Adds wholesomeness to the food.

Cleveland's Baking Powder

It is no trouble to make good cake and biscuit with Cleveland's Baking Powder.

INDUSTRIAL AND LABOR

OUTPUT OF COAL NOW EXCEEDS GREAT BRITAIN.

Trend of Public Discussion in England Is the Conservation of Her Coal Supply—Hot Water Well Discovered in the Shops at Stroudsburg—Superintendent E. M. Rine Delivered an Address to Lackawanna Employes Last Night on the New Rules of the Company.

The United States output of coal now exceeds that of Great Britain, which country up to two years ago was the largest producer in the world, and the total of all grades will be 275,000,000 net tons this year. The whole trend of public discussion in England is of the conservation of her coal supplies, and at the Glasgow meeting of the British Institution of Mining Engineers, Sir William Thomas Lewis, president thereof, in his address, said:

"With reference to the number of tons of coal unworked in our different coal fields, it is, of course, easy to calculate from the plans and sections of the seams provided, making the usual allowances for faults and loss in working; but the important question is, how many of the seams can be assumed to be workable to a profit from time to time, and how much of the coal contained in the various seams can be usefully obtained? If the thin seams cannot now be worked, while we have superior coals in thick seams to mix with them, I fear that many of the thinner and the inferior coals are much less likely to be profitably worked in the future."—F. E. Saward, in the Engineering Magazine for December.

Hot Water Well.

"A mysterious well has been found at the Shops here," says the Stroudsburg Times.

"Instead of giving the proverbial crystal fluid of icy coldness, it gives hot water. What causes it is not known, but it is proving a boon these cold nights when the men want to wash up after their day's work.

"It became necessary recently to obtain a better water supply for the Shops and a well was driven. A pipe was sunk to a depth of twenty-three feet, when water was struck. It caused great surprise to all concerned, when on pumping the water was found to be quite hot.

"A total depth of eighty-five feet was reached in the hopes of striking a better supply, but without avail. The further the pipe went down, the hotter the water became.

"'We were afraid to go down much further,' said a Shops man, 'for fear we might reach a place where overcoats are unknown and ice is at a high premium.'

"The water from the 'hot well,' as the Shops men call it, registers 85 degrees of heat, five less than the normal temperature of the human body. There seems to be plenty of the fluid. 'It's a great thing for us chaps,' said another of the men, 'all we have to do now is to draw hot water and we get the grease and black off our faces in a jiffy.'"

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

The following is the make-up of the D., L. and W. board for today:

TUESDAY, DECEMBER 3.

Wild Cats, East—8 p. m., George Thomas; 11 p. m., F. Fitzpatrick.

WEDNESDAY, DECEMBER 4.

Wild Cats, East—1:30 a. m., M. Laughney; 4 a. m., J. A. Bush; 8:30 a. m., C. W. Burt; 10 a. m., C. W. Dunn; 11 a. m., F. L. Rogers; 2 p. m., M. R. McLane; 5p. m., H. Doherty; 6 p. m., G. T. Staples.

Summits, Etc.—6 a. m., east, William Hoar, J. Branigan's crew; 8 a. m., west, C. Frantzelon; 9 a. m., west, W. H. Nichols; 11 a. m., west, J. McAllister; 2 p. m., west, Thompson; 6 p. m., east, J. Carrigg; 8 p. m., west, M. Golden.

Pushers—6 a. m., Widner; 7 a. m., S. Flannery; 8 a. m., Baxter; 11:45 a. m., Moran; 6 p. m., H. Coslar; 7:30 p. m., Murphy; 9 p. m., W. H. Bartholomew; 10 p. m., Lamping.

Passenger Engine—7 a. m., Gahagy; 7 a. m., Singer; 10 a. m., Naumann; 10 a. m., F. E. Sweet; 6:45 p. m., O. Miller; 8:30 p. m., McGovern.

