OVERSEERS OF ELECTION

APPOINTED BY THE COURT ON SATURDAY.

Names of the Men Who Will Watch the Polling and Counting of the Vote on Tuesday—John Campbell Brings Suit Against the Scranton Railway Company—Asks $10,000 Damages for Alleged Permanent Injuries—Mrs. MacDonald Granted a Divorce by Judge Kelly.

The following overseers for Tuesday's election were appointed Saturday. Attorney C. E. Oliver presented the petitions for the appointment of Republican overseers, and Attorney C. C. Donovan did the same for the Democrats. The overseers are:

Archbald Borough—First ward, First district, James McGrail, D., H. E. Linderman, R.; Second district, Jacob Honachuck, D., Abe Howells, R. Second ward, A. J. Duffy, D., William Philbin, R. Third ward, William H. Hunt, D., John Heenan, R.

Blakely Borough—First ward, Jacob Depue, D., Floyd R. Greiner, R. Second ward, Peter Mackrell, D., John Pettigrew, R. Third district, H. L. Thompson, D., John Stephens, R.

Benton Township—Blake Franklin, D., E. M. Warren, R.

Carbondale Township—Northwest district, Patrick Hennigan, D., E. S. Meyers, R.; Northeast district, John Duffy, D., Nathan Davis, R.; South district, Thomas McDonald, D., John Cole, R.

Clifton Township—John T. Duffy, D., B. H. Nordell, R.

Dalton Borough—J. M. White, D., John A. Woodbridge, R.

Dickson City—First ward, John Reilly, D., James Reed, R. Second ward, Michael Biglin, D., George Reis, R. Third ward, Michael Donnelly, D., William Morris, R.

Dunmore Borough—First ward, First district, W. L. Purcell, D., C. E. Swartz, R.; Second district, Michael McDonnell, D., Emory Block, R. Second ward, First district, J. W. McDonald, D., G. W. Robinson, R.; Second district, T. J. Duggan, D., Samuel Chamberlain, R. Third ward, First district, Peter Manley, D., Charles Harper, R.; Second district, John Golden, D., William Jeffrey R.; Third district, August Waeler, D., C. H. Weber, R. Fourth ward, Patrick Roland, D., Sylvester Smith R. Fifth ward, Patrick Golden, D., Oscar Randolph, R. Sixth ward, First district, Anthony T. Irvin, D., Charles Olver, R.; Second district, Michael Lynett, D., M. Chapman, R.

Elmhurst Borough—W. D. Kearney, D., J. M. Rhodes, R.

Fell Township—First district, John Kellar, D.; Second district, John J. Burns, D., Joe Wilce, R.; Fourth district, Michael Mullarkey, D., Benjamin Lewis, R.

Glenburn Borough—Herbert Hall, D., Frank Sherman, R.

Greenfield Township—Thomas Healey, D., A. Widemor, R.

Jefferson Township—Dr. C. Meyers, D., Henry Hoffman, R.

Jermyn Borough—First ward, T. A. Hendrick, D., Thomas Joplin, R. Second ward, John Forbes, D., William C. Nicholson, R. Third ward—Dennis J. Sullivan, D., C. A. Battenberg, R.

Lackawanna Township—South district, Michael Kane, D., David D. Griffiths, R.; East district, Michael Durkin, D., Marion Smith R.; Southwest district, Patrick Connelly, D., Thomas Hodge, R., James Durkin, D.

Madison Township—G. E. Van Brunt, D., Bowen Swartz, R.

Moosic Borough—First ward, John Nealon, D. Second ward, Patrick McNally, D. Third ward, Harvey A. Decker, D., John Deans, R. Fourth ward, John Brennan, D., Isaac S. Davis, R. Madison township, J. C. Von Brunt, D.

Mayfield Borough—First ward, Michael Hollerson, D., John Culey, R. Second ward, Peter McCarthy, D. Third ward, Patrick McDonnell, D.

