

INDUSTRIAL AND LABOR THE BIGGEST LOCOMOTIVE IN THE WORLD.

Without the Tender, It Weighs 130 Tons, and from the Point of the Pilot to the End of the Tender It Measures Seventy Feet—Will Be Used on the Santa Fe Railroad. The Board for Today—Plymouth Firm Gets Another Order from Far-off Siberia.

The world's biggest and most powerful locomotive, an American compound built at Schenectady by the American Locomotive company, is on its way from the Mohawk valley to the far West, where it will haul heavy freight on the Santa Fe road. It represents the highest achievement in locomotive design, the most noble effort of American builders to produce an engine of enormous tractive power adapted to the needs of our trans-continental lines. This monster weighs, without the fifty-ton tender, 130 tons.

From the end of the tender to the point of the pilot, the height of the rails measures seventy feet. The top of the stunted smokestack is sixteen feet above the top, and to such a height does the dome reach that its top had to be taken off before the locomotive could pass in safety under the overhead bridges between Schenectady and Buffalo. The massive boiler is perched so high in the air that a tall man can stand under it.

But while the dome is thirteen feet above the driving wheel axles, the center of gravity is very low—several inches below the top line of the drivers. The engine gets its great stability from its massive frames, cylinder castings, driving wheels and driving mechanism.

On a level track 980 could haul a train a mile and a half long. Its tractive power is 52,000 pounds—that is, it could lift that amount of dead weight.

Its great wheel base gives 359 this world's record hauling power. Ten massive driving wheels, nearly as tall as a man, and so heavily counterbalanced that they appear almost solid, grip twenty feet of track.

On these ten drivers, which gave the name of decapod to this type of engine, a weight of 22,000 pounds is carried. The heavy trucks carry only fourteen tons, much of the weight of the saddle and cylinder castings being distributed over the drivers by the equalizer beams so distinctively of American design.

Its firebox is made of carbon steel tested to a tensile strength of 50,000 pounds to the square inch, is about as big as the bed-chamber of a New York flat. Its two thick shells are held together by nearly 2,000 staybolts, each one capable of lifting a yard engine without breaking.

The grate area is sixty square feet, which is unapproached in any other locomotive ever built. The bottom of the firebox reaches out over the tops of the drivers, after the fashion of recent American locomotives. The heating surface measures exactly 4,922 square feet. Between the tubes sheets 98 1/2 boiler measures 13 1/2 feet and in the big barrel are massed flues, 2 1/2 inches in diameter. Placed end to end, these flues would make a pipe a mile and a half long.

The massive low pressure cylinders are next to the forward drivers. The smaller high pressure cylinders are directly ahead, a construction which makes one piston rod do for each pair of cylinders. This is designated as the tandem compound. The live steam is first used in the forward cylinders, which exhaust into the thirty-inch chambers of the low-pressure cylinders.

The cylinders of 980 are the greatest castings ever made in the Schenectady shops. Their gross weight in the molds was 25,240 pounds. Much of this great weight is in the halves of the saddle, the forward support of the boiler.

D., L. & W. Board for Today. The following is the make-up of the Delaware, Lackawanna and Western board for today:

THURSDAY, MARCH 6. Extras East—8 p. m., Hoboken, M. Finerty; 9 p. m., J. P. Burkhardt; 11 p. m., Hoboken, Booth.

FRIDAY, MARCH 7. Extras East—1:30 a. m., F. Stevens; 4 a. m., A. G. Hammit; 9 a. m., Hoboken, J. Gerity; 10 a. m., W. J. Mastri; 11 a. m., B. Rogers; 1 p. m., J. H. Masters, with Baxter's crew; 2 p. m., Hoboken, A. F. Muller; 3 p. m., F. Van Warner; 5 p. m., B. Wallace; 6 p. m., A. H. Howe.

