Makes Hot Breads Wholesome

Makes delicious hot biscuit, griddle cakes, rolls, and muffins.

ROYAL BAKING POWDER CO., 100 WILLIAM ST. NEW YORK.

JURORS FOR THREE WEEKS

NAMES DRAWN FOR THE WHEEL YESTERDAY.

Men Will Serve on the Grand Jury Which Meets Nov. 4 and on the Petit Jury for the Weeks Beginning Dec. 2 and 9—Drawing Conducted by Sheriff Schadt and Commissioner Campbell—Commissioner E. B. Sturges Was Absent from the City.

The Jurors for the December term of quarters sessions court were drawn yesterday by Sheriff C. H. Schadt and Jury Commissioner D. J. Campbell. The other commissioner, E. B. Sturges, was out of the city. The jurors drawn were:

Grand Jurors, November 4.

Samuel Knapp, liveryman, Scranton.
Herbert Foley, farmer, Jefferson.
John Ransom, teamster, Scranton.
David Weldein, miner, Scranton.
H. W. Kingsbury, manager, Scranton.
Casper Schelly, veterinary surgeon, Scranton.
Frank Derby, printer, Carbondale.
Christian Cannine, carpenter, Scranton.
W. J. McHale, agent, Scranton.
Will Frothingham, fireman, Scranton.
Henry Clayton, car repairer, Scranton.
Walter W. Browning, salesman, Scranton.
Burton E. Fister, bookkeeper, Scranton.
C. R. Smith, agent, Scranton.
James Lavelle, weighmaster, Winton.
Thomas F. Gilmartin, teacher, Carbondale.
Isaac Jones, miner, Scranton.
W. H. Nichols, conductor, Scranton.
Benjamin Taylor, miner, Taylor.
John J. Cavanaugh, clerk, Scranton.
Arthur Snow, clerk, Ransom.
F. L. Ward, janitor, Scranton.
John Boxell, clerk, Scranton.
Mae John, farmer, Ransom.

Petit Jurors, December 2.

James Bolain, laborer, Scranton.
Michael Melody, clerk, Scranton.
Patrick A. Duffy, merchant, Carbondale.
Wellesley Edwards, farmer, Abercrom.
J. A. Dilton, clerk, Olyphant.
Will Gordon, foreman, Carbondale.
John Cawley, car builder, Scranton.
Thomas Cannon, timberman, Carbondale.
Walter Needham, laborer, Scranton.
George F. Taylor, salesman, Scranton.
Thomas Bushnell, clerk, Honesdale.
Henry Prothero, miner, Throop.
H. B. Drum, teacher, Gouldsboro.
Will D. Johnson, laborer, Scranton.
H. M. Boies, gent, Scranton.
John Satenta, carpenter, Scranton.
Thomas L. Williams, barber, Olyphant.
John Joyce, school director, Minooka.
Andrew Maloney, miner, Archbald.
John Cleary, laborer, Olyphant.
John Moir, detective, Scranton.
O. S. Phillips, stair builder, Scranton.
David Saunders, engineer, Scranton.
Charles Hammer, barber, Dunmore.
Ahasa Bortree, brakeman, Moscow.
John Logan, driver boss, Scranton.
C. D. Finn, merchant, Dalton.
Townsend Poore, mechanical engineer, Scranton.
James Leyshon, laborer, Scranton.
Henry W. Latteli, carpenter, Scranton.
William Klipple, farmer, Ransom.
T. F. Finnerman, merchant, Carbondale.
John Woelkers, laborer, Scranton.
George Adams, gent, Olyphant.
James O. Sweet, teamster, Jermyn.
Luther W. Benson, gent, Scranton.
George Maddocks, tailor, Scranton.
Charles H. Hall, reporter, Dunmore.
Joseph Moore, laborer, Scranton.
Edward Lamb, miner, Scranton.
Virgil H. Chrisman, miller, Scranton.
B. D. Coper, merchant, Elmhurst.
Oscar F. Adams, clerk, Scranton.
William Stone, miner, Taylor.
Samuel Rogers, janitor, Scranton.
Thomas Boland, laborer, Scranton.
C. T. Beckwith, merchant, Scranton.
Samuel Hines, agent, Scranton.
Robert Judge, miner, Carbondale.
Preston Brown, farmer, Scott.
Patrick McDonald, miner, Carbondale.
John T. Butler, stenographer, South Abington.
C. W. Frisbee, mail carrier, Scranton.
T. J. Kelly, merchant, Scranton.
Clarence Vail, farmer, Greenfield.
John Aitken, superintendent, Dickson.
Michael Brennan, fireman, Mayfield.
Isaac W. Mendelsohn, justice of peace, Mayfield.
Patrick Dunleavy, miner, Scranton.
Thomas Clark, miner, Winton.