Newton Township—F. B. Cooper, D., W. A. Hice, R.

North Abington Township—W. C. Smith, D., William Aylesworth, R.

Old Forge Borough—First district, James Mora, D., James Calvert, R.; Second district, Harry Rivenburg, D., Daniel Agen, R.; Fourth district, Fred Hope, D., William B. Jones, R.

Olyphant Borough—First ward, John Fadden, D., Samuel Wolfen, R.; Second ward, Louis Blackberger, D., Thomas W. E. Edwards, R. Third ward, First district, James O'Connor, D., Joe McManus, R.; Second district, C. T. Pilger, D., Lobeck Gresbeck, R. Fourth ward, J. C. McAndrew, D., D. R. Deans, R.

Ransom Township—First district, Dr. Richards, D., Jesse P. Richards, R.; Second district, Charles Bortosh, D., C. Meyers, R.

Scott Township—George R. Grinnan, D., E. L. Taylor, R.

South Abington Township—First district, John S. Shippey, D., T. S. Parker, R.; Third district, Charles Gaffney, D., J. W. Leach, R.

Spring Brook Township—John R. Simmers, D., David Schull, R.

Taylor Borough—First ward, Anthony Welley, D., Thomas G. Francis, R. Second ward, Peter Youngblood, D., Thomas Francis, R. Third ward, John Sullivan, D., Evan G. Watkins, R. Fourth ward—Ross Kelce, D., John Evers, R. Fifth ward, William Davenport, D., Tallie Griffiths, R.

Throop Borough—James E. Lutton, D., John L. Evans, D.

Vandling Borough—James Hollow, D., Ezra Thomas, R.

Waverly Borough—Samuel Holl, D., C. S. Tinkham, R.

West Abington Township—H. E. Capwell, D., W. S. Ross, R.

Winton Borough—First ward, Thomas Cawley, D., Charles R. Burnett, R. Second ward, Joseph Langan, D., Thomas Woods, R. Third ward, Peter Gaughan, D., James Sheridan, R.

SCRANTON.

First Ward—First district, A. E. O'Boyle, D., Thomas Watkins, R.; Second district, Anthony McGuigan, D., Charles Raines, R.; Third district, John Connors, D., F. B. Lewis, R.; Fourth district, Michael Durkin, D., Lewis H. John, R.; Fifth district, R. J. McLaughlin, D., John Alexander, R.

Second Ward—First district, P. J. Mulherin, D., Francis John R.; Second district, Charles Dougherty, D., George J. Hoffman, R.; Third district, A. L. Francois, D., George Mooney, R.; Fourth district, John Timlin, D., John Stafford, R.; Fifth district, John T. McAndrew, D., John Thomas, R.

Third Ward—First district, Owen Collins, D., Joseph Stuart, R.; Second district, Michael Mahon, D., Giles S. Decker, R.

Fourth Ward—First district, William Gilroy, D., Charles E. Lansing R.; Second district, M. J. Falvey, D., Thomas H. Davis, R.; Third district, Michael McMullen, D., Benjamin Allgood, R.; Fourth district, Edward L. Dacey, D., Charles Robertson, R.

Fifth Ward—First district, John Howell, D., John Davis, R.; Second district, Thomas F. Hurst, D., Albert Lewis, R.; Third district, P. J. Dunlavey, D., Daniel Bryson, R.; Fourth district, Thomas McHugie, D., John T. James, R.

Sixth Ward—First district, John Connell, D., John Baxter, R.; Second district, Thomas Cummings, D., Charles Richards, R.; Third district, P. H. Mackin, D., William Morgan, R.

Seventh Ward—First district, Harry Colkins, D., George L. Burkel, R.; Second district, John H. Burke, D., M. J. McFadden, R.; Third district, T. J. McGarrity, D., Fred Winters, R.

Eighth Ward—First district, John Hannon, D., Fred Durr, R.; Second district, P. S. Coyne, D., H. S. Foust, R.