Wild Cats, West—5 p. m., T. Doherty; 6 a. m., R. Casher; 8a. m., D. Haggerty; 10 a. m., A. Kingsley; 11 a. m., P. Cavanaugh; 2 p. m., William Kirby; 5p. m., F. Wall; 6 p. m., A. C. Ketcham; 6 p. m., F. Van Wormer; 11 p. m., M. Ginley, Cannogy's crew.

NOTICE.

Conductor Rafferty will take his run, No. 17, Dec. 4.

J. F. Burkhart and crew will run 6 a. m., wild cat, Dec. 4, in place of J. Gerity and crew.

Conductor J. J. Murray will run 7:30 a. m., wild cat, Dec. 4, and until further notice, in place of P. J. Scallo.

This and That.

Freight Agent E. R. Allen, of Binghamton, was in the city yesterday, receiving instructions from officials of the Lackawanna Railroad company.

B. H. Vrooman, who has been chief stenographer for Superintendent E. M. Rine for the past two years, will leave this week to accept a similar position with the West Shore railroad at Weehawken, N. J.

Arrangements are being made for the removal of the Delaware, Lackawanna and Western car accountants' department from rooms over the First National bank to the quarters at the Lackawanna station, formerly occupied by Hanley's dining room. The transfer will be made during the present week.

Superintendent E. M. Rine, of the Lackawanna railroad, delivered a lecture at the Railroad Young Men's Christian association last evening to a large number of the company's employes, on the new train rules which will become in operation in a short time. He delivered this same lecture to the trainmen at Hallstead and Kingston.

Washington excursion, via New Jersey Central on Dec. 5. **

KILLED AT CORNING, N. Y.

Ralph Watrous' Head Crushed While Leaning Out of His Cab.

A telegram was received from Corning, N. Y., yesterday by the relatives of Ralph Watrous, of Dunmore, stating that he had been killed at the above place and asking what disposition was to be made of the remains. The particulars in connection with his death are meagre, but from what can be gleaned from the telegram it appears that Watrous, who was an engineer on the New York Central railroad, met death while leaning out of the cab of his engine. He came in collision with some obstruction, supposed to be a bridge, with such force as to render his injuries fatal.

The deceased was a son of Mr. and Mrs. John Watrous, of 542 Chestnut street, Dunmore, and was until two months ago a resident of Dunmore and a valued employe of the Erie and Wyoming Valley Railroad company. He went to Corning upon the receipt of an offer from the officials of the New York Central. He was aged 39 years and had always resided in Dunmore, where he was held in high esteem by all who knew him.

Mr. Watrous was prominent in secret society circles, and was a member of the following: King Solomon lodge of Masons, Dunmore lodge of Odd Fellows, Heptasophs and Brotherhood of Locomotive Engineers. He was a single man and is survived by a father, mother, four sisters and one brother. No arrangements have been made for the funeral, as the remains have not arrived in the city.

DUNMORE DOINGS.

Ralph Watrous Met His Death on New York Central Railroad.

Other Items of Interest.

Word was received here late Monday night of the death of Ralph Watrous, an engineer on the Fall Brook division of the New York Central railroad. He was for many years an engineer on the Erie and Wyoming Valley railroad, and had only been in his new position about two months. He was running his train when he met his death. He was riding with his head out of the cab window, and was struck by an iron bridge beam and instantly killed. The fireman fortunately discovered what had happened and stopped the train.

The deceased was well known here, where he had resided for many years, living with his parents, Mr. and Mrs. John Watrous, of Smith street. His remains arrived last night, but the time of the funeral has not yet been decided upon.

He was a member of King Solomon lodge, Free and Accepted Masons; Independent Order of Odd Fellows, Knights of Malta, Knights of Pythias, Brotherhood of Railway Engineers, Heptasophs, and was an honorary member of the Rathbone Sisters. He is survived by his parents, several sisters and one brother.

BRIEFLY MENTIONED.

Rev. J. B. Dabney conducted the funeral service over the remains of Raymond Secor yesterday afternoon. Music was furnished by a choir from the Methodist Episcopal church. A large number of sympathizing friends and neighbors were in attendance and followed the remains to their last resting place in Dunmore cemetery.

