 a. m., F. L. Rogers; 2 p. m., F. Van Wormer; 5 p. m., D. Wallace; 6 p. m., J. H. Masters.

Summits, Etc—6 a. m. east, F. McDonnell; 8 a. m., west, G. Fromtelker; 11 a. m., west, Hoar, with O. Chase's crew; 6 p. m., east J. Cattrige; 8 p. m., east, Lattimer, with Nichols' crew; 7 p. m., Nay Aug, E. McAllister; 7 p. m., Cayuga, M. Ginley; 7 p. m., Cayuga, Thompson.

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. Widener.

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

Wild Cats, West—5 a. m., Boudican; 7 a. m., F. Wall; 8 a. m., R. Castner; 10 a. m., J. H. McCann; 11 a. m., M. Carmody; 1 p. m., John Wardell, with Gahagan's crew; 2 p. m., O. W. Fitzgerald; 3 p. m., C. Kingsley; 4 p. m., O. Randolph; 5 p. m., John Baxter; 6 p. m., G. Thomas; 7 p. m., T. McCarthy.

NOTICE.

J. Fitzpatrick will run Nealis' crew, 7.30 p. m., August 6.

Site for a Power House.

The new Hazleton and Wilkes-Barre trolley road has secured a site for the power house midway between Hazleton and Wilkes-Barre. The site is the farm owned by Herman Weising, situated in the town of Hughesville, also known as St. John's. The farm is a large one and is located on the road of the proposed trolley. On the grain field of the owner will be located the power house, which is to be a monster, the largest of the kind in this section of the state.

The deal by which the ownership changed hands was consummated last week. Weising will be given until the new year to move all his chattels. The purchase price could not be learned, but it is stated that the amount is nearly $6,000 cash. Weising will live on the farm until all the crops are harvested, and will then remove to Hazleton.—Hazleton Standard.

This and That.

The Rogers Locomotive Works, Paterson, have just received orders for eighteen locomotves, makng a total of fifty-two now on the books. The works are now employng 700 men and 500 others are likely to be added soon.

A rumor is current among the local Lackawanna railroad employes to the effect that the motve power department here is to be concentrated at Gravel Place. This means that all hill engines will lay there and not in the local yard. The road will have coal, water and sand at Gravel Place, something that is not now.—Stroudsburg Times.

KNIGHTS OF MALTA.

The reception committe for the annual convocation of the Supreme Grand Commandery, to be held at Rochester, N. Y., on October 14 to 18, have made extensive arrangements for that event. On Sunday evening, October 13, a special sermon will be delivered in the Brick Presbyterian church; Monday evening, the Appendant Order of the Red Cross and Sepulchre Degree will be conferred in full form in Hayward hall; Tuesday, 10 a. m., the opening session of the convocation will be held; Tuesday, 4 p. m., parade of the Supreme Officers and visiting Sir Knights; Tuesday evening, reception in Odd Fellows' Temple, with address by Mayor George A. Carnahan, followed by an elaborate programme of entertainment; Wednesday evening, banquet to all visiting Sir Knights; Thursday evening, meeting and banquet of the College of the Ancient; Friday, pilgrimage to Buffalo and the Pan-American Exposition.

Temple Commandery, No. 306, was instituted on July 24 in Binghamton, New York, by Supreme Commander Sir John H. Hoffman, Supreme Recorder Sir Frank Gray, and the Degree Staff of Anthracite Commandery, No. 211, of this city, under command of Sir Knight Commander Sir William S. Bartlett, P. C. One hundred and sixty-five charter members were placed on the roster, and ceremonies were performed in a most impressive manner. It is probable that a uniform battalion of the new command will be ready to attend the annual convocation of the Supreme Commandery at Rochester, N. Y., in October next. The work of organization was performed by Sir G. Waldon Smith, P. G. C.

Grand Recorder Sir George H. Pierce has sent out from headquarters to all commands in Pennsylvania his new blank for "Application for Class Dispensation," on which all laws and usuages relating to classes are given in detail. He also has sent out his new "Organization Booklet" and "Echoes Booklet," both of which are in colors, and are beautiful specimens of the printers' art.

Handsome contributions to the Knights of Malta hospital fund have been received from Ben Hur Commandery, No. 107, at Pittsburg; Lelolde Commandery, No. 77, at Williamsport, where a hospital box is always upon the altar; and America Commandery, No. 284, at Renovo, where a collection is taken up every month.

The extremely hot weather has affected growth and attendance in many commanderies; but already many features of earnest work are being planned for the early fall, which give assurance of great growth in many fields. The commands in Philadelphia will each hold a reception during the coming fall and winter.