Summits, Etc.—6 a. m., Henricus; 8 a. m., Fountiller; 11 a. m., Nicolai; 2 p. m., Thompson; 4 p. m., Carling; 8 p. m., M. Guley, with M. Guley's crew. Pushers—7 a. m., Finerty; 8 a. m., Houser; 11:15 a. m., Moran; 6 p. m., G. Bartolomeo; 7:30 p. m., Nauman; 9 p. m., W. H. Bartholomeo; 10 p. m., Lanning. Helpers—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., H. Colar; 6:45 p. m., Lattimer; 8:30 p. m., McGovern. Extras West—7 a. m., O'Hara; 10 a. m., O. Randolph; 1 p. m., Thomas Dundick; 2 p. m., M. Connolly; 4 p. m., F. Wall; 6 p. m., John Galagan; 11 p. m., C. Kingsley.

NOTICE. 8:00 p. m. summit March 24 is annulled. H. H. Dewey will go on with J. Gerity as flagman. James Blanch will go on with J. Gerity in place of M. O'Malley.

This and That. The Howell Drill company, of Plymouth, Pa., has received an order from a large mining firm in Siberia for a number of mining drills similar to those used in the Pennsylvania anthracite mines.

The Jeansville Iron Works company, of Jeansville, Pa., is reported to have received a fair-sized electric pump order through the Denver Engineering company. The pumps will be used for mines in Mexico.

After continuing for nine and a half months, the strike of the iron workers of San Francisco, begun on May 1 of last year, to enforce a demand for a nine-hour day, came to a formal end Wednesday. Two-thirds of the unions composing the Iron Trades council have acted upon a recommendation made by that body advising that the strike be prosecuted no longer and have voted to allow their members to return to work.

Pneumonia always results from a cold or from an attack of the grip, and may be prevented by the timely use of Chamberlain's Cough Remedy. This fact has been fully proven in many thousands of cases. Sold by all druggists.

Jonas Long's Sons

The La Vida Corset

Miss McCarthy An Expert Corsetiere

Representing the LA VIDA CORSET, will be here for one week commencing Monday, March 10, when she will fit, take special measurements and explain the superior merits of this celebrated corset to all ladies who are interested in the latest ideas pertaining to corsets.

We would be pleased to have you attend a special display of these celebrated corsets, when all the new models, embodying the essential features necessary to conform with the present fashion in dress, will be shown.

Demonstrator on Second Floor

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ITALIANS IN ARGENTINA.

A Milan Journal Makes Some Startling Allegations.

Rome Correspondence of the London Post. A storm in a tea cup has arisen in the Argentine Republic, and especially in the wealthy portion of the large Italian colony resident in Buenos Ayres over an article published by the Corriere della Sera of Milan on the condition of the Italian elements in Argentina. The article was written by Signor Barzini, one of the cleverest Italian journalists, whom the Corriere della Sera recently sent as special correspondent to South America.

Signor Barzini described the affairs of the Argentine Republic as being almost entirely in British hands, and proceeded to draw a picture of the Italian quarter of Buenos Ayres, which, though probably accurate, was not in accordance with the ideas prevailing in Italy on the subject. His account of the comparative poverty of the great mass of hard-working Italian emigrants who go to the Argentine Republic believing it to be an Eldorado, opened the eyes of many people in Italy, but what seems to have stung the wealthier portion of the Italian community is the way in which Signor Barzini revealed their callousness toward their poorer fellow countrymen and their readiness to drop Italian speech and customs and to become more Argentine than the Argentines.

This tends to destroy the cherished Italian belief that there exists in South America a "Greater Italy," thoroughly Italian in sentiment, and also an unfavorable light on the character of the wealthy Italians who have until now been considered to be the chief supporters of Italianity beyond the seas. These wealthy Italians have revealed themselves by excluding Signor Barzini from their clubs, but the Argentine press, and to a great extent the Italian press, has been the correspondent for telling the truth. Signor Barzini announces his intention of going to the root of the whole question and of stating plainly what he sees to be the facts.

TO PREVENT GROWING OLD.