Petit Jurors, December 9.

Worthy Smith, farmer, Benton.
W. R. Bradbury, accountant, Scranton.
William White, machinist, Carbondale.
J. L. Schneider, farmer, Greenfield.
J. W. Dershimer, secretary, Dalton.
Eben Crace, farmer, Elmhurst.
Berthier Dix, student, Carbondale.
Jeremiah Driscoll, miner, Scranton.
John Shields, carpenter, Taylor.
J. W. McAlleon, clerk, Nay Aug.
Martin Jennings, laborer, Scranton.
William Potter, brakeman, Carbondale.
Charles H. Pond, manufacturer, Scranton.
W. A. Sanford, insurance agent, Waverly.
A. G. Thompson, manager, Scranton.
P. H. Durkin, hotel, Scranton.
Charles Stoz, barber, Scranton.
John J. Gorman, plumber, Scranton.
H. B. Miller, farmer, Waverly.
F. G. Ward, agent, Dunmore.
Charles M. Lancaster, miller, Moscow.
Albert L. Bissell, manufacturer, Carbondale.
J. M. Kelly, salesmaker, Scranton.
W. F. Watson, conductor, Scranton.
George N. Campbell, clerk, Scranton.
Michael Dyer, miner, Scranton.
James McGlinchey, miner, Carbondale.
Benjamin Jones, penny runner, Scranton.
James P. Gordon, machinist, Scranton.
Alex. Bryden, mining engineer, Dunmore.
Martin Reagle, boss driver, Archbald.
H. C. Watrous, merchant, Scranton.
T. J. Martin, laborer, Jermyn.
L. B. Lewis, carpenter, Fell.
O. P. Stoll, merchant, Dalton.
J. J. McCormick, weighmaster, Olyphant.
Matthew McPherson, postmaster, Dickson.
Nathan Weiss, shoemaker, Scranton.
William Bell, carpenter, Jefferson.
James Haley, brakeman, Scranton.
Melvin Clark, farmer, Benton.
John Doherty, brakeman, Covington.
W. H. Hockenberry, carpenter, Scranton.
Joseph Duggan, clerk, Scranton.
Charles Wheeler, laborer, Lehigh.
Joseph Bickers, insurance agent, Dunmore.
Mark Wilson, laborer, Carbondale.
John J. Diskin, laborer, Minooka.
John Nealon, street commissioner, Olyphant.
William Law, gent, Scranton.
William Martin, machinist, Scranton.
Louis J. Williams, timberman, Blakely.
James McCormick, hotel, Scranton.
T. P. Warman, porter, Scranton.
John D. Finch, carpenter, Scranton.
Putnam Morris, laborer, Scranton.
Ira O. Ives, merchant, Scranton.
Joseph Judge, hotel, Carbondale.
Patrick Moran, laborer, Scranton.
E. J. McHale, undertaker, Carbondale.

INTERESTING LETTERS.

They Were Introduced as Testimony in the Henry Zurflieh Case. The Carbondale Case.

Some very interesting letters were presented yesterday and admitted in evidence in the case of Mrs. Mary Henry against Mrs. Annie E. Zurflieh, administratrix of the estate of John Shaffer, late of Dunmore. As told in yesterday's Tribune the suit is to recover the sum of $3,000 purchase money on a property sold by Mr. and Mrs. Henry C. Shaffer when all the parties resided in Dunmore. Shaffer is now dead. Henry is at the Hillside home and Mrs. Henry was for a time after the purchase of the property a resident of New Haven, Conn.

It was shown that Shaffer had at various times paid sums of $25 and $50 to Mrs. Henry and it is contended by the defense that this was to apply on the purchase money of $3,000 due on the Henry property. Mrs. Henry denied that these sums were for that purpose. They were payments for matters entirely independent of the real estate transactions. She produced letters from Shaffer to show that this was the case. The case on the part of the defense is now being heard and will be resumed in the morning.

Carbondale Water Case.