Columbus Commandery, No. 285, of this city, held a lawn social on last Friday evening on the lawns of Sir Alexander Simpson. The attendance was large, and the event one of great interest and beauty. It proved a happy means for the promotion of social intercourse.

Sir Charles O. Strand, Grand Recorder, having removed from the state and resigned his offie, Sir D. A. Pellett has been appointed to succeed him by Sir C. T. Hines, grand commander of the Grand Commandery of Minnesota.

KING REX IS EN ROUTE.

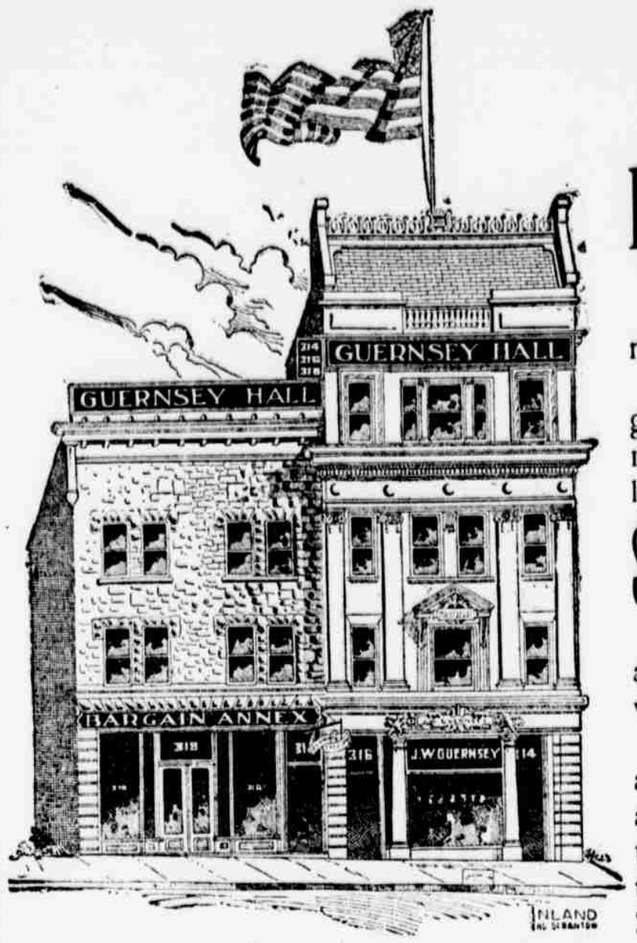
Stopped Yesterday at Mobile, Ala., on His Way to Saratoga.

King Rex and his party left Mobile, Ala., yesterday en route to Saratoga. He is accompanied by a retinue of a hundred courtiers and some fifty odd ladies, who are to repeat the glories of the Mardi Gras at the Saratoga floral fete. The leading club of the city tendered King Rex a reception, and last night a grand ball was given in honor of the ladies of the king's party. The courtiers and the ladies all wore court ball room dress, and made a pretty sight. The grand march was led by King Rex, clad in his famous purple robes. His crown was carried on a silver tray by four young boys dressed as Cupids. His scepter of ten thousand jewels—once owned by Julius Caesar—was borne at the head of the procession amid a pyramid of roses, and as the rays of electric lights fell upon the jewels, a thousand rainbows seem to shoot their gorgeous colors into the petals of the roses.

In an interview, King Rex said that the features of the floral fete at Saratoga, combined with his Mardi Gras splendors, ought to make a spectacular show excelling anything ever seen at New Orleans.

Yesterday afternoon the trained doves of the King were let loose in front of the hotel at which the party was stopping. Yards and yards of small, colored ribbons were thrown into the air, and the sight of the white doves catching this ribbon and weaving the colored threads into scores of fantastic shapes was a marvel to the residents of this city. The tips of the doves' wings had been dipped in a perfume of a strangely penetrating nature, and every flap of the wing made the air redolent with an odor, making one think he was in fairyland. The King's band afterward serenaded the officials of the city, and their residences. It is the intention of many of the prominent society people of this city to be at Saratoga in early September, to encourage King Rex in his endeavors to combine the glories of the New Orleans Mardi Gras with the Saratoga floral fete. These people say, if it is worth while to travel to New Orleans to see the Mardi Gras, it is worth the trouble to go to Saratoga to see the famous Saratoga flower show wedded to the glorious New Orleans Mardi Gras.