Mrs. Theodore Zeigler and Mrs. Robert McMillan are the guests of their brother at Hotel Sterling, Wilkes-Barre.

Miss Daisy McCrory will return to her duties in the business department of the High school, after an absence of several days, caused by illness.

William B. Wilson has returned to his home at Pottsville, after a stay of several days in town.

W. F. Bailey has returned home from Boston, where he spent the past few months, and is now suffering from an attack of sciatic rheumatism at his home, on Webster avenue.

Rev. Charles H. Newing is spending a few days in Philadelphia.

Daniel Powell is suffering from the grip, at his home on North Blakely street.

$65 real Seal Jackets for $35, at Breschel's, the Furrier, 124 Wyoming avenue. **

John Woodruff, of Pine street, is indisposed at his home.

RESIGNATION IS IN EFFECT.

John White Has Left Postoffice After Eight Years' Service.

John White, for the last eight years the night janitor at the postoffice, retired from that position last night and tomorrow will accept an important position with the Nut and Bolt company.

Mr. White's resignation was sent in to take effect Saturday, but Postmaster Ripple could not permit him to leave until arrangements for his successor could be made as it is a civil service office. The department at Washington yesterday gave the postmaster permission to appoint some one temporarily pending the filling of the vacancy under the civil service rules.

Mr. White has been the night janitor ever since the new postoffice building was opened and has performed the duties of the position in a most admirable manner. His absence from the government building will be missed.

MR. WORMSER'S REPLY.

He Answers Request for Information from Secretary Hughes of the Local Underwriters.

Director of Public Safety E. L. Wormser has sent the following letter to John M. Hughes, secretary of the local underwriters' association in response to the latter's request for specific information regarding the installation of fire hydrants.

Scranton, Pa., Dec. 2, 1901.

John M. Hughes, Scranton Underwriters' Association, 508 Connell Building, City.

Dear Sir: Replying to your favor of the 29th inst., relative to furnishing you with an itemized list of all improvements and repairs made to date by the city in connection with the specification of William H. Johnson, under date of July 31, 1896, I beg to advise that in addition to the detailed statement furnished you on Oct. 11, the city has installed large sized hydrants at the following points in the previously specified sections, viz.:

One hydrant southwest corner of Page court and Franklin avenue.

One hydrant southeast corner of Cherry street and Franklin avenue.

One hydrant Lackawanna avenue, southwest of Scranton House.

One hydrant southeast corner of Wyoming and Lackawanna avenues.

One hydrant at southwest corner of Penn and Lackawanna avenues.

One hydrant at southwest corner of Wyoming avenue and Center street.

One hydrant at southeast corner of Lackawanna and Washington avenues.

One hydrant at southeast corner of Washington avenue and Center street.

One hydrant at southeast corner of Spruce street and Dix court.

One hydrant at southeast corner of Spruce street and Beech court.

One hydrant at southwest corner of Spruce street and Oakford court.

One hydrant at southeast corner of Wyoming avenue and Spruce street.

The location of the last named hydrant was changed from the recommended northeast side of street to corner in the sidewalk in front of the brick building, preventing the placing of the pipe on that side of the street.

In all other respects the present citizens of the dedication, as of July 31, 1896, have been completely carried out, and I trust your assured will use its best efforts toward having the city duly recognized at once.

Yours truly,

E. L. Wormser,
Director of Public Safety.

AN ORATORIO OF MERIT.

The catchy oratorio, "Sleeping Beauty," by Fr. Cowan, was rendered last evening by the choir of the Penn Avenue Baptist church, assisted by Mrs. L. H. Brundage, soprano; Miss Lida Garagan, contralto; David Stephens, tenor; W. A. Roberts, basso; Miss Edith Swingle, pianist, and Bauer's orchestra.