From the Philadelphia Record. An Illinois school teacher (S. V. Keller, of Medora), proclaims his discovery of the true elixir of life. He is now

about 71 years old, but has the physical agility of a man of 30. To convince a body of visitors, "he jumped over the back of a chair, danced a vigorous double shuffle and leaped over high obstacles with the greatest ease." "See!" he exclaimed, giving a spring from the floor to the top of a table, "my legs are free and easy as a child's. I am younger than I was thirty years ago." How has he achieved this renewal of his pristine vigor? "Simply by believing that I am not growing old." It is the concession to time which makes men old, and by an exercise of the will this man has compelled himself to believe there is no old age except from those who surrender to the delusion that the body and mind lose vigor with the passing of years. At any rate this treatment is harmless, its worst effect being to lead a man into the commission of youthful follies. The principle has the sanction of Professor James, of Harvard, who has placed the "don't worry" cure on a scientific basis. He affirms, for example, that we do not run away because we are scared, but are scared because we run away; that by putting ourselves in the attitude by which an emotion expresses itself we experience the emotion. We do not weep because we are sad, but sadness is the product of our tears. Therefore wemay assume that we do not become decrepit because of the passing of the years, but because we expect that the passing of the years will produce decrepitude; and we place ourselves in the corresponding attitude and frame of mind.

Emerson's Wild Spree.

The Boston Herald is editorially responsible for an alleged tradition that tells how Ralph Waldo Emerson, the sage of Concord, once went on a wild, reckless spree. Wary of Marcus Aurelius, Alcott and the serene heights of Concord, he resolved to make a plunge into the vortex of crime and folly in the great city to see vice and the vicious at close range and thus learn by experience of the under world. He went straight to the saloon of one Brigham in Boston, in those days far famed among Harvard students as the aboriginal inventor of more "fancy drinks" than any one since the days of Father Bacchus. Bewildered by the festive scene and the endless list of beverages he had never heard of he asked Brigham which one of the whole hibinous catalogue might be relied on to impart the largest sum total of experience in the shortest possible time; to which devout inquiry genial Brigham—who at once took in the situation—was to have replied: "Oh, I guess a glass of lemonade would be the right thing for you."

JONAS LONG'S SONS, JONAS LONG'S SONS, JONAS LONG'S SONS.

A Store of many features and the most prominent of all is

OUR GREAT

FRIDAY AFTERNOON SALES

Owing to the storm a week ago today, many people were unable to attend the spread of good things that awaited them at the Hour Sale. By request we repeat the same offerings with additional values from the Grocery and House Furnishings Departments. You will find these items very interesting and profitable.

Sale No. 1. Image of a clock. Begins Promptly at 2 O'clock.

Sale of Shopping and Market Bags—Good size, made of imported rush; a very unique shopping basket. Ten-cent kind, this sale 6c. Sale of White Semi-Porcelain Cups and Saucers—An elegant opportunity for you to lay in a supply of good porcelain ware at a price not very often so little for such a grade of goods; 9c. regular value, this sale, cup and saucer 5c. Sale of Thin White Semi-Porcelain Plates—A-1 quality, all sizes. A rare chance to stock up at a small investment. The price asked for this plate is about half the regular value. Marked for this hour sale, each 5c. Sale of Brooms—One of the quickest sellers placed on sale for sixty minutes; made from best corn, sewed three or four times. A most satisfactory broom, value up to 39c.; this Friday hour, buy them at 27c. Sale of Clothes Baskets—Well made, from seasoned willow. This basket is a splendid bargain, and to satisfy the large crowd we will restrict the quantity to 1 to a customer. Sale of Semi-White Porcelain Large Coffee Cups and Saucers—Just the size we all like to see when filled with that delicious beverage. Regular value 12 cents. For this hour sale, cup and saucer 7c. Sale of Wash Boilers—A large size wash boiler, no cover. Do you need a boiler? Then come today and buy this 69c. kind for one hour only, at 49c.