Ninth Ward—First district, P. J. McAndrews, D., L. B. Carter, R.; Second district, Henry Koehler, D., P. Silas Walter, R. Third district, T. P. Duffy, D., H. E. Paine, R.

Tenth Ward—Second district—B. D. Reilly, D., Harry Batstone, R.

Eleventh Ward—First district, Charles Conrad, D., Henry Boettcher, R.; Second district, Peter Robbins, D., William Heuster, R.; Third district, Conrad Rockweiler, D., J. F. Mutchler, R.

Twelfth Ward—First district, John Melvin, D., James McGoldrick, R.; Second district, J. J. Monahan, D., John McGeiser, R.

Thirteenth Ward—First district, T. J. Madden, D., Albert Nothstein, R.; Second district, James Roche, D., George S. Atkins, R.; Third district, Peter P. Penn, D., William Perry, R.

Fourteenth Ward—First district, William Gurrell, D., W. H. Stevens, R.; Second district, P. J. Gilroy, D., John Lloyd, R.

Fifteenth Ward—First district, James Early, D., Edmund Moses, R.; Second district, Michael Jennings, D., William Corless, R.

Sixteenth Ward—First district, Steve McKenna, D., J. A. Shiffer, R.; Second district, Thomas Hughes, D., E. C. Rozelle, R.

Seventeenth Ward—First district, W. A. Wilcox, D., Enos Hall, R.; Second district, John T. Howe, R.; Third district, James J. White, D., Matthew Stipp, R.

Eighteenth Ward—Patrick Flynn, D., John Beaumont, R.

Nineteenth Ward—First district, Henry Reiff, D., Peter Haas, R.; Second district, P. J. Hickey, D., George W. Nape, R.; Third district, Paul Romminger, D., Jacob Ruppenthal, R.; Fourth district, Thomas Conroy, D., Philip Dippre, R.

Twentieth Ward—First district, Patrick T. Boddy, D., Charles Simrell, R.; Second district, Michael Cusick, D., Charles Kloss, R.; Third district, John D. Boland, D., James Snorten, R.; Fourth district, Thomas Kearns, D., William A. Hewitt, R.

Twenty-first Ward—First district, Daniel Logan, D., F. P. Detweiler, R.; Second district, John Ward, D., John Nicholson, R.

CARBONDALE CITY.

First Ward—First district, T. J. Coughlin, D., Henry Peirce, R.; Third district, Peter Brown, D., N. E. Matthews, R.

Second Ward—First district, P. F. Moffitt, D., G. B. Van Gorder, R.; Second district, William Pell, D., William Barber, R.; Third district, Michael Clark, D., Gus Nelson, R.

Third Ward—First district, John Knwit, D., John J. Bowen, R.; Second district, Patrick Laney, D., W. D. Lewis, R.; Third district, Thomas Mooney, D., Charles Griffiths, R.; Fourth district, Michael Brennan, D., E. B. Morgan, R.

Fourth Ward—First district, Thomas Farrell, D., Martin Wilson, R.; Second district, Patrick Connor, D., P. J. Conner, R.; Third district, Michael Bagley, D., Robert Vanson, R.

Fifth Ward—First district, Thomas Howard, D.; Second district, Charles McCabe, D.

Sixth Ward—First district, James Burns, D., James Thompson, R.; Second district, Matthew Hart, D.

Wants $10,000 Damages.

James Campbell, of North Scranton, through his attorney, H. S. Aisworth, entered suit on Saturday against the Scranton Railway company for damages in the sum of $10,000.

Campbell was driving on North Main avenue on September 16 in company with Charles Kline when a street car struck the carriage and threw him out. He sustained injuries, he alleges, which have incapacitated him from work ever since. The horse ran away and Kline was thrown out. The latter has also sued the company for $10,000 damages.

She Gets a Divorce.