The rendition was under the direction of Prof. Hayden Evans, chorister of the church. The chorus work was grand, and the solo parts were admirably sustained. The piano and violin accompaniments added much to the success of the production.

Miss Garagan's superb voice was heard to excellent advantage in "The Prophecy" and "The Spinning Wheel," while Mrs. Brundage was at her best in the interpretation of "Whither Away My Heart," and in the duet with Mr. Stephens, "I Hear You Call." The former's singing of "But She Around Whose Cradle," was of a highly pleasing nature, and easily stamps Mr. Stephens as Scranton's leading tenor.

Mr. Roberts' excellent bass voice was never more advantageously heard than in the solo, "Vassals and Lieges," and the choruses were rendered with a spirit that denoted the careful training of the singers.

In all probability the oratorio will be repeated at an early date to enable those holding tickets, who were unable to attend last evening, to enjoy this excellent musical treat.

The New Jersey Central's Quaker City Express lands you in Washington at 3:30 p. m. **

MEETINGS.

Ladies' Aid society of the All Souls' Universalist church, meets with Mrs. W. Esterbrook, 617 Pine street, Wednesday afternoon.

A general meeting of the ladies of the Linden Street temple will be held at the residence of Mrs. Charles Goldsmith at 7:30 o'clock tonight.

REFERENCES TO LABOR IN THE PRESIDENT'S MESSAGE

"It is not true that as the rich have grown richer the poor have grown poorer. On the contrary, never before has the average man, the wage-worker, the farmer, the small trader, been so well off as in this country and at the present time. There have been abuses connected with the accumulation of wealth; yet it remains true that a fortune accumulated in legitimate business can be accumulated by the person specially benefited only on condition of conferring immense incidental benefits upon others. Successful enterprise, of the type which benefits all mankind, can only exist if the conditions are such as to offer great prizes as the rewards of success.

"American wage-workers work with their heads as well as their hands. Moreover, they take a keen pride in what they are doing so that, independent of the reward, they wish to turn out a perfect job. This is the great secret of our success in competition with the labor of foreign countries.

"Many of those who have made it their vocation to denounce the great industrial combinations which are popularly, though with technical inaccuracy, known as 'trusts,' are zealous and honest men, but they are certainly the last persons who should be trusted especially to lead and rule. These are precisely the two qualities, particularly when combined with ignorance, which unfit men for the exercise of real and sturdy independence.

"Disaster to great business enterprises can never have its effects limited to the men at the top. It spreads throughout, and while it is bad for everybody, it is worst for those farthest down. The capitalist may be shorn of his luxuries; but the wage-worker may be deprived of even bare necessities.

"Very great good has been and will be accomplished by associations of masters of wage-workers, when managed with fair-mindedness, and when they combine instead upon their own rights with law-abiding respect for the rights of others. The display of these qualities in such bodies is a duty to the nation no less than to the associations themselves.

"The fundamental rule in our national life—the rule which underlies all others—is that, on the whole, and in the long run, we shall go up or down together.

"Fundamentally, the welfare of each citizen, and therefore the welfare of the aggregate of citizens which makes the nation, must rest upon individual thrift and energy, resolution and intelligence. Nothing can take the place of this individual capacity.

"When all is said and done, the rule of brotherhood remains as the indispensable prerequisite to success in the kind of national life for which we strive. Each man must work for himself, and unless he so works no outside help can avail him; but each man must remember also that he is indeed his brother's keeper, and that while no man who refuses to walk can be carried with advantage to himself or anyone else, yet that each at times stumbles or halts, that each at times needs to have the helping hand outstretched to him. To be permanently effective, aid must always take the form of helping a man to help himself; and we can all best help ourselves by joining together in the work that is of common interest to all."—President Roosevelt.

BANKING.

REPORT OF THE CONDITION OF THE

Merchants and Mechanics Bank

of Scranton, Pennsylvania, at the close of business Nov. 25, 1901:

RESOURCES.

