FIVE NEW SUITS ARE STARTED

BIG DAMAGES ASKED FOR ENGINEER'S DEATH.

Mrs. Hattie May, Whose Husband Was Killed in the Clark's Summit Yard, Begins Action for $50,000 Against the D., L. & W. R. R. Co. P. O. S. of A. Camp Secures a Mandamus Against an ex-Treasurer Who Has Not Turned Over Accounts—Other Matters.

Five new actions at law were instituted yesterday in the office of Prothonotary Copeland.

A $50,000 damage suit was begun against the Delaware, Lackawanna and Western Railroad company by Mrs. Hattie May, widow of Engineer William May, who was killed in the Clark's Summit yard, July 12, last.

It is claimed that May met his death by his body coming in collision with a freight car, while he was leaning out of the cab of one of the "hog" engines, and that the company was responsible for the death because it required an engineer to look ahead at this point for orders, and failed to have its tracks sufficiently wide apart to make it safe for an engineer to observe this requirement.

Attorney E. C. Newcomb represents the plaintiff.

Washington camp, No. 262, Patriotic Order Sons of America, of Spring Brook, through its treasurer, William H. Jones, secured an alternative writ of mandamus to compel the former treasurer, H. E. Armes, to deliver up the custody of the company's books and papers to his successor.

The relator, Mr. Jones, represents that on January 2, 1901, he was elected treasurer to succeed Mr. Armes, and applied for the books and papers belonging to that office. Mr. Armes refused to turn them over, and still continues in his refusal. The writ was made returnable October 7, at 9 a. m. O'Brien & Martin are attorneys for the relator.

To recover the camp's moneys, which Mr. Armes is alleged to have in his possession, criminal proceedings were brought. He was indicted for embezzlement by the grand jury that just completed its sittings.

Mr. Armes is a leading citizen and well-to-do merchant of Spring Brook. He is fighting the election of his successor, it is claimed, on the ground that it was invalid.

Joseph Karelon, of Dickson City, began proceedings to recover $3000 from the Elk Hill Coal and Iron company for damages alleged to have been done his property on Main street. A stream into which the company dumps ashes and washes culm flows through the plaintiff's land. This refuse has been washed upon the land in times of freshets and as a result it was made unfit for garden purposes. John R. Edwards is the plaintiff's attorney.

A suit in divorce was a part of the new litigation. Nina Petherick is the libellant and William Petherick the respondent. They were married March 21, 1901, in Scranton. One week ago yesterday, it is alleged, he struck her on the head with a blacking brush, causing a painful wound, and after using violent and abusive language towards her, ordered her out of the house. She seeks to be divorced from his bed and board and granted alimony. The libellant is represented by Willard, Warren & Knapp.

Mrs. Mary Lydon, of Taylor, brought a suit in equity to compel her son, Anthony Lydon, to reconvey to her a property on Main street, Taylor, which she alleges he induced her to deed to him for a dollar, in November, 1895, when she was ill at his home, and when her mind and body were both infirm. Henry H. Harris is her attorney.

In Common Pleas Court.

Five non-suits on account of the non-appearance of the plaintiffs were granted yesterday, in common pleas court, by Judges Kelly and Carpenter. They were in the cases of Phillips H. Smith against Elizabeth Carter, administratrix; Harry Carle against C. Smith, Alfred Space against John Ford, Martin Ferguson against J. C. Mauer and M. W. Morris against Lewis Haas and others.

The case of Fred Hadlerly against Mary Donnelly was referred to Attorney John R. Edwards. The case of Owen Biglin against William Zarn was referred to Attorney Thomas P. Duffy. Other cases were dealt with as follows:

Continued—Eugene H. Coff against Joseph Ryan, et al., ejectment; H. Dimmer against Mary A. McAndrew, et al., replevin; Patrick Donnelly against Mary Donnelly et al., judgment opened; Benjamin Tonkin against city of Scranton, trespass; F. C. Pilger against borough of Throop, trespass; Thomas Davis against A. B. Russell, trespass; W. H. Frear against S. N. Blake, assumpsit; W. A. Harvey against J. J. Collins, appeal; Joseph Melvin against A. P. Bedford et al., assumpsit; W. McLoughlin against Maria B. Hull, assumpsit; George A. Prokopovitz against Olyphant borough and the Olyphant Water company, trespass.