Mayor J. W. Kilpatrick was one of the witnesses examined yesterday in the equity case of the Consolidated Water company against the city of Carbondale. He told of the building of the plants of the Crystal Lake and Fall Brook Water companies which are now parts of the Consolidated company and said he was one of the men who applied for a charter for the Citizens' Water company.

The other witnesses examined were J. J. Jermyn, president, and George B. Jermyn, secretary of the Consolidated company. Today Judge Halsey and the attorneys will go to Carbondale and make an examination of the dams and water shed of the Consolidated company. The next hearing will be held on Tuesday.

Marriage Licenses.

Peter Cavanaugh ..... Scranton
Bridget Devine ..... Scranton
Andrew Dzemzewsk ..... Scranton
Kostantina Wisocki ..... Scranton

COURT HOUSE NEWS NOTES.

Letters of administration in the estate of Evan A. Williams, late of Carbondale, were granted yesterday to Mrs. Jennie Williams.

A term of criminal court will open Monday.

At the instance of the Clark's Summit Manufacturing company, a considerable amount of property of the Clark's Summit Cooperative Canning company was sold yesterday by Deputy Sheriff Gaffney, on a judgment for $1,014.75. Objection was made to the sale of certain boilers, engines, etc., on the ground that it was part of the realty of the company and could not be sold. The sale as to these articles was postponed a week, to give the court time to pass upon the matter at issue.

HOW YOU SHOULD WALK.

Toes Should Not Be Turned Out. Rules for Pedal Locomotion.

From the Medical Review.

On analysis all methods of walking will be found to correspond to three main types. The first of these is the flexion or bent knee gait, which is used by all uncivilized, sandalled or moccasioned nations, and also by all persons who are obliged to walk long distances in the sortest possible times over uneven ground. This gait has recently been officially adopted in some European armies on account of its convenience for prolonged marching. In this mode of walking the body always leans forward to a considerable degree, the knees are always held slighly flexed, and the whole sole of the foot comes down to the ground at the same instant. This oblique position of the body, this elasticity of the bent knees and this perfect play of the arch of the foot make propulsion easier, the expenditure of energy becomes less in consequence, and the endurance of the walker is enhanced in proportion. Yet this flexion gait is not graceful and not adapted for women except on long walking tours.

The second type of walking is the straight leg gait of the soldier on parade. In this walk the body is held erect, the forward foot is fully extended and strikes the ground with the heel first, the ball of the foot coming down next, the other foot swinging in perfect cadence in front of the first, the heel again striking the ground first, etc. There is no question that this gait, however admirable it may be from a military point of view, does not conform to the standard of womanly grace. For this reason and in compliance with the principle that abhors all jerky motion, I would discourage the teaching of marching in girls' schools and colleges. As a rule, the result is very ungraceful, the lines of thumping, shoulder shrugging girls walking at a swinging cadence to the stirring strains of martial music being anything but edifying.

The third type is the gait of the pedestrian on the well graded surfaces of our city strets. The great toes should move in parallel lines, pointing directly forward; for while the outward pointing of the toes is normal in the passive standing attiude, it is not normal when the foot is in action. The walk with toes pointing out has been thoroughly inculcated into most of us by nursery maids, governesses and dancing masters and is the most potent factor in the causation of flat foot. The foot should be placed on the ground with the ball of the foot, not with the heel, first, in order to give full play to the arch. The knees should be very slightly bent, just enough to lift the foot from the ground as the limb swings forward. The spine must be mobile, so as to compensate by a slight rotation, for the lateral motion of the pelvis at each step. The length of the pendulums is represented by the lower limbs. The arms must swing slightly with each step, the movements being greatest at the extremity of the limb and almost imperceptible at the shoulder.

INDUSTRIAL JOTTINGS.

Make-up of the Lackawanna Board for Today—Earnings of the Pennsylvania Company.

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

FRIDAY, OCTOBER 4.

Wild Cats, East—8 p. m., D. Wallace; 11 p. m., E. M. Hallett.

SATURDAY, OCT. 5.

Wild Cats, East—1:30 a. m., F. F. Stevens; 4 a. m., T. McCarthy; 8 a. m., J. A. Bush; 11 p. m., J. H. Costello; 2 p. m., A. G. Hammitt; 5 p. m., F. L. Rogers; 6 p. m., W. W. Labarr.

Summits, Etc.—6 a. m., east, J. Carrigg; 8 a. m., west, G. Fromfelker; 1 p. m., west, Thompson; 6 p. m., east, J. Hennigan; 7 p. m., Nay Aug, McAlister; 7 p. m., Cayuga, Ginley.