Cash on hand		$ 79,007 15
Checks and other cash items		4,857 21
Due from banks and bankers		195,424 84
Loans and discounts		1,200,815 43
Investment securities owned, viz.:		
Stocks, bonds, etc.	$901,181 13	
Mortgages	28,374 81	
		581,556 94
Real estate, furniture and fixtures		78,020 71
Overdrafts		10 34
Miscellaneous assets		7,575 11
		$2,241,159.50

LIABILITIES.

Capital stock paid in	$ 250,000 00
Surplus fund	200,000 00
Undivided profits, less expenses and taxes paid	80,689 11
Deposits, subject to check	854,522 66
Deposits, special	954,382 84
Demand certificates of deposits	53,470 28
Certified checks	1,015 00
	1,863,390 78
Cashier's checks outstanding	5,252 42
Due to banks and bankers	41,462 57
Dividends unpaid	21 00
	$2,241,159.50

State of Pennsylvania, County of Lackawanna, ss.:

I, CHARLES W. GUNSTER, cashier of the above-named company, do solemnly swear that the above statement is true to the best of my knowledge and belief.

(Signed) CHARLES W. GUNSTER, Cashier.

Subscribed and sworn to before me this thirtieth day of November, 1901.

(Signed) ROBERT J. MURRAY, Notary Public.

(My commission expires at the end of the next session of the state senate).

Correct—Attest:

(Signed) JAMES J. WILLIAMS,
A. J. CASEY,
THOMAS E. JONES,
Directors.

REPORT OF THE CONDITION OF THE

Title Guaranty and Trust Co.

of Scranton, Pennsylvania, No. 145 Washington avenue (temporary quarters), of Lackawanna county, Pennsylvania, at the close of business, Nov. 25, 1901.

RESOURCES.

Cash on hand		$ 13,973 80
Due from banks and bankers		102,809 43
Commercial and other paper owned		5,578 59
Call loans upon collateral		9,261 00
Time loans upon collateral		57,109 27
Investment securities owned, viz.:		
Stocks, bonds, etc.	$392,000 63	
Mortgages	18,102 50	
		410,103 13
Real estate, furniture and fixtures		26,671 71
		$625,878 13

LIABILITIES.

Capital stock paid in	$287,500 00
Undivided profits, less expenses and taxes paid	9,833 41
Deposits, subject to check	145,145 32
	$435,878 73

State of Pennsylvania, County of Lackawanna, ss.:

I, F. L. PHILLIPS, treasurer of the above-named company, do solemnly swear that the above statement is true to the best of my knowledge and belief.

(Signed) F. L. PHILLIPS, Treasurer.

Subscribed and sworn to before me this thirtieth day of November, 1901.

(Signed) GEORGE G. YOCUM, Notary Public.

(My commission expires Jan. 19, 1903.)

Correct: Attest:

(Signed) E. L. FULLER,
THOMAS E. JONES,
L. A. WATRES, Directors.

REPORT OF THE CONDITION OF THE

Lackawanna Trust and Safe Deposit Co.,

of Scranton, No. 401 Lackawanna avenue, of Lackawanna county, Pennsylvania, at the close of business Nov. 25, 1901:

RESOURCES.

Cash on hand		$ 61,453 09
Checks and other cash items		293 51
Due from banks and bankers		131,404 87
Commercial and other paper owned		334,661 49
Call loans upon collateral		70,538 00
Time loans upon collateral		220,851 05
Loans upon bonds and mortgages		9,575 00
Investment securities owned, viz.:		
Stocks, Bonds, etc.	$186,418 07	
Mortgages	179,598 75	
		366,016 82
Real estate, furniture and fixtures		25,750 00
Overdrafts		165 42
Total		$1,347,709 27

LIABILITIES.

Capital stock paid in	$ 100,000 00
Surplus fund	100,000 00
Undivided profits, less expenses and taxes paid	48,001 58
Deposits subject to check	$ 695,586 73
Deposits, special	1,014,262 50
Time certificates of deposits	3,548 25
Certified checks	253 25
	$1,051,127 83
Cashier's checks outstanding	24 10
Dividends unpaid	28 00
Total	$1,347,709 27

State of Pennsylvania, County of Lackawanna, ss.:

I, A. H. CHRISTY, cashier of the above named company, do solemnly swear that the above statement is true to the best of my knowledge and belief.