Settled—Jane Phillips against Peter Garrity, wages; Winifred Scott against Ruth Ann Aine; Jackson Merryweather against Lehigh Valley Railroad company, trespass.

Referred—Dominic Healey against city of Scranton, trespass.

Open for Settlement—Franceska Petchak against Central Railroad of New Jersey, trespass.

Continued for Settlement—E. H. Courtright against Bittenbender & Company, assumpsit.

Among the cases marked for trial was that of George H. Trauger against Vera H. Trauger, divorce. The libellant charges his wife with unfaithfulness.

There was only one case open for trial, that of V. M. Bealchi against De Laurent & Co., in which an effort is being made by the plaintiff, a creditor of the defendant, to have the court declare invalid an assignment made by the defendant to another creditor. Judge Kelly is hearing the case. Ex-Judge H. A. Knapp and Hon. C. P. O'Malley, of Willard, Warren & Knapp, appear for the plaintiff. The defense is represented by J. E. Burr, T. F. Wells, and G. T. Kirby, of New York.

At the roll-call of jurors yesterday morning, H. D. Buck and Thomas Walsh failed to respond and were fined $25 each. George M. Hallstead, of Scranton; Timothy Burke, of Dunmore; Frank McCawley, of Scranton; Patrick Connor, of Olyphant, and O. M. Williams, of Taylor, were excused.

Carbondale Water Case.

The hearing of testimony in the Carbondale Water case was resumed, yesterday before Judge G. M. Halsey, of Luzerne, specially presiding in the orphans' court room.

The case is one in which the existing water companies and a number of large taxpayers of Carbondale are endeavoring to have the city enjoined from issuing bonds for the construction of a municipal water plant. The hearings were adjourned on account of the death of President McKinley, after two days had been spent in taking testimony.

The plaintiff's side is still on. Their principal witnesses yesterday were H. C. Frick, chief engineer of the Consolidated Water company, of Carbondale, and W. M. Marple, chief engineer of the Scranton Gas and Water company. They gave evidence tending to show that the proposed site of the city's reservoir does not command a supply either from sheds or streams sufficient to furnish the city with water, and that the stream which the city has appropriated for its chief supply is already tributary to the Jermyn Water company's supply, and, consequently, already appropriated. They also testified that the cost of the city's proposed plant will be largely in excess of the estimate made by the engineer, and, in consequence, in excess of the money appropriated for its construction.

The fact that the Jermyn Water company is not complaining, was cited by the defense to discount the evidence regarding the city's appropriation of the stream alleged to be tributary to that company's supply.

As to the matter of the cost of the plant, the defense raised the point that court cannot interfere on the speculative theory that the appropriation will be moderate. The matter of providing money to meet the expense is a legislative act, in which the discretion of councils is not subject to question. Court can only interfere to prevent the city from exceeding the seven per cent. limit.

It is expected that the case will not be concluded inside of another week. Attorneys James E. Burr, Welles & Torrey and Patterson & Wilcox appear for the plaintiffs. The defendants are represented by Attorneys E. C. Newcomb, H. C. Butler, C. Comegys and City Solicitor R. D. Stuart.

Doings in Divorce Court.

October 8, at 2 p. m., was fixed as the time for the hearing in the divorce case of A. J. Britton against Carrie Britton.

An alias subpoena was awarded in the case of Sarah E. Keller against Joseph H. Keller.

In the case of Anna Kennedy against Patrick Kennedy, October 8, at 10 a. m., was fixed as the time for the hearing.