King Rex and party intend to stop off a day at Montgomery before reaching Atlanta. **



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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

Final Reduction on Imported and American Wash Dress Goods

JUST IN THE HEIGHT OF THE SEASON WE OFFER THE DAINTIEST PRETTIEST AND FINEST LINES OF SUMMER DRESS FABRICS AT ABOUT HALF THEIR REGULAR VALUE; THIS BIG CUT IN PRICES IS MADE TO CLOSE OUT THESE LINES QUICKLY AND CERTAINLY THESE LOW FIGURES OUGHT TO CLEAN UP THE STOCK IN VERY SHORT ORDER.

DIMITIES AND BATISTE
9c; WERE 15c.

Finest American Manufacture; all this season's patterns, late styles, in complete line of colors.

FRENCH CORDED DIMITIES
12 1-2c; WERE 25c.

GENUINE IRISH DIMITIES
17c. WERE 30c.

SILK FINISH PONGEES
19c; WERE 30c.

SILK FINISH FOULARDS
25c; WERE 35c.

FRENCH ORGANDIES AND MOUSSELINE DE SOIE

with corded stripes, in floral and fancy figures.
25c; WERE 50c.

REAL SCOTCH GINGHAMS

with silk stripes; also embroidered stripes.
25c; WERE 40c.

IMPORTED SWISSES

in dots, figures and stripes.
35c; WERE 65c.

510-512 Lackawanna Ave

ADVERTISED LETTER LIST.

List of letters remaining uncalled for at the Scranton postoffice, Lackawanna county, Pa., Aug. 7, 1901. Persons calling for same, please say advertised and give date of list.

Ezra H. Ripple, Postmaster.

Edward Archibald, Wasnak Andro, H. H. Bush, R. N. Bushnell, Bert. Bowen, M. E. Brauer, Kathryn Barrett, Pat Burke, Martin Blaczak, John Bonzeard, James G. Bailey, John Brady, Charles Blewitt, Anna Barrett, Eleanor Burke, Llewellyn Beller.

John Cadden, John Conway, Annie Curley, R. C. Coleman, Teresa Caffrey, Silas Cameron, Daniel Collins, Annie Curry.

John Dunleavy, Fred Dent, Edgar Davies, John Duffy, May Devine, Mr. Deisinger, Cassie Daley, Evan C. Davis, A. Chauncy Depew.

M. A. Evans.

George E. Fuller, Dora Fisher, Patrick Falkner, Mrs. Mary Flynn, Mrs. Fred Fromhart, Brotherhood of Stationary Firemen, Albert D. Fuller.

Ed. J. Gorman, Jas. Green, Kasimer Gonshetsky, Ed. W. Guernsey, Mrs. Gewitz, May Gunning, Nellie Glee.

Pearl Hersey, Fred Howell, C. W. Houser, T. B. Heneky, Mrs. T. E. Hodgson, Alice Howard, Mrs. F. Hughby, John Horne, Peter Heckler (2), M. F. Hanson, Roland Harrson, Leroy Hall, John Heuse, Jas. Herring, Fred. Bill, Harding Shoe Store, Jane Hurrer, Stanyesle Hoyka.

Ben Jenkins, John Jackson, Thomas Johns, Mrs. M. Jack.

Dorothy Kindell, Chas. Krowitz, M. J. Kilgarripf Patrick Kelly (2).

Jay A. Lee, Fred Logan, Miss Joseph Libecky, May Langan, Tom Lavis, J. F. Landis.

Nellie McGraw, Mrs. M. Merrick, Michael McCaffrey, James M-Graw, Lulu Miller, Lawrence Moran, Nellie McCann, Mrs. P. S. Miller, Wm. Malone, Timothy Madden, Chas. Musinsky, Metropolitan Specialt Co., George H. McDevitt, Margaret McCune, Pat McIntyre, Thos. McLaughlin, A. J. McDonald.

Mary Nealon (2), Abe Nallon, Samuel Nicholas.

Ignatz Orabiv, M. F. O'Brien, John O'Brien.

Pat Quinnan, Mrs. P. Quinn, Ada Pherigo, W. Pat Quinnan, Mrs. P. Quinn, T. O. Quick.

Ada Pherige, W. D. Proper.

Isidor Rosks, Wm. Ross, Minnie E. Race (2), Edna Randall, Anna Rosd, John Ruddick.

Mrs. Sands, Joe. Silkosky, Mrs. Smith, Miss Lotto Slade, Maggie Silvis, Anna Smith, B. Simon, Wm. Schmidt, Mrs. C. Smith, Lizzie Stork, John Sachel, Miss Geo. Eliot Stone, W. H. Smith, F. Steele, Chas. Smith.

Mrs. Jennie Turnettler.