(Signed) A. H. CHRISTY, Cashier.

Subscribed and sworn to before me this, twenty-ninth day of November, 1901.

(Signed) LEWIS B. CARTER, Notary Public.

(My commission expires Feb. 27, 1905.)

Correct—Attest: (Signed)
AUGUST ROBINSON,
EVERETT WARREN,
W. F. HALLSTEAD,
Directors.

HENRY BELIN, JR.,

General Agent for the Wyoming District for

Dupont's Powder

Mining, Blasting, Sporting, Smokeless and the Repauno Chemical Company's

HIGH EXPLOSIVES.

Safety Fuse, Caps and Exploders. Room 401 Connell Building, Scranton.

AGENCIES.

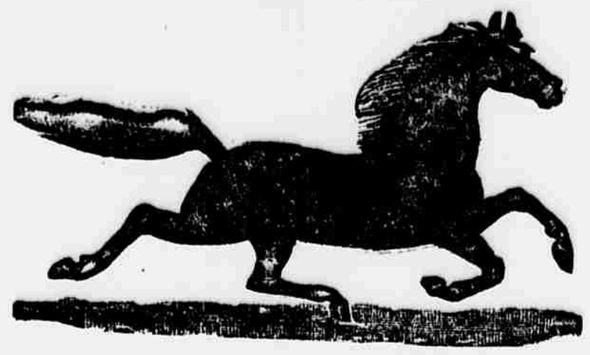
THOS. FORD ..... Pittston
JOHN B. SMITH & SON ..... Plymouth
W. E. MULLIGAN ..... Wilkes-Barre

TRIBUNE WANT ADS. BRING QUICK RETURNS

Waldron's Big Horse Sale

AT CUSICK'S OLD STABLES,

Thursday, December 5th.



There will be two carloads, consisting of Roaders, Coachers, Pacers and Trotters. Big Single Draughters, Express and General Purpose Horses. Anyone in want of Horses should not miss this Big Sale.

Sale Commences at 1 O'Clock P. M., Rain or Shine, Thursday, December 5th.

PROPER PRESENTS FOR CHRISTMAS.

Genuine Barrios Diamonds

(Trade-mark.)

ARE EQUAL TO REAL DIAMONDS AS TO LOOKS AND WEAR. WILL CUT GLASS AND STAND ALL THE TESTS OF OLD MINE GEMS. FOR A FEW DAYS WE OFFER MAGNIFICENT RINGS, STUDS, PINS, EARRINGS, ETC., AT THE MARVELOUSLY LOW PRICE OF

ONE DOLLAR EACH.

Gentleman's Heavy Flat Belcher Rings.

We are the first to introduce a gold-filled flat Belcher Ring; heretofore they have been made only in solid gold. This ring, set with a beautiful brilliant Barrios Diamond, will be mailed to any address in the world upon receipt of price, $1.00. This ring has the appearance of one costing $200.00.

Ladies' Cluster Rings.

The most fashionable ring for ladies at the present time is the Cluster. We have sold these rings heretofore at $2 each. For the first time in our history we are enabled to furnish these rings with Emerald, Ruby, Opal or Turquoise centers at $1.00 EACH. Others ask $4 and $5 for these rings. Order at once. Goods warranted.

OUR GUARANTEE

GENUINE BARRIOS DIAMONDS are guaranteed to retain their brilliancy forever. The mountings are heavy rolled plate and are made of one continuous piece. The plate is thick shelled gold, and will last 100 years. These rings are warranted not to tarnish the finger, and are greatly superior to any similar goods ever placed on the market. Studs and Pins, $1.00 each. Earrings, screws or drops, $2 per pair.