Marriage Licenses.

Peter Morgan	Scranton
Eva Orloskie	Scranton
Fred Kirker	1014 Prospect avenue
Mollie Weyand	1013 Prospect avenue
Gwilym Maddock	130 S. Rebecca avenue
Margaret Davis	1228 Lynn street
Donato Langone	Olyphant
Stefani Amerno	Olyphant
Joseph Zinuola	Priceburg
Agata Witck	Priceburg
Stanley Cryerzk	113 Maple street
Mary Demburska	113 Maple street

Want a New Trial.

Pottsville, Pa., Sept. 30.—Counsel for the Burkhardt-Mauer heirs today moved for a new trial in their case against the Lehigh Coal and Navigation company.

SAVES FLOUR BUTTER EGGS

ROYAL Baking Powder

And makes the cake lighter finer-flavored, more sightly.

INDUSTRIAL AND LABOR

PLANS OF THE HAZLETON COMPANY DISCLOSED.

In an Answer to an Injunction Bill Filed in the Prothonotary's Office at Wilkes-Barre Yesterday It Relates Some of the Things It Proposes to Do—Appointments Made by Railroad Officials—President T. J. Nicholls Has Made This City His Home—The Board.

The Wilkes-Barre Times of last evening contained the following:

The first public admission of the plans and purposes of the new short line railway between Hazleton and this city was made today in an answer filed in the prothonotary's office, which discloses some interesting facts. The new line will enter this city over the Central railroad tracks and also by the tracks of the Wilkes-Barre and Wyoming Valley Traction company from Ashley. The recent action of the local traction company in securing South Canal street and other streets over Rolling Mill hill, to relieve the traffic on Hazle and Washington streets, is now explained, as the Hazleton air line will use its tracks.

The interesting facts were made public in the answer to an injunction bill filed by the Susquehanna Coal company on September 3 last, in which the plaintiffs alleged that the Wilkes-Barre and Hazleton Railway company did not intend to operate a railroad for carrying passengers and property, as required by the Act of 1868, that they were in a measure acting under false pretenses, had no right to condemn a right of way and that they be enjoined from entering upon the plaintiff's lands in Hazle township; also that they be required to make full and complete disclosures of their plans and schemes.

The answer to the plaintiff's bill was filed this morning and it contains the following interesting paragraphs, setting forth its plans

"We aver that said articles of association were entered into and letters patent obtained 'bona-fide' and with the purpose and intention to construct and operate a railroad from the city of Wilkes-Barre to the city of Hazleton, in accordance with Act of 4th April, 1868, and to perform all duties as a common carrier.

"We deny the averment that we do not intend to operate a railroad for the carriage of both persons and property, but aver the contrary thereof to be the truth, and that it is our plans and purpose to carry both passengers and freight.

"To that end and to accommodate heavy traffic we determined at the outset, and still intend, to construct a railroad of first-class character in every particular and wholly upon property acquired by purchase or in the exercise of the right of eminent domain, avoiding all streets and highways, and avoiding also all crossing at grades of either public highways or other railroads.

"The character of the construction is such as to accommodate the heaviest kind of railroad traffic and the roadbed is being graded by means of cuts, fills and embankments, including a tunnel 2,600 feet in length; the roadbed is to be ballasted throughout its entire length with stone; steel rails weighing ninety-five pounds to the yard are to be used.

"We are advised that whether we intend to use electricity in the operation of passenger cars or to connect our rails at the termini in Wilkes-Barre and Hazleton with certain street railway lines, is immaterial and not pertinent to the present controversy, but we admit that it is our present intention to use to come extent (and as we understand, we have the right to use) electricity as a motive power in the operation of passenger cars, but we intend also to use locomotives in our business and were in negotiation for their purchase before the filing of plaintiff's bill.