Judge Kelly handed down a decree on Saturday granting Louise MacDonald a divorce from her husband, Edwin J. MacDonald.

The couple were married on January 1, 1874. According to Mrs. MacDonald her husband failed to support her after a few years of married life and she was obliged to earn a living for both. Several years ago he deserted her and has not been seen since.

Grand Jury Meets Today.

This morning the grand jury will meet and the constables of the county make returns. Opinions are also expected in a number of cases which were heard at the recent term of argument court.

DUNMORE DOINGS.

Meeting of the School Board Held Saturday Night—Several Wedding Announcements.

The school board held its regular monthly meeting on Saturday night with all members present except O. J. Miller. The pay roll for teachers and janitors for October was approved, the week spent at institute being counted as one week taught.

P. J. White, of Archbald, was present and succeeded in convincing the board of the fact that the school library needed replenishing and they allowed him to replenish it with thirty-eight books at an average cost of about $2.00 per volume.

The matter of filling the vacancy in the high school caused by Prof. Niemeyer's resignation for which place there are several applicants, was considered but the election was postponed for one week. At the next meeting it is expected that night school teachers will also be elected.

Marriage Announcements.

The many friends of Miss Flora Edna Stafford and Charles Potter Brown were much surprised on Saturday to learn that they had been married that morning by Rev. James McLeod of the First Presbyterian church in Scranton. The bride is the daughter of Mrs. Ida Stafford, of Blakely street, and during her short residence here has endeared herself to a large circle of friends by her many amiable traits of character. The groom is the only son of Mr. and Mrs. A. E. Brown of Green Ridge street. He is employed in the car accountant's office of the Lackawanna railroad.

On Friday afternoon at Wilkes-Barre, Miss Mae Simpson, the accomplished daughter of Mr. and Mrs. Mark Simpson of Drinker street was quietly married to Dr. George C. McAvoy of Scranton. The bride is one of the borough's best known young women and a great favorite in the circles in which she moves.

Announcement is made of the coming marriage at Oneonta, N. Y., on Saturday next, of Miss Emma Ludwig, daughter of Mr. and Mrs. Oscar Ludwig and Willis Sweet, son of Rev. and Mrs. J. B. Sweet, of Oneonta, formerly of West Scranton.

Advertised Letters.

Letters for the following await their owners at the postoffice and Postmaster Bishop requests that persons calling for them will please say advertised:

Thomas F. Brown, Peter Cusick, Mrs. Costello, Quincy avenue; George Carpenter, Thomas Gerrity, Mrs. W. E. Hendrickson, rear 113 Green Ridge street; Michael McDonnell (2), John McKeever, Thomas V. McLaughlin, 713 Jefferson avenue; Mrs. Miller, J. A. Phillips, 349 Adams avenue, Harry A. Provost, Stanley J. Stevens, 1320 Mario street; John Waine, North Irving avenue; Carlo Pinacher (2), Hugo Sansko (2).

At Presbyterian Church.

The services at the Presbyterian church were of unusual interest yesterday. The sermon by the pastor, Rev. W. F. Gibbons, in the morning, was listened to very attentively by a large congregation. The music rendered by the choir was very attractive. Burton Bloom, of Kansas City, Mo., who is possessed of a rich tenor voice, sang very sweetly two numbers, "The Sweet Story of Old."

A large congregation was in attendance at the evening service to hear the first of a series of sermons about "Heaven and How to Reach It." The subject last evening was "Where Is Heaven," and was as expected, very ably handled and was followed with interest. The text was from Isaiah 35-10.

Enameline

BIGGER BOX SAME PRICE

THE MODERN STOVE POLISH

Brilliant, Clean, Easily Applied, Absolutely Odorless.

LIQUID—BETTER YET! FIRE PROOF!!

INDUSTRIAL AND LABOR

STRIKE OF MINERS MAY COME WEDNESDAY.