MAIL ORDERS

In ordering give full directions and state whether small, medium or large stone is desired. Finger measurement of rings may be given by using a piece of string. Order at once and avoid the Christmas rush. If goods are not as represented money will be refunded.

Address all orders plainly to the

BARRIOS DIAMOND CO., 1139 Broadway, New York

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 November 24, 1901.

Trains 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 11.59 p. m. Sundays, D. & H. R. R., 1.58, 8.25 p. m.

For White Haven, Hazleton and intermediate points in the coal regions, via D. & H. R. R., 6.45, 9.38 and 4.27 p. m. For Pottsville, 8.45 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), 11.59 p. m. Sundays, D. & H. R. R., 9.38 a. m.; 1.58, 8.25 p. m.

For Philadelphia, Trenton, Allentown, Mauch Chunk, White Haven, Ashley and Wilkes-Barre at 7.40 a. m., 1 p. m. and 7 p. m. Sundays, 2.40 p. m.

Quaker City Express leaves Scranton at 7.50 a. m., through solid vestibule train with Pullman Buffet Parlor Cars, for Philadelphia.

For Avoca, Pittston and Wilkes-Barre, 1 p. m. and 4 p. m. Sundays, 2.50 p. m.

For Long Branch, Ocean Grove, Asbury Park and Ocean Beach, 1 p. m. and 4 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 7.40 a. m. and 1 p. m. Sundays, 2.40 p. m.

For Pottsville at 7.40 a. m. and 1 p. m.

For rates and time tables apply to agent at station.

C. G. HANCOCK, Gen. Pass. Agt.
W. W. WENTZ, Asst. Gen. Pass. Agt.

Erie Railroad, Wyoming Division.

Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7.55 a. m., 2.55 p. m.

Arrivals—10.55 a. m. from Middletown, Honesdale, Hawley and intermediate points; 9.20 p. m. from New York, Newburgh and intermediate points. No Sunday trains.

Mission Furniture

"Mission" Furniture was so named because it is copied from furniture discovered in the ruins of the Mission Houses of Old Mexico. It is

Handsome Unique Comfortable and Durable

and well worth considering if you are about to buy furniture.

It is finished in Antwerp, Austrian and Weathered Oak. Call and see it.

HILL & CONNELL

121 N. Washington Ave.

ATLANTIC CITY HOTELS.

GRAND ATLANTIC HOTEL AND ANNEX

Virginia Ave. and Beach, Atlantic City, N. J. Sixth year; 350 beautiful rooms ensuite, single and with bath; hot and cold seawater baths in hotel and annex. Location select and central, within few yards of the Steel Pier. Orchestra. Offers special spring rates, $12 to $15 by week; $2.50 up by day. Special rates to families. Coaches meet all trains. Write for booklet.

CHARLES P. COPE.

RAILROAD TIME TABLES

Delaware, Lackawanna and Western.

In Effect Nov. 3, 1901.

Trains leave Scranton for New York: A. 1.10, 3.15, 6.05, 7.30 and 10.05 a. m.; 12.05, 1.25, 2.18, 4.07, 6.10, 7.18, 10.11 p. m. For New York and Philadelphia—7.30, 10.05 a. m., and 12.05 and 2.18 p. m. For Tobyhanna—At 6.10 p. m. For Buffalo—1.15, 6.30 and 9.00 a. m.; 1.25, 9.55 and 11.05 p. m. For Binghamton and way stations 10.30 a. m. and 1.25 p. m. For Oswego, Syracuse and Elmira—1.15 and 6.27 a. m.; 1.25 p. m. to Geneva. Syracuse and Elmira (Fast Express) at 6.27 a. m. daily, except Sunday. For Montrose—9.00 a. m., 1.40 and 6.30 p. m. For Nicholson accommodation—4.00 and 6.15 p. m. For Binghamton Division—For Northumberland, at 6.35 and 10.05 a. m.; 1.55 and 6.10 p. m. For Pittston, at 8.10 a. m., 12.40 and 9.00 p. m. For Wilkes-Barre, at 7.00, 8.10, 9.30, 10.40 a. m.; 12.00, 1.55, 3.05, 4.15, 5.30, 6.40, 8.10 and 11.05 p. m. For Binghamton and way stations—10.30 a. m. For Bloomsburg Division—For Sunbury, 10.05 a. m. and 6.10 p. m.