"Finding it desirable, but at the same time impracticable, if not impossible, to reach with our line and to land our passengers in the business centres of the city of Wilkes-Barre and of the city of Hazleton, respectively, we have for the further convenience of passengers and by agreements duly made prior to the filing of plaintiff's bill, and prior also to the Act of 7th June, 1901, arranged to connect our tracks with the street railway operated by the Lehigh Traction company in the city of Hazleton and the Coalville Passenger railroad in the city of Wilkes-Barre, and if legally permissable we desire and expect to transport our passengers over said street railways to a convenient point in each of said cities. But further we state that we have also applied to the Lehigh Valley Railroad company and the Pennsylvania Railroad company for connection at Hazleton end of our route, and applied to the Central Railroad of New Jersey for connection at the Wilkes-Barre end, and we fully expect to make such connections and interchange of business with each of said railroad companies.

"We deny the allegations contained in the remaining paragraphs of the bill and aver generally that defendants' railroad in its much shorter distance, its construction, its alignment, and its grades, is much the superior of both the present railroads operated by the Lehigh Valley and Pennsylvania railroads between the cities of Wilkes-Barre and Hazleton, and is in all respects better designed to meet all public demands and the requirements for freight and passenger traffic between the said cities."

The answer is sworn to by John B. Price, president of the Wilkes-Barre and Hazleton Railway company, and was filed today by his attorney, George R. Bedford.

In this city there are many who believe that there is something in common between the Hazleton-Wilkes-Barre project and the road from Wilkes-Barre to this city.

Recent Appointments.

A number of changes are about to be made in a number of railroad offices, some of which take effect today. Among these are the following:

J. W. Thomas, freight agent of the Central Railroad of New Jersey at Wilkes-Barre, will today assume charge of the company's freight business at Parsons, Miner's Mills, Hazle street, South Wilkes-Barre, and Ashley stations. Competent clerks will be placed in charge of the business at these stations.

W. W. Wentz, jr., is now acting general superintendent of the Central Railroad of New Jersey, instead of J. H. Olhausen, who has been on an extended leave of absence, and it is understood will not re-enter the company's employ. Mr. Wentz has been succeeded by M. M. Richey, who signs himself superintendent.

H. D. Canfield, a trimmer at the Lackawanna car shops, has been appointed general freight foreman, under Henry Smith. He is a brother of Master Car Builder L. T. Canfield.

Superintendent E. M. Rine has issued the following order, confirming an exclusive announcement, which was made in The Tribune several days ago:

The Delaware, Lackawanna and Western Railroad Company.
Office of Superintendent,
Scranton, Pa., October 1, 1901.

Mr. E. A. Hackett is this day appointed freight agent at Scranton, vice Mr. R. B. Vaughn, resigned. Edwin M. Rine, Superintendent.
Approved—P. E. Clarke,
General Superintendent.

Has Moved to This City.

T. D. Nicholls, president of the Mine Workers' union of this district, some time ago decided to make his home in this city, finding that it would be much more convenient for him to reside here than in Nanticoke. He has taken a house in West Scranton and yesterday removed his family to this city.

Last night he left for New York, where, with National President Mitchell, he will resume negotiations with the presidents of the coal owning roads.

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

Following is the make-up of the Delaware, Lackawanna and Western board for today:

MONDAY, SEPTEMBER 30.

Wild Cats, East—8 p. m., F. Hallett; 11 p. m., Wardell, with A. H. Rowe's crew.

TUESDAY, OCTOBER 1.

Wild Cats, East—1.30 a. m., M. Loughney; 4 a. m., D. Haggerty; 5 a. m., W. J. Mosier; 8 a. m., G. T. Staples; 10 a. m., W. Gilligan, with H. Doherty's crew; 11 a. m., D. Wallace; 2 p. m., William Kirby; 5 p. m., E. M. Hallett; 6 p. m., McCarthy.