Pushers—6 a. m., William Hoar; 6.45 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., M. Golden; 7 a. m., M. Finnerty; 9 a. m., M. Carmody; 11 a. m., Kerchner; 1 p. m., F. Wall with J. H. McCann's crew; 3 p. m., Latimer; 4 p. m., J. Horney, with J. Gahagan's crew; 5 p. m., A. Wilmer; 6 p. m., J. H. McCann with F. Wall's crew.

NOTICE.

The 6 p. m. Wild Cat, West Friday, October 4, is cancelled.

Louis Hines reports for W. W. Labarr.

THIS AND THAT.

The Delaware, Lackawanna and Western Company yesterday settled the claim for damages against them with John Mackreth, a brakeman who lost his arm in a wreck several months ago.

Owing to the pending strike among the street railway employes, the suburban trains on the Delaware and Hudson, Lackawanna, Ontario and Western and Central Railroads have been greatly taxed. In some cases it was necessary to put on extra coaches on the regular trains. The rush all day yesterday at the Delaware and Hudson station was unprecedented.

James Eaton, of Tenth street, who has for a number of years occupied the position of foreman at the Lackawanna Coal company's machine shop, in West Scranton, has been notified by the officials of the company that he has been promoted to the position of master mechanic, made vacant by the resignation of Townsend Poore, who resigned the position to accept that of consulting engineer.

The Pennsylvania Railroad company's comparison of earnings and expenditures for the month of August, 1901, and for eight months ending August 31, 1901, with the same periods of 1900, is as follows: Pennsylvania railroad, lines directly operated: Month of August, 1901, gross earnings, increase, $986,200; expenses, increase, $319,730; net earnings, increase, $636,500. Eight months, ending August 31, 1901: Gross earnings, increase, $5,827,300; expenses, increase, $2,287,200. Net earnings, increase, $3,540,100. The above figures do not include the operations of the Buffalo and Allegheny Valley division.

GENIALITY DISCOURAGED.

The Outcome of Hawkins' Trying to Recall a Name and Face.

From the Chicago Tribune.

Hawkins is a man who prides himself on his good memory. It is his boast that he never forgets a face. And when the name has escaped him he usually finds a way to avoid embarrassment.

"It just takes a little quickness of wit," is the way he puts it. "It is always easy to make a man who speaks to you feel at home. It don't cost anything, and you never can tell how much good it may do you some time."

Hawkins spent three years as superintendent of a plough factory in Des Moines, Ia. Later he was for a couple of years at the head of a similar enterprise in Columbus, Ohio. The last five years he has lived in Chicago. Consequently he frequently meets old acquaintances on the street. He met one the other day who upset all his theories and gave his friends a good chance to poke fun at his former boasts. When he got off the elevator at noon he noticed a man standing in the doorway who stared at him inquiringly. Hawkins returned the stare though to save his life he could not remember ever having seen the stranger. Presently the man stepped up to him and said:

"Isn't this Mr. Hawkins?"

"Yes, sir."

"Hiram J. Hawkins?"

"Yes."

"Well, I'm Sawdell, said the stranger, extending a hand. Neither name nor face conveyed any trace of meaning to Hawkins, but he promptly proceeded to put his quick wits into operation.

"How-de-do, Sawdell," he said. "How's everything in Columbus?"

"Columbus!" said the man, with an expression of surprise. "Why, I knew you in Des Moines, Ia."

"Why, of course," said Hawkins, sure he was on the right rack now. "I remember you well. How's things at the plough works?"

"Plough works!" said the stranger. "I don't know anything about the plough works. But don't you remember Polly?"

"Why, sure," said the now desperate Hawkins with an embarrassed laugh. "Of course I remember Polly. How are you, Polly, anyway.

"I'm not Polly," said the stranger. "I'm the man who married her. Polly used to do your washing, and she always told me that if I saw you to say that you owed her for two weeks' work."

Hawkins gave the man a dollar to get rid of him. He is uncertain still whether or not he was the victim of a new species of confidence game.

He Knew of the Ailment.