Unless the Temple Iron Company Reinstates Fifty Men It Has Discharged by Wednesday, the Men Employed at All of Its Collieries Will Be Called Out—The D., L. and W. Board for Today—Lackawanna Said to Have Secured an Entrance Into Philadelphia.

Four thousand miners, employed in the Temple Iron company's eight collieries in this and Luzerne counties, threaten to go on strike Wednesday, because of the alleged blacklisting of fifty of their number.

Three months ago the employes of the Lehigh Valley Coal company at the Maltby colliery went on strike because of the discharge of a union man who refused to take the place of one of the striking firemen. The strike is still on.

From time to time various of the strikers sought and secured work in the adjacent collieries of other companies. Half a hundred of them got places at the three collieries of the Temple company in that immediate region, thirty-five at the Mt. Lookout; fifteen at the Harry E., and five at the Forty Fort.

Last week these fifty men were dismissed. They claimed their dismissal was the result of a blacklist. The matter was laid before the executive board of the United Mine Workers of District No. 1 and it was decided to take a stand against the dismissals.

District President T. D. Nicholls of the Mine Workers sought an interview with Superintendent S. B. Thorne, but Mr. Thorne declined to meet him. He, however, welcomed a committee of the company's employes and carefully went over the whole ground with them. He said he would consult the foremen at the collieries regarding the condition under which the men were hired and let the committee hear from him later.

When this was reported back to the executive board, it was decided to give the company until Wednesday to reinstate the dismissed men. If it fails to do so by that time all the United Mine Workers in the employ of the company at its eight collieries will be called out.

The collieries operated by the company are the Mt. Lookout, at Wyoming; the Harry E., at Brodericks; the Forty Fort, at Forty Fort; the Babylon, at Duryea; the Sterrick Creek, at Peckville; the Lackawanna, at Olyphant; the Edgerton, at Archbald, and the Northwest, at Simpson. In speaking of the threatened strike, President Nicholls said last night:

"The United Mine Workers have for some time past been acting with great leniency towards the operators. We have made sacrifice after sacrifice in the interests of peace and in the hope of bringing about harmonious relations, granted several concessions that we felt we were not rightfully called upon to make.

"Four men were discharged at the Woodward for refusing to take the place of striking firemen. We discussed the matter at a convention and decided not to allow the men to strike. The companies later on demanded that firebosses, driver bosses and some other employes should give up their membership in the union. This was considered at the Hazleton convention and we allowed it. Then the Lehigh Valley company demanded that all engineers, firemen and pump-runners should withdraw from the union. At a district convention it was decided to instruct the locals to refuse to grant these withdrawals. Some of the locals negligently, or otherwise, allowed these men to withdraw. The executive board discussed the advisability of ordering them back into the locals, but as this was liable to stir up a lot of trouble, we concluded to let the matter drop for the present.

"These concessions on our part were evidently taken by the company as a confession of weakness, and as a consequence we find a company here and there disposed to try for a mile because it was given an inch. The time has come for the union to make a stand against these attempted encroachments, and show that it was through no feeling of weakness on the part of the union that it has been avoiding conflicts. We propose to maintain our rights, no matter what it costs. A stand must be made sometime, and we feel the time is at hand. With the blacklist as an issue, we have no worry as to where public opinion will be, in case a conflict should come."

New Equipment.

The rush of the railroads to secure new equipment is one of the known factors in the present business situation which rather refutes the theory of the pessimist that the apex has been seen in the country's trade. Reports from nearly every important railway system in the country are to the effect that it is almost impossible to handle the freight offered, not only through the shortage of cars, but also because of a lack of motive power. Enormous orders are being placed for freight, coal, gondola and passenger cars, and the manufacturers of locomotives are being pushed with rush orders.