Summits, Etc.—6 a. m., east, J. Carrigg; 9 a. m., west, G. Fromfelker; 1 p. m., west, Thompson; 6 p. m., east, J. Hennigan; 9 p. m., west, M. Golden, 7 p. m., Nay Aug, E. McAllister; 7 p. m., Cayuga, M. Ginley.

Pushers—6 a. m., William Hoar; 6.15 a. m., S. Finnerty; 8 a. m., Houser; 11.30 a. m., Moran; 6 p. m., F. Case; 7 p. m., Murphy; 9 p. m., W. H. Bartholomew; 10 p. m., Lamping.

Passenger Engines—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., Nauman; 10 a. m., Secor; 7 p. m., Stanton; 8.30 p. m., McGovern.

Wild Cats, West—5 a. m., J. H. McCann, with F. Wall's crew; 9 a. m., A. Widener; 11 a. m., P. Cavanaugh; 1 p. m., O. Randolph; 2 p. m., C. Kingsley; 3 p. m., M. Carmody; 4 p. m., A. E. Ketcham; 5 p. m., F. Wall, with J. H. McCann's crew; 9 p. m., M. Finnerty.

NOTICE.

Give us 800 class engine on double on 6 p. m. and 6 a. m. pusher, commencing 6 p. m., Sept. 30.

Conductor Fellows takes his run on 8 a. m. wild cat, Oct. 1.

Conductors L. D. Lattimer and crew will run 6 p. m. summit, Sept. 30, in place of J. Hennigan and crew.

Conductors W. A. Bartholomew and W. R. Mann and crews will attend 10 a. m. class at air brake instruction car, Oct. 1.

Brakeman J. J. Barrett reports for O. Kearney.

Brakeman McCue reports for G. W. Burt.

Brakeman James Mullen reports for T. Hopkins.

A MOST SERIOUS CHARGE.

George Long in Jail for Attempting to Entice Little Girls.

George Long, an old man who was arrested on Sunday night for attempting to entice two little girls into Raymond alley by offering them ten cents, was committed to the county jail yesterday morning in default of bail.

Magistrate Millar questioned the two little girls privately and is convinced that Long is guilty of the serious charge preferred against him. The police claim that he has been guilty of such offenses before. He denied the charge and claimed he only asked the girls for a match.

DISTINCTION FOR HISLOP.

First Scranton Man Naturalized in New Federal Court.

Joseph Hislop, of 628 Deacon street, has the distinction of being the first man naturalized in this city in the Middle district federal court. He was granted his papers yesterday by Judge R. W. Archbald.

Hislop was born in Scotland May 4, 1857, and came to this city Sept. 30, 1891.

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.

Prof. G. F. THEEL, 527 North Sixth St., Philadelphia, Pa. Only German Specialist in America. Guarantees to cure also by mail Private Diseases (fresh cases 4 to 10 days) Excesses, Abuses, Blood Poison, Nervous Debility, Lost Manhood, Varicocele & Stricture (no cutting). Undeveloped, Weak, Shrunken Organs. Send for Secret Testimonials & Book (sealed), exposing every medical and electrical fraud. Erotica papers.

SARAH BERNHARDT,

Known Throughout the World, Pays Tribute to Duffy's Pure Malt Whiskey.

I take great pleasure in assuring you that I find that your Pure Malt Whiskey is a most admirable recuperative when the least bit fatigued. I know of nothing so perfect nor so pure. (Signed,) SARAH BERNHARDT.

Thousands of prominent men and women who are under a constant strain mentally and physically like Mme. Bernhardt have been kept well and strong by Duffy's Pure Malt Whiskey, which keeps the old young and vigorous.

DUFFY'S PURE MALT WHISKEY

has carried the blessing of health to more homes during the past fifty years than all other medicines combined. It cures consumption, nervousness and indigestion; stimulates the blood, tones up the heart, and is a boon to women during their periods; it allays all pain and cures the disease commonly known among women as female weakness. It has saved many young girls' lives at the critical period changing from girlhood to womanhood.