The bachelor who spends his Sundays in visiting his friends in the country practically has a "blue Monday" on his return. Sometimes his depressed mental state is brought still lower by disagreeable neighbors on the homeward trip. One downcast traveler in the double seat of a railway car lately was greatly annoyed by his seatmate, a man whose flesh seemed to overflow, and who smothered the bachelor every time he turned a leaf of his newspaper. A venerable person, and one fatally inclined to sneeze, the bachelor found himself in this respect so miserable that he could not keep on or trouble to fully expecting that a fit would follow, and rather hoping that it might be himself over and fetched the large man a terrific dig in the ribs with his elbow. But only disappointment followed, for his neighbor turned and laughed in his face, and said, with palpitated sympathy: "Ah! Monday morning grench, I see. Had it myself, lots of times."—New York Evening Post

Charming New Hats

On Exhibition Today

In Our

Millinery ✸ Salesrooms

WE ARE constantly adding to our matchless collection of beautiful trimmed hats, and today we show a number of fashionable dress hats that look as if they came direct from Paris. A fit companion for the French appearing novelties is the new street hat we exhibit which is suitable to wear with a tailor-made dress. Extremely moderate are the prices we quote for these charming millinery creations.

$5, $8, $10 and $12 Gives You a Wide Range of Choice

These hats are made by the same designers who design our most expensive hats, and therefore the treatment, trimmings and beautiful effects are not wanting.

Some Very Attractive Specials in Children's New Fall Hats Deserve Your Attention.

At 49c **Children's Elegant Soft Felt Hats**—These hats have stylish rolling brim and are tastefully trimmed with silk cords and fancy bands. They come in the following colors—red, brown, grey, castor and royal. A dressy looking fall hat for children and exceptional value, at..... **49c**

At 75c **Children's High Grade Felt Hats**—Trimmed with silk, fancy band and stylish rosette. They come in all the newest shades of the season. Nowhere else can such pretty hats be obtained for..... **75c**

At 98c **Ladies' Fine Scratched Felt Hats**—In the newest Alpine shapes, trimmed with Persian and silk bands of the most beautiful shades. There's a style about these hats that make them the equal of any $1.50 hat ever sold. Here for..... **98c**

A Comprehensive Stock of Fine Ostrich Feathers, Plumes, Birds and Flowers, also here at our well known low prices. Millinery Department, Second Floor, left of the elevator.

Low Prices For Fine Ribbons

9c for fine fancy striped taffeta silk ribbon in many new and desirable colors. These ribbons, 3½ and 4 inches wide; at the same price satin gros grain ribbon worth 15c, all here at 10c yd

19c for silk taffeta ribbons of extra fine quality, four inches wide.

At 39c—Extra fine silk ribbons, 5, 6 and 7 inches wide, in stripes, plaids, polka dots and rich colorings of Roman and Persian designs. **A Grand Ribbon Value.**

Jonas Long's Sons

Why You Should Buy Biscuit in In-er-seal Packages

They are baked in the cleanest bakeries in the world.
They are never handled by anyone but the baker.
They are protected from moisture, dust, odor and germs.
They are always fresh and crisp in any kind of weather.
They retain their delicate flavor indefinitely.

Try an In-er-seal Package of Soda, Milk, Graham, Oatmeal, Butter Thin and Saltine Biscuit, Banquet and Vanilla Wafers, Ginger Snaps and Sultana Fruit.

INER SEAL

NATIONAL BISCUIT COMPANY.

RAILROAD TIME TABLES.

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.; 12.05, 5.20, 5.45, 5.00 and 8.30 p. m. For New York and Philadelphia—7.50 and 10.05 a. m., and 12.40 and 5.45 p. m. For Tobyhanna—At 6.40 p. m. For Buffalo—1.15, 6.22 and 7.00 a. m.; 1.50, 3.55, 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.; 1.50 and 3.55 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday. For Montrose—9.00 a. m.; 1.05 and 5.05 p. m. Nicholson accommodation—4.00 and 6.15 p. m.

Bloomsburg Division—For Northumberland, at 6.45 and 10.05 a. m.; 1.50 and 6.40 p. m. For Plymouth, at 8.50 a. m.; 3.55 and 9.05 p. m.

Sunday Trains—For New York, 1.40, 5.00, 5.55 and 10.05 a. m.; 3.20, 5.45 and 8.00 p. m. For Buffalo 1.15 and 6.22 a. m.; 1.50, 3.55, 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 6.40 p. m.

RAILROAD TIME TABLES.

Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.50, 10.15 a. m.; 12.00, 1.25, 2.14, 3.52, 5.20, 6.05, 7.35, 9.15, 11.20 p. m.; 1.05 a. m.

For Honesdale and Lake Ledore, 6.20, 10.15 a. m.; 2.14 and 5.20 p. m.