Groceries

We are selling Tryphosa Jelly Powder, a dainty dessert. FREE to the first 500 after one o'clock, a sample package, also a booklet full of receipts for preparing "Tryphosa." Sale of Peaches—This line on sale for sixty minutes today are a fine grade of Pie Peaches. Guaranteed to be as nice as some you are now paying 15c. for. Buy them this Friday hour per 3-pound can, for 7c. Sale of Peas—Early June Peas, the Belfast brand; those who have used them know their delicious qualities, and for those who have not, we will say this will be your opportunity to try them; samples at counters for inspection. Regular price 13c.; this hour sale, per can 9c. Sale of Macaroni—Manufactured by C. F. Muller & Co.; quality the best; regular price 10c.; for this hour sale buy it for 7c. Sale of Codfish—Guaranteed fresh, just the kind to make codfish cakes. Regular 10-cent kind. For this hour sale 5c. Sale of Prunes—Choice California Prunes, bright and nice, for this one hour sale, buy them at, per pound 4c. Sale of Salmon—One pound, tall cans, red Alaska; quality will equal the kind you pay 15c. for. For this hour sale 9c. Sale of Vienna Cocoa—A superior preparation of Cocoa, in its most nutritious form; regular price 40c. per pound; for this hour today buy it, at 15c.

Sale No. 2. Image of a clock. Begins Promptly at 3 O'clock.

Sale of Women's House Wrappers—Made from flannellettes, outings or percales, fabrics in the most approved and latest style. Separate bodies, full flounce at bottom of skirt, small ruffle on shoulder, pleated front and back, neat turned down collar nicely trimmed with ribbon and braid. This is an opportunity that no Scrantonian who needs a wrapper should miss. Easily sold regularly for \$1.49 up to \$2.00. This Friday on the Second Floor buy them for 80c. Sale of Fancy Percale Finish Calico—Over 2,000 yards of this desirable goods will be placed on sale today. It is the new shade of blue and extraordinary finish that gives to this calico a steady demand at all times. Neat patterns and odd designs. Sold at this hour for a yard 5c. Sale of Ribbons—3/4 inches wide, polka-dot, and stripe taffeta, all silk and a 4-inch all silk plain taffeta, metallic finish. A tempting item for this Sixty Minute sale. Ribbons always play an important part in every wardrobe. The regular value is 15c. This Friday sale 10c. Sale of Toilet Paper—Highly medicated, silk finish, full count, quality guaranteed; regular value 10c. For this hour, each 6c. Sale of Combs—An eight-inch Goodyear Rubber Comb, easily sold for 10c. This hour buy it at 7c. Sale of Battenberg Doilies in Art Department—This doily is hand made, pure linen, size is 12 inches, worked up in a pretty design and usually sells for 75c. For this hour buy them at each 49c. Sale of Women's Seersucker and White Muslin Skirts—The seersucker skirts are plain, colors ox blood, blue and grey and fancy stripe. Deep ruffle with two narrow ruffles, hemstitched. The white muslin skirt has deep cambric ruffle, fine tucks, trimmed with Torchon lace. Regular value is 98c. For this Friday hour choose from lot at 67c. Sale of Boys' Double-Breasted Suits—Size 8 to 15 years, blouse and vestee style, 3 to 8 years. All colors, dark and light. Every garment is well made and usually sold up to \$2.50. For this hour buy them at \$1.39.

Sale No. 3. Image of a clock. Begins Promptly at 4 O'clock.

Sale of Men's White Shirts—Linen bosom, reinforced front and filled seams. Neck band has patent button hole. A good quality muslin, all sizes. To make the quantity last the hour they will be limited to two to a customer. For this hour sale, near Wyoming entrance, buy them at, each 27c. Sale of White Aprons—Full length, hemmed; other lace insertion and tucks. A generous length of strings. Buy them today and save money, for this hour, each 21c. Sale of Children's Hose—German heel, double toe and knee, wide and narrow ribbed, sizes 6 to 9 1/2, made the same as a 25c. hose. For this hour, buy them at, pair 10c. Sale of Percales—This lot comprises two widths, 32 and 36 inches wide, all spring shades, mostly cardinals and blues, including black grounds, with a wide range of patterns. Regular price is 10c. For this sixty minutes buy them at 7c. Sale of Bureau and Stand Scarfs—Scarf is 18x72 inches. The Stand Cover is size 30x30 inches. Made from honeycomb material. Both styles are fringed. Regular value is 25c. For this Friday hour buy them at, each 15c. Sale of Boys' Knee Pants—All wool Knee Pants, plain blue, neat plaid checks and stripes, dark and light, 3 to 15 years. Small sizes are trimmed with boys. Best waist bands, suspender buttons and hip pockets, all seams taped. For sixty minutes only, 42c. Sale of Wall Paper—One of the greatest Wall Paper specials ever held in this city. 5,000 Double Rolls suitable for kitchen, dining room, hall and bed rooms. Regular value from 8c. to 15c. For this Friday hour on Third Floor, choose from 35 neat and pretty patterns, at per double roll 3c.