New Jersey Central.

In Effect Nov. 17, 1901.

Trains in New York, foot of Liberty street and South Ferry, N. R.

Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, White Haven, Ashley and Wilkes-Barre at 7.00 a. m., 1 p. m. and 7 p. m. Sundays, 2.40 p. m.

Quaker City Express leaves Scranton at 7.50 a. m., through solid vestibule train with Pullman Buffet Parlor Cars, for Philadelphia.

For Avoca, Pittston and Wilkes-Barre, 1 p. m. and 4 p. m. Sundays, 2.50 p. m.

For Long Branch, Ocean Grove, Asbury Park and Ocean Beach, 1 p. m. and 4 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 7.00 a. m. and 1 p. m. Sundays, 2.40 p. m.

For Pottsville at 7.00 a. m. and 1 p. m.

For rates and time tables apply to agent at station.

C. G. HANCOCK, Gen. Pass. Agt.
W. W. WENTZ, Asst. Gen. Pass. Agt.

Erie Railroad, Wyoming Division.

Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7.55 a. m., 2.55 p. m.

Arrivals—10.55 a. m. from Middletown, Honesdale, Hawley and intermediate points; 9.20 p. m. from New York, Newburgh and intermediate points. No Sunday trains.

New York, Ontario and Western.

In Effect Tuesday, Sept. 17, 1901.

NORTH BOUND.

Trains	Leave Scranton	Leave Carbondale	Arrive Carbondale
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.

Trains	Leave Carbondale	Leave Scranton	Arrive Scranton
No. 6	7.00 a. m.	7.40 a. m.	
No. 2	2.15 p. m.	3.00 p. m.	

SUNDAYS ONLY, NORTH BOUND.

Trains	Leave Scranton	Leave Carbondale	Arrive Carbondale
No. 3	8.50 a. m.	9.30 p. m.	10.15 a. m.
No. 5	7.00 p. m.	Ar. Carbondale 7.40 p. m.	

SOUTH BOUND.

Trains	Leave Carbondale	Leave Scranton	Arrive Scranton
No. 6		7.00 a. m.	7.40 a. m.
No. 10	1.50 p. m.	6.00 p. m.	6.45 p. m.

Trains Nos. 1 on week days, and 3 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.
J. E. WELSH, T. P. A., Scranton, Pa.

Delaware and Hudson.

In Effect November 24, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.55, 10.15 a. m., 12.00, 1.20, 2.31, 3.50, 5.20, 6.25, 7.57, 9.15, 11.20 p. m.; 1.01 a. m.

For Honesdale, 6.20, 10.15 a. m., 2.31 and 5.20 p. m.

For Wilkes-Barre, 6.55, 7.48, 8.45, 9.55, 10.47 a. m., 12.05, 1.12, 2.48, 3.28, 4.07, 6.10, 7.48, 10.11, 11.39 p. m.

For L. V. R. R. Points, 6.55, 9.55 a. m., 2.48, 4.07 and 11.39 p. m.

For Pennsylvania R. R. Points, 9.55 a. m., 2.48, 4.07 and 11.39 p. m.

For Binghamton and all points north, 9.55 a. m. and 5.57 p. m.

SUNDAY TRAINS.

For Carbondale 8.50, 10.45 a. m., 9.54, 5.52, 7.52 and 10.02 p. m.

For Wilkes-Barre, 9.55 a. m., 12.05, 1.55, 8.05, 9.52 and 8.42 p. m.

For Albany and points north, 5.57 p. m.

For Honesdale, 8.50 a. m. and 5.52 p. m.

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We have them in fine knit worsteds, and in all-wool cashmere in different colors, at all prices.

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