Duffy's Pure Malt Whiskey is absolutely pure—it contains no fusel oil. All druggists and grocers, $1 a bottle. Beware of cheap substitutes, put up by unreliable dealers in bottles that look like "Duffy's." Whenever you see a dealer's name on bogus goods beware of that dealer; he would not hesitate to sell you impure drugs, as he is wholly dishonest. Medical booklet sent free to anyone who writes. Duffy Malt Whiskey Co., Rochester, N. Y.

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, Gen. Supt., 26 Cortland street, New York.
CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.
A. W. NONEMACHER, Div. Pass. Agt., South Bethlehem, Pa.
For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa.

Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.53, 10.13 a. m.; 12.00, 1.20, 2.44, 3.52, 5.20, 6.25, 7.57, 9.15, 11.20 p. m.; 1.10 a. m.

For Honesdale and Lake Lodore, 6.20, 10.13 a. m.; 2.44 and 5.20 p. m.

For Wilkes-Barre—6.45, 7.48, 8.41, 9.38, 10.43 a. m.; 12.03, 1.28, 2.18, 3.33, 4.27, 6.10, 7.48, 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, 11.33 a. m.; 2.41, 3.52, 5.52 and 10.32 p. m.

For Wilkes-Barre—9.38 a. m.; 12.03, 1.58, 3.38, 6.22 and 8.42 p. m.

For Albany and points north—3.52 p. m.

For Honesdale and Lake Lodore—8.50, 11.33 a. m. and 3.52 p. m.

Delaware, Lackawanna and Western.

In Effect Aug. 11, 1901.

Trains leave Scranton for New York—At 1.40, 3.00, 5.55, 7.50 and 10.05 a. m.; 12.49, 3.20, 3.45, 5.00 and 8.30 p. m. For New York and Philadelphia—7.50 and 10.05 a. m., and 12.49 and 3.45 p. m. For Tobyhanna—At 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.30, 3.35, 7.05 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. and 1.05 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.30 and 3.35 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday. For Montrose—9.00 a. m.; 1.05 and 7.05 p. m. Nicholson accommodation—4.00 and 6.15 p. m.

Bloomsburg Division—For Northumberland, at 6.15 and 10.05 a. m.; 1.30 and 6.10 p. m.

Sunday Trains—For New York, 1.40, 5.00, 5.55 and 10.05 a. m.; 3.20, 3.45 and 5.00 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.30, 3.35, 7.05 and 11.35 p. m. For Binghamton and way stations—9.00 and 10.20 a. m. Bloomsburg division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

New Jersey Central.

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, 1.40; express, 4.00 p. m. Sundays, 2.15 p. m.

For Pittston and Wilkes-Barre, 8.55 a. m.; 1.40 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., 1.40 and 4.00 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.55 a. m. (through coach), and 1.40 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.55 a. m. and 1.40 p. m. Sundays, 2.15 p. m.

For Pottsville, 8.55 a. m.; 1.40 p. m.

For Mountain Park, 8.55 a. m., 1.40 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.

EDUCATIONAL.

Free Tuition

By a recent act of the legislature, free tuition is now granted at the

Literary Institute and State Normal School
Bloomsburg, Pa.

to all those preparing to teach. This school maintains courses of study for teachers, for those preparing for college, and for those studying music.

It will pay to write for particulars. No other school offers such superior advantages at such low rates. Address

J. P. Welsh, A. M., Ph. D., Prin.

International Correspondence School of Scranton, Pa. (Incorporated) 1,000 Free Scholarships. For particulars, address Charles P. R. Macaulay, Scranton, Pa.

BINGHAMTON TRAINING SCHOOL

For Nervous, Backward and Deaf Mute Children. Physical Training, Manual Training, Articulation, Music, Drawing, Kindergarten. Open year around. Circular.