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Manufacturers of OLD STOCK PILSNER 455 to 455 N. Ninth Street, SCRANTON, PA. Telephone Call, 2333.

HOTELS—ATLANTIC CITY. Hotel Chelsea Atlantic City, N. J.

Now Open. 300 Ocean front rooms. 100 private sea water baths. Send for booklet. J. B. THOMPSON & CO.

RAILROAD TIME TABLES.

Lehigh Valley Railroad. In Effect Nov. 3, 1901. Trains leave Scranton. For Philadelphia and New York via D. & H. R. R., 6:58, 9:38 a. m.; and 2:18, 4:27 (Black Diamond Express), and 11:29 p. m. Sundays, 11 a. m., 1:58, 5:27 p. m. For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6:58, 9:38, 11:29 a. m.; for Pottsville, 6:58 a. m., 2:18 p. m. For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H. R. R., 6:58, 9:38 a. m.; 2:18, 4:27 (Black Diamond Express), 11:29 p. m. Sundays, D. & H. R. R., 9:58 a. m., 1:59, 5:27 p. m. For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D. & H. R. R., 8:10 a. m., and 2:50 p. m. For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7:48, 12:03 a. m.; 1:42, 3:28 (Black Diamond Express), 7:48, 10:41, 11:30 p. m. Sundays, D. & H. R. R., 12:55, 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., 29 Cortland street, New York. A. W. SOMMACHIER, Dir. Pass. Agt., South Bethlehem, Pa. For tickets and Pullman reservations apply to city ticket office, 69 Public Square, Wilkes-Barre, Pa.

Delaware, Lackawanna and Western. In Effect Nov. 3, 1901. Trains leave Scranton for New York—At 1:40, 3:15, 6:05, 7:50 and 10:05 a. m.; 2:40, 3:30, 6:20 p. m. For New York and Philadelphia—7:50, 10:40 a. m., and 12:45 and 3:25 p. m. For Tobyhanna—At 6:10 p. m. For Buffalo—1:15, 4:25 and 9:00 a. m.; 1:55, 6:30 and 11:35 p. m. For Binghamton and way stations—10:30 a. m., and 1:10 p. m. For Oswego, Syracuse and Utica—10:30 a. m., and 1:10 p. m. For Montrose—6:00 a. m., 1:10 and 6:50 p. m. Nicholson accommodation—4:00 and 6:15 p. m. For Binghamton and way stations—10:29 a. m., 6:35 and 10:55 a. m.; 1:55 and 6:10 p. m. For Plymouth, at 8:10 a. m.; 3:40 and 9:00 p. m. Sunday Train—For New York—At 10:05 and 10:45 a. m.; 3:40, 3:55 p. m. For Buffalo—1:15 and 6:25 a. m.; 1:55, 6:30 and 11:35 p. m. For Binghamton and way stations—10:29 a. m., 6:35 and 10:55 a. m.; 1:55 and 6:10 p. m.

New Jersey Central. In Effect Nov. 17, 1901. Stations in New York, foot of Liberty street and South Ferry, N. Y. Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, Allentown, March Chunk, White Haven, Ashley and Wilkes-Barre at 7:30 a. m., 1 p. m., and 4 p. m. Sunday, 2:10 p. m. Quaker City Express leaves Scranton at 7:50 a. m., through solid wood cars, 1:40, 4:25 and 9:00 a. m.; 1:55, 6:30 and 11:35 p. m. Pullman Buffet Parlor Cars, for Philadelphia, with only one change of cars, for Baltimore, Washington, N. C., and all principal points south and west. For Avoca, Pittston and Wilkes-Barre, 1 p. m., and 4 p. m. For Long Branch, Ocean Grove, etc., 7:30 a. m., and 1 p. m. For Hazleton and Harrisburg, via Allentown, at 7:30 a. m. and 1 p. m. Sunday, 2:10 p. m. For Pottsville at 7:30 a. m. and 1 p. m. For rates and tickets apply to agent at station. J. S. SWINHER, G. M. BUFF, Gen. Pass. Agt., Dist. Pass. Agt., Scranton.