Three very large contracts for railway equipment were made recently, representing roads in the East, the Middle West and the far West. The New York, New Haven and Hartford ordered from the American Locomotive company ten passenger engines, ten freight moguls and ten switchers. At the same time an order was placed for 1,100 freight cars with the Pressed Steel Car company. The Denver and Rio Grande ordered forty locomotives from the American Locomotive company, and twenty passenger and 2,000 freight cars from the American Car and Foundry company. The Pennsylvania railroad has contracted for 13,000 cars, including gondola and box cars, with the Pressed Steel Car company.

Getting Into Philadelphia.

The Philadelphia Times of yesterday contained the following:

Coincident with information received by the Philadelphia Times yesterday from a reliable source that the Gould interests have acquired control of the Delaware, Lackawanna and Western railroad, George W. Jessup, a real estate operator of Camden, and secretary of the board of trade of that city, said that he had learned from a creditable source that the Lackawanna has also recently acquired wharf property in this city, fronting on the Delaware river, opposite Petty's Island. At the same time he strongly intimated that Petty's Island had also passed into the hands of the same company. This corroborates the statement made in the Philadelphia Times a short time ago that it was the intention of the Lackawanna to obtain an entry into this city.

At that time it was asserted on good authority that George J. Gould's agents were getting options on pier property on this side of the river. Since then these agents have added to these options. There are four of these Gould representatives at work on the project.

Mr. Gould's plan is said to have the Lackawanna build a line paralleling the Pennsylvania railroad from Manunka Chunk to Trenton, and thence to Camden, Philadelphia, in fact, has, according to the Philadelphia Times' informant, been selected as the seaboard terminal of the Gould lines. The business of the Wabash and that of its subsidiary lines will find an eastern outlet over the Delaware, Lackawanna and Western, of which the Goulds are asserted to have control.

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

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

SUNDAY, NOVEMBER 3.

Wild Cats, East—8 p. m., George Thomas; 11 p. m., M. J. Hennigan.
Wild Cats, West—11 p. m., T. Dourlean.

MONDAY, NOVEMBER 4.

Wild Cats, East—10 a. m., C. W. Dunn; 11 a. m., H. Gilligan; 1 p. m., W. A. Bartholomew; 2 p. m., J. W. Burkhart; 5 p. m., M. Finnerty; 6 p. m., G. T. Staples.

Summits, Etc.—9 a. m., Lattimer; 11 a. m., West, Thompson; 6 p. m., east, J. Carlin; 8 p. m., west, M. Golden; 7 p. m., from Cayuga, M. Ginley; 7 p. m., from Nay Aug, McAllister.

Pushers—6.15 a. m., S. Finnerty; 8 a. m., Hosier; 11.30 a. m., Moran; 5 p. m., F. McDonnell; 7 p. m., Murphy; 9 p. m., W. H. Barthelomew; 10 p. m., Lamping.

Passenger Engines—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., Norman; 10 a. m., F. L. Scott; 7 p. m., Stanton; 8.30 p. m., McGovern.

Wild Cats, West—10 a. m., John Baxter; 11 a. m., William Kirby; 2 p. m., T. Fitzgerald; 4 p. m., M. Carmody; 5 p. m., A. E. Ketchum; 6 p. m., H. Cosler, P. Cavanaugh's chew; 11 p. m., C. Kingsley.

NOTICE.

J. J. Morrow will run pickup Nov. 4 and until further notice.

William Hoar will run J. Gerrity's crew, 6 a. m., Nov. 4, and until further notice.

CAMPAIGN IN MASSACHUSETTS.

By Exclusive Wire from The Associated Press.

Boston, Nov. 3.—A Republican plurality of from 30,000 to 40,000 is the concession of the Democratic leaders at the close of the state campaign in Massachusetts. The Republican leaders, who claim to have canvassed the state thoroughly, say that their plurality will be 55,000.

Last Days of Industrial Commission.

By Exclusive Wire from The Associated Press.

Washington, Nov. 3.—The industrial commission will cease to exist on Dec. 15 by operation of law. The members of the commission are now at home to vote in the coming state elections. A full meeting of the committee will be held next Wednesday and the committee probably will remain in session most of the month, going over its work. This will be embodied in one volume and will be submitted to congress about the time the official existence of the commission expires.