S. A. Doolittle,
82 Farview Avenue, Binghamton, N. Y.

CHESTNUT HILL ACADEMY
Wissahickon Heights, Chestnut Hill, Pa.
A boarding school for boys in the elevated and beautiful open country north of Philadelphia, 30 minutes from Broad St. Station. For catalogues address
JAMES L. PATTERSON, Head-Master.

SCRANTON CORRESPONDENCE SCHOOLS,
SCRANTON, PA.
T. J. Foster, President. Elmer H. Lawall, Treas.
R. J. Foster, Vice President. Stanley P. Allen, Secretary.

Lathe Turning

We have equipped our repair shop with the latest improved automatic screw cutting lathe and are now prepaired to do all kinds of turning in brass, steel and iron.

Give us a trial, all work guaranteed.

Florey & Brooks,
212 Washington Avenue.

RAILROAD TIME TABLES.

New York, Ontario and Western.

In effect Tuesday, Sept. 17, 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. 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. 2	2.15 p. m.	4.00 p. m.	4.40 p. m.

SUNDAYS ONLY, NORTH BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 9	8.30 a. m.	9.10 p. m.	10.45 a. m.
No. 5	7.00 p.m.	Ar. Carbondale, 7.40 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 on week days, and 9 on Sundays, make main line connections for New York city, Middletown, Walton, Norwich, Oneida, Oswego and all points west.

For further information, consult ticket agents.

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Erie Railroad, Wyoming Division.

Train for New York and intermediate points leave Scranton as follows: 7.20 a. m.; 2.25 p. m. Arrive 10.35 a. m. from Honesdale, Hawley and intermediate points; 9.20 p. m. from New York and intermediate points. No Sunday trains.

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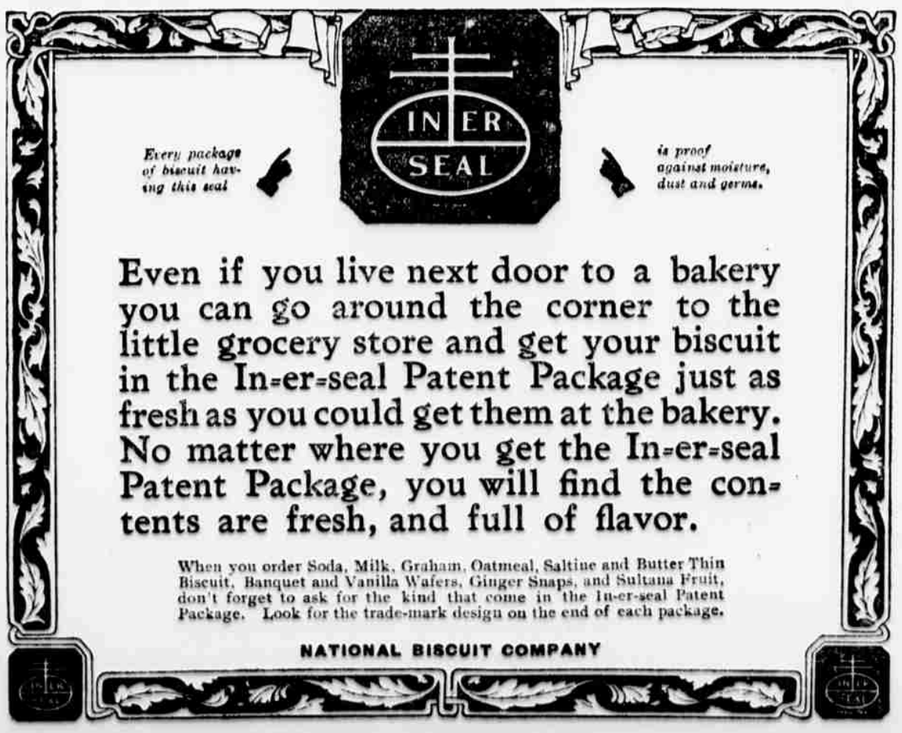

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