Pennsylvania Railroad. Schedule in Effect June 2, 1901. Trains leave Scranton: 6:35 a. m., week days, through vestibule train from Wilkes-Barre, Pullman buffet parlor cars, 1:40, 4:25 and 9:00 a. m.; 1:55, 6:30 and 11:35 p. m. For Philadelphia, with only one change of cars, for Baltimore, Washington, N. C., and all principal points south and west. For Avoca, Pittston and Wilkes-Barre, 1 p. m., and 4 p. m. For Long Branch, Ocean Grove, etc., 7:30 a. m., and 1 p. m. For Hazleton and Harrisburg, via Allentown, at 7:30 a. m. and 1 p. m. Sunday, 2:10 p. m. For Pottsville at 7:30 a. m. and 1 p. m. For rates and tickets apply to agent at station. J. S. SWINHER, G. M. BUFF, Gen. Pass. Agt., Dist. Pass. Agt., Scranton.

New York, Ontario and Western. In Effect December, Sept. 17, 1901. NORTH BOUND. Leave Scranton. Arrive. Trains: No. 10:00 a. m. to Philadelphia, 1:00 p. m. No. 7:00 a. m. to Ar. Carlisle 6:40 p. m. SOUTH BOUND. Leave Scranton. Arrive. Trains: No. 6:00 a. m. to Philadelphia, 9:00 a. m. No. 9:00 a. m. to Ar. Carlisle 7:40 p. m. SUNDAY'S ONLY, NORTH BOUND. Leave Scranton. Arrive. Trains: No. 6:00 a. m. to Philadelphia, 9:00 a. m. No. 9:00 a. m. to Ar. Carlisle 7:40 p. m. SOUTH BOUND. Leave Scranton. Arrive. Trains: No. 6:00 a. m. to Philadelphia, 9:00 a. m. No. 9:00 a. m. to Ar. Carlisle 7:40 p. m. Trains Nos. 1 on week days, and 9 on Sunday, make main line connections for New York city, Middletown, Williams, Norwich, Quakertown, Dover and all points west. For further information consult ticket agents. J. E. WELSH, T. P. A., Scranton, Pa.

Delaware and Hudson. In Effect November 24, 1901. Trains for Carlisle leave Scranton at 6:50, 8:00, 8:50, 10:15 a. m.; 12:00, 1:35, 2:45, 3:55, 5:25, 6:55, 7:55, 9:15 p. m.; 1:31 a. m. For Honesdale—6:50, 10:15 a. m.; 2:54 and 5:28 p. m. For Wilkes-Barre—6:58, 7:48, 8:41, 9:38, 10:43 a. m.; 12:01, 1:45, 2:15, 3:25, 4:27, 6:10, 7:45, 10:41, 11:30 p. m. For T. A. R. R. Points—6:58, 9:58 a. m.; 2:18, 4:27 and 11:30 p. m. For Pottsville—6:58, 9:58 a. m.; 2:18, 4:27, 6:10, 7:45, 10:41, 11:30 p. m. For Pottsville and R. R. Points—6:58, 9:58 a. m.; 1:42, 3:25 and 4:27 p. m. For Albany and all points north—6:20 a. m., and 3:52 p. m. SUNDAY TRAINS. For Carlisle—6:58, 11:52 a. m.; 2:34, 3:32, 5:28 and 11:17 p. m. For Wilkes-Barre—9:58 a. m.; 12:01, 1:58, 3:55, 6:10 and 9:17 p. m. For Albany and points north—3:52 p. m. For Honesdale—6:50 a. m., and 3:52 p. m. W. L. FRYHOFF, T. P. A., Scranton, Pa.

Eric Railroad, Wyoming Division. Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7:30 a. m.; 2:50 p. m. Arrive—10:30 a. m. from Middletown, Honesdale, Hawley and intermediate points. 2:30 p. m. from New York, Newburgh and intermediate points. No Sunday trains.