

Office: BURKE BUILDING. Carbondale Department. Phone: NEW, 286 OLD, 0423.

RAILROAD TIME TABLES. Delaware and Hudson Railroad.

Table with columns for train names, departure times, and destinations. Includes routes to New York, Ontario and Western.

Table for Erie Railroad. Lists train schedules for various routes including Buffalo and Niagara.

A FEW GOOD SIZED CONTRIBUTIONS NEEDED.

Excellent progress of plans of Semi-Centennial Committee, but in order to carry out all of the features, \$700 more is needed.

Semi-centennial matters are certainly on the move these days and the opening of the jubilee draws near.

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At a meeting of these workers has been called for this afternoon at 4 o'clock, in Trinity parish house.

Among the articles already procured for the exhibit are: A small painting of the Old Log Tavern, the first house in Carbondale.

The transfer has been a fertile topic of discussion among business men, for the property is in the heart of the business district.

Trials of the "Wurts Guards" will be held on Monday evening, the 19th, at the semi-centennial headquarters.

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MR. BRYDEN ELECTED PRINCIPAL.

The Resignation of Director Hockenberry, Who Goes to Oregon, Causes Differences to Be Set Aside.

Prof. William D. Bryden was elected principal of the Carbondale high school at the meeting of the board of education on Saturday.

The breaking of the deadlock was due primarily to the resignation of Director H. J. Hockenberry.

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ROADMASTER JOHN N. BURKE AND MRS. BURKE, on Brooklyn street.

William Williams spent Sunday at Pittston. Mr. and Mrs. Gilbert Pierce spent Sunday at Honesdale.

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OLYPHANT.

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TAYLOR.

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Pennsylvania Railroad in Connection with Delaware and Hudson R. R.

10-DAY EXCURSION ATLANTIC CITY, CAPE MAY

Holly Beach, Sea Isle City, Ocean City, Anglesse, Wildwood, Avalon, New Jersey, AUGUST 22, 1901.

Tickets good for 10 days exclusive of going date, will be sold from Scranton, Wilkes-Barre and intermediate stations at the rate of

\$5.00 for the Round Trip

Good going only on train leaving SCRANTON 4.45 a. m., and returning on all regular trains within limit. Through coaches from Scranton to Philadelphia.

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TOUR TO THE PACIFIC COAST.

Another Opportunity to Visit California Under the Auspices of the Pennsylvania Railroad's Personal-Conducted System.

In view of the great popularity of transcontinental travel under the Personal-Conducted System, as evidenced in the recent Pennsylvania Railroad Tour to the Pacific Coast and Canadian Northwest, that company has decided to run another tour to the Pacific Coast, including in the itinerary a visit to the world-famous Grand Canyon of Arizona, in the early fall.

The tour will leave New York, Philadelphia, Baltimore, Washington, and other stations on the Pennsylvania Railroad east of Pittsburgh on Monday, Sept. 23, and reach New York on the homeward trip Tuesday, Oct. 22.

As in former tours to California under the auspices of the Pennsylvania Railroad, a special train, composed of the highest class of Pullman equipment, will be utilized during the entire trip. Excellent meals will be served in the dining cars attached to the train during the entire journey, except during the stops at San Francisco and Chicago. An observation car will appeal to all who delight in scenery. Few trips afford so great a diversity in nature's beauties as the one outlined below. Westward bound, the tourists will pass through the wild slopes of the Colorado Rockies, around the Great Salt Lake, and over the fastnesses of the Sierra Nevada. After visiting all the beautiful resorts on the sunny California slopes, the eastward journey will be through the Arizona, the beauties of which are not mentioned in mere words. Magnificent in coloring, awful in its depths, it stands among the natural wonders of the world. Hence across the plains to St. Louis, Chicago, and New York, the tourists reach their destination just thirty days after leaving home.

The various transcontinental lines having made low rates on account of the General Triennial Convention of the Protestant Episcopal church, the Pennsylvania Railroad company is enabled to offer this superb vacation trip at the low rate of \$18 for the round trip from New York, Philadelphia, Baltimore, Washington, or any point on the Pennsylvania Railroad east of Pittsburgh, one in a berth; and \$165 for the round trip, two persons occupying the same berth. The rate from Pittsburgh will be \$5 less.

Diagrams are now open, and as the number who can be accommodated will be strictly limited, names should be registered immediately.

For further information and descriptive booklet, apply to W. Boyd, Assistant General Passenger Agent, Broad street station, Philadelphia.

Lackawanna Limited on New Time.

The new schedule of the Lackawanna Limited, the peer in equipment and service of any passenger train in the country, makes it still more convenient not only to travelers from New York and Buffalo, but to people all along the Lackawanna railroad. Instead of reaching New York at 8 o'clock in the evening it now arrives there at 8:55 o'clock, making it possible for Buffalo passengers to reach New York at 10 o'clock. On the old arriving time the evening in New York or Buffalo was practically useless either for pleasure or business, for the evening was so short that the travelers had reached their homes by using one of these useless hours in the trip to New York and two of the useless evening hours in the journey to Buffalo. The Lackawanna has given to the traveler in one case one hour and in the other case two hours of valuable time during the busiest hours of the day. To business men this means much. To ladies it means less haste in preparing for departure.

The convenience of these trains is plainly apparent. Leaving New York at noon the westbound train makes Scranton at 2:25; Seneca Falls at 3:45; Elmira at 5:05; and Buffalo at 6:30. Leaving Buffalo at 11 o'clock in the forenoon the eastbound train makes Elmira at 2:17; Seneca Falls at 3:37; Seneca Falls at 5:00; and Buffalo at 6:23. Other local trains run at convenient hours to these points to make connections with these fast through trains, giving to all towns on the line the benefit of the change in schedule.

Reduced Rates to Chattanooga, Tenn. and Return via Southern Railway.

On account of the twelfth annual convention of the National Association of Letter Carriers at Chattanooga, Tenn., September 2-7, 1901, the Southern Railway will sell round trip tickets to Chattanooga, Tenn., at rate of one first-class fare. Tickets will be sold to anyone, on August 31, September 1 and 2, with final limit to September 10, 1901.

Through Pullman drawing room sleeping cars all the way to Chattanooga daily. Dining car service.

Charles L. Hopkins, district passenger agent, Southern Railway, 825 Chestnut street, Philadelphia, will furnish all information.