Ella Vesser.

T. R. Williams, Samuel Weiss, R. Williams, Aaron Weiss, Beatrice Wilson, B. C. Wagner, Mrs. Nels Westfall, Hiram Wilcox, Jno. Wilch, Daniel Williams.

Adam Yakevics, Harry Young.

ITALIAN.

Giovanni Secondino, Gaetano Longhi, Pomico Martrone, Pasquale Couno, Franasio Corotlia, Pasquale Miele, Gesolano Tamielle, Liberate Mignello, Desisto Serano, Antonio Mancuso, Vincenzo Palagonio, Lubatino Ascani, Eugenio Coscetti, Vitterio Danisi, Antonio Mortise, Piovanni Ceollo, Antonio Gaetano.

POLISH.

Jocsin Wanaskonis, Jan Senetowicz, Blazy Reginoum, Zeopdit Merzezeski, Wladystaw Deongow, Anton Jonkant,, Marcin Czarnecka, Mrs. Frank Pinsyvuski, John Bowerkoski, Jno. Jagasinsky, Chas. Muchinsky, Jen Witundy, Ignac Wisniewski., Peter Tenasewicz, Jurct Lynkowsky, ski, Nickalaus Tulczan, Walytan Kurvedosti, Paul Pachucod, Rocket Kiordiandz, Pat Lapsan-Alexander Knowsky, Simon Stoncelski, Franciseh Staceski

HUNGARIAN.

Lenyko Voiczky, Josep Gollck, Wawesenie Wortkielewic, Johan Petrick, Yurez Bova, Joan Lawer, Petrazlis Cherin, Peter Hutrosi, Franciszek Howicz, Twan Balwkanuci, Mihaly Zinovcsak, Katazyna Kich, Kanajukt Kana, T. Olchna, Jno. Evics, Alex Stizsoir, Josef Snapko, Jan Malek, John P. Gasbey,, Wasvl Prebehalfo, Frank Pascolla, Adam Vora, Wiermozny Paul, Limbo Pizur, Geos Seinas, Sam Roman, Moyciesk Rutch, John Patemer, Wisliett Tobocka, Buctbin Varenck, Mathin Prulutis, Ben Tesler, Wincos Ragalskii.

West Scranton Station.

Peter Borg, George Bell, Mrs. Davis, Miss Amelia Flare, Miss Hallem, John W. Jones, Michael Kuvendor, Mrs. Latten Karlsson, Thos. Malby, Miss M. Morris, Z. O'Connell, William Sleffer, Priscilla Strattery, William Tuesa, Lavina Thomas, Edith Thomas.

New York claims to be the sunniest of the large cities. The United States weather bureau has charts in light and shade showing, from 1870 to 1895, how many days have been sunny in each part of the country. Although Arizona has sometimes attained a percentage of 80 and other parts of the West have seen very clear skies, New York city follows closely with a mean percentage of 59.

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 6.10 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 1.00, 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, 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, 6.35 and 9.00 a. m.; 1.55, 5.48 and 11.35 p. m. For Oswego and Syracuse at 1.15 a. m., 6.35 a. m. and 1.55 p. m. For Utica at 1.15, 6.35 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.; 3.20 and 8.00 p. m. From Oswego and Syracuse at 9.55 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.; 3.40, 8.50 p. m. Arrive at Northumberland at 9.25 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 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 3.00, 5.55, 10.05 a. m.; 3.33 and 3.40 p. m.

North—Leave Scranton at 1.15, 6.35, 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.

Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6:00, 8:00, 8:53, 10:13 a. m., 12:00, 1:29, 2:44, 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, 10.13 a. m.; 2.44 and 5.29 p. m.

For Wilkes-Barre—6:45, 7:48, 8:41, 9:38, 10:43 a. m., 12:05, 1:28, 2:18, 3:33, 4:27, 6:10, 7:49, 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 10:52 p. m.

For Wilkes-Barre—9:38 a. m., 12:03, 1:58, 3:25, 6:32 and 8:42 p. m.

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

For Honesdale and Lake Lodore—8:30, 11:33 a. m. and 3:52 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, 5.30 p. m. Nos. 2 and 4 through trains for New York.

Arrivals—No. 1, 8.18 a. m.; No. 3, 10.50 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.

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, 3.33, (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.

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 ...	6.10 p. m.	Ar. Carbondale..	8.40 p. m.

SOUTH-BOUND.

	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6 ...		7.00 a. m.	7.40 a. m.
No. 4 ...	8.10 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 ...	8.30 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.	6.00 p. m.	6.45 p. m.

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

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