RAILROAD TIME TABLES.

Delaware, Lackawanna and Western.

In Effect Nov. 3, 1901.

Trains leave Scranton for New York—At 1.10, 5.14, 6.05, 7.20 and 10.05 a. m.; 12.45, 3.40, 5.37 p. m. For New York and Philadelphia—7.50, 10.05 a. m., and 12.45 and 3.33 p. m. For Tobyhanna—At 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.55 6.50 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. and 1.10 p. m. For Owego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.55 p. m. Owego, Syracuse and Utica (daily at 6.22 a. m. daily, except Sunday, for Syracuse—9.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—4.00 and 6.45 p. m.

Bloomsburg Division—For Northumberland, at 6.35 and 10.05 a. m.; 1.55 and 6.10 p. m. For Plymouth, at 8.10 a. m.; 2.40 and 9.00 p. m.

Sunday Trains—For New York, 1.10, 5.14, 6.05 and 10.05 a. m.; 3.40, 5.37 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. For 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.

Summer Arrangement Corrected to Oct. 15, 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.; 1.10 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. 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.
W. W. WENTZ, JR., Gen. Supt.

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. 3	6.10 p. m.	Ar. Carbondale 6.40 p. m.	

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6		7.00 a. m.	7.40 a. m.
No. 2	2.45 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 p. m.
No. 5	7.00 p. m.	Ar. Carbondale, 7.40 p. m.	

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 8		7.00 a. m.	7.40 a. m.
No. 10	4.20 p. m.	6.00 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.

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

DR. BARRETT, Dentist,

125 Wyoming Avenue, Over Globe Warehouse.

TEETH

Extracted	25c
Cleaned	50c
Scaled	75c
Crowned, gold	$3 up
Crowned, porcelain	$3 up
Bridge work	$3 up
Filled with gold	$1 up
Filled with silver	50c
Filled with gold Alloy	75c
Full set of Teeth	$5 up

Examination and estimates free. If your teeth are decaying, if you need an artificial set, if you wish some teeth replaced without a plate, if you wish your work done painlessly and well by reliable graduates of long experience at the very least cost consistent with good, substantial Dental Work call on me.

The Well Dressed Man

You see on the street is not necessarily a man of wealth.

You can be as handsomely attired if you let me supply your clothing needs. It is not a question of money. It is a question of taking your money to the right place.

Call on me and I will supply your wants in Men's, Boys' or Children's Clothing at prices that will send you home pleased.

M. H. GRIFFIN

220 Lackawanna 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. B. WOOD, Gen. Pass. Agt.

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 a. m. Sundays, D. & H. R. R., 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 2.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 11.55 a. m. 4.27, 3.34 (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.

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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 509 Lackawanna avenue, Scranton, Pa.

Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.55, 10.15 a. m.; 12.00, 1.20, 2.41, 3.52, 5.20, 6.25, 7.07, 9.15, 11.20 p. m.; 1.10 a. m.

For Honesdale and Lake Lodore, 6.20, 10.15 a. m.; 2.41 and 5.20 p. m.

For Wilkes-Barre—6.45, 7.05, 8.10, 9.05, 10.41 a. m.; 12.02, 1.28, 2.18, 3.53, 4.47, 6.19, 7.48, 10.41, 11.50 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 1.10 p. m.

SUNDAY TRAINS.

For Carbondale—8.50, 11.50 a. m.; 2.14, 3.43, 5.52 and 10.32 p. m.

For Wilkes-Barre—9.58 a. m.; 12.03, 1.58, 3.08, 6.22 and 8.37 p. m.

For Albany and points north—3.52 p. m.

For Honesdale and Lake Lodore—5.50, 11.50 a. m. and 3.52 p. m.

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; 9.30 p. m. from New York and intermediate points. No Sunday trains.

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