For Wilkes-Barre—8.45, 7.48, 8.41, 9.38, 10.45 a. m.; 12.05, 1.28, 2.18, 3.55, 4.27, 6.10, 7.48, 10.41, 11.30 p. m.

For L. V. R. R. Points—8.45, 9.38 a. m.; 2.18, 4.27 and 11.30 p. m.

For Pennsylvania R. R. Points—8.45, 9.38, 2.18, 3.55 and 4.27 p. m.

For Albany and all points north—6.20 a. m. and 1.05 p. m.

SUNDAY TRAINS.

For Carbondale—8.50, 11.55 a. m.; 2.41, 5.52, 8.32 and 10.52 p. m.

For Wilkes-Barre—9.38 a. m.; 12.05, 1.58, 3.28, 6.05 and 8.42 p. m.

For Albany and points north—5.07 p. m.

For Honesdale and Lake Ledore—8.50, 11.55 a. m. and 5.52 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, 1.00; express, 4.00 p. m. Sundays, 2.15 p. m.

For Pittston and Wilkes-Barre, 8.55 a. m., 1.00 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., 1.00 and 4.00 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.55 a. m. (through coaches), and 1.00 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.55 a. m. and 1.00 p. m. Sundays, 2.15 p. m.

For Pottsville, 8.55 a. m., 1.00 p. m.

For Mountain Park, 8.55 a. m., 1.00 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.

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, 9.38 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., 1.58, 8.27 p. m.

Pullman parlor and sleeping cars on 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. SONEMACHER, D., Pass. Agt., South Bethlehem, Pa.

For tickets and Pullman reservations apply to the Lackawanna Avenue, Scranton, Pa.

New York, Ontario and Western.

In effect Tuesday, Sept. 17, 1901.

NORTH BOUND.

Trains	Leave Scranton.	Leave Carbondale.	Arrive at
No. 1	10.30 a. m.	11.40 a. m.	1.00 p. m.
No. 3	6.00 p. m.	Ar. Carbondale 6.40 p. m.	
No. 5	8.00 p. m.	9.00 p. m.	10.30 p. m.

SOUTH BOUND.

Trains	Leave Scranton.	Leave Carbondale.	Arrive at
No. 2		5.00 a. m.	7.40 a. m.
No. 4	2.45 p. m.	4.00 p. m.	5.40 p. m.
No. 6	6.00 p. m.	7.00 p. m.	9.30 p. m.

SUNDAYS ONLY. NORTH BOUND.

Trains	Leave Scranton.	Leave Carbondale.	Arrive at
No. 7	8.30 a. m.	9.40 a. m.	10.15 a. m.
No. 9	4.00 p. m.	Ar. Carbondale 6.40 p. m.	

SOUTH BOUND.

Trains	Leave Scranton.	Leave Carbondale.	Arrive at
No. 8		7.00 a. m.	7.40 a. m.
No. 10	4.30 p. m.	5.00 p. m.	5.45 p. m.

Trains Nos. 1 on week days, and 9 on Sundays, make main line connections for New York city, Middletown, Walton, Norwich, Oneonta, Otego and all points west.

For further information, consult ticket agents.

J. C. ANDERSON, G. P. A., New York.
J. E. WELSH, T. P. A., Scranton, Pa.

Meldrum, Scott & Co.

See our

Fall Opening of Black and Colored Dress Goods

Cheviot, Melton, Kersey and Raglanette Skirtings. New Suitings, Exclusive Patterns in Novelties New Waistings, New Dress Trimmings. Liberty Silk and Net Ruffs in Black and Black and White, New Silk Neckwear.

Special exhibit this week.

126 Wyoming Ave

E. Robinson's Sons

Lager Beer Brewery

Manufacturers of

OLD STOCK

PILSNER

435 to 455 N. Ninth Street, SCRANTON, PA

Telephone Call, 2333.

Tramp Tramp Tramp

The Boys are marching to and from work and pleasure. Bring in your Bicycles and have them put in shape for riding. Bike, Wagon Tires and Bearings a specialty.

Florey & Brooks,

211 Washington Avenue.

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. R. WOOD, Gen. Pass. Agt.

Erie Railroad, Wyoming Division.

Train for New York and intermediate points leave Scranton as follows: 7.20 a. m.; 2.25 p. m.

Arrival—10.45 a. m. from Honesdale; Hawley and intermediate points; 9.20 p. m. from New York and intermediate points. No Sunday trains.