

GREELEY'S REVENGE.

Outcome of the Editor's Tiff With Elizabeth Cady Stanton.

The late Elizabeth Cady Stanton was particularly apt at retort, and one of her swift parries of a thrust delivered by Horace Greeley against her favorite doctrine of woman suffrage is historic.

"Madam," said Horace one day during the civil war, "the ballot and the bullet go together. If you want to vote, are you ready to fight?"

"Certainly, sir," she responded. "I am ready to fight, just as you are fighting, through a substitute."

Notwithstanding their differences of opinion, Mrs. Stanton and Greeley were personally friendly until the New York constitutional convention of 1868. A woman suffrage clause was strenuously pressed upon that body and was vigorously opposed by Mr. Greeley. One day, after the Tribune editor had made some particularly rasping remarks upon the subject, George William Curtis rose and said:

"I have the honor, Mr. Chairman, to present a petition in favor of the woman suffrage amendment signed by Mrs. Horace Greeley and 300 other ladies."

Greeley was furious and rightly ascribed the appearance of the memorial at that moment to Mrs. Stanton.

"Why did you not put my wife's maiden name on that petition and call her Mary Cheney Greeley?" he demanded the next time they met.

"Because," said Mrs. Stanton, "I wanted all the world to know that Horace Greeley's wife protested against her husband's report on the suffrage amendment."

"All right," retorted the editor. "Hereafter you shall always be spoken of in the Tribune as Mrs. Henry B. Stanton." And so it was to the time of her death, although the name of Elizabeth Cady Stanton was known to hundreds of thousands who could not identify the woman by the appellation under which the Tribune, for revenge, tried to obscure her fame.—Pittsburg.

POLITENESS IN JAPAN.

Even "Giving Notice" is Made an Occasion of Compliments.

Politeness distinguishes the relations between mistresses and maids in Japan. It is so inexorable in Japan that even the ceremony of "giving notice" is turned into an occasion of compliments. There are no vulgar threats or sulking or recriminations or scoldings or "answering back." A servant will never tell her mistress that she is dissatisfied or has had some better place offered her. That would be unpardonably rude. Instead she asks for a few days' leave of absence. This is willingly granted, for Japanese servants have no settled time for taking holidays.

At the end of the given time the mistress will begin to wonder what has become of the girl. She is not left to wonder long. A letter arrives couched in the most polite and humble terms and giving any excuse but the real one. Sometimes it will be that she has found herself too weak for service or that illness at home detains her. Whatever it may be, the plea is never contested, but accepted as final and a new servant engaged. Then, after some weeks have passed, very likely after taking a fresh place, the old servant will turn up one day, express her thanks for past kindnesses and regrets at not returning in time, will take her arrears of wages and her bundles and disappear forever. So the matter ends with the kindest semblance of feeling on both sides.

If the mistress on her part does not wish to have the girl back, she will not tell her to her face, but will send word. Even when servants come on trial for a few days they often leave nominally to fetch their belongings or make arrangements for their return, never because they have any "complaints" to make. Any discomfort is to be endured rather than the suspicion of bad manners or of anything leading up to a "scene."

Breaking It Gently.

Young Wife—Why, dear, you were the stroke out at college, weren't you?

Young Husband—Yes, love.

"And a very prominent member of the gymnastic club."

"I was the captain."

"And quite a hand at all athletic exercises."

"Quite a hand? The best, I was the champion walker, the best runner, the head man at lifting heavy weights, and as for carrying, why, I assure you, I could shoulder with ease a barrel of—"

"Well, love, just please hold the baby for a couple of hours. The nurse has gone out, and I'm tired!"

Tony Weller's Advice.

"And how long," he asked, "have you been a widow?"

"Oh," she replied, with a blush, "the year was yesterday. But, indeed, I didn't suppose you were so anxious, dearest. You must give me a month at least to get ready."

When he got outside again, he murmured to himself:

"Now I know what old Weller meant."

The Popular Thing to Say.

The sermon was exceptionally long, and the minister had just reached the seventh division of his subject.

"And now, dear brethren," he exclaimed, "what shall I say more?"

"Amen," suggested the thoughtless man who had just waked up.—Chicago Post.

Counsel.

Mr. Meekly—Our neighbor's son is always thrashing my boy. What shall I do about it?

Lawyer—Teach your boy how to fight. Ten dollars, please.—Chicago News.

The air in modern crematories is heated to 1,500 degrees.

HE WAS THE FELLOW

"My dear fellow, your ideas of women are all abominable rot, if you'll excuse my saying so."

"Don't mention it. All the same, I know more of women than you do. I'm only putting you on your guard. Tell me about your goddess."

"Can't you be serious? I'm in earnest this time. I want to talk seriously about her. I want to know what you think of her."

"Well, I think she's pretty; I think her eyes are blue and guileless; I think her hair the brightest and her figure the neatest I have ever seen, and I think—I have met her before somewhere. Yet she didn't seem to remember me, did she? It must have been before I went to the cape. Let me see—two years ago. Tell me, has she ever loved before? For surely, with so much beauty and soul yours is not the first heart she has taken captive."

"Look here. Drop poetry. That's just what I want to tell you about, only, upon my word, you make it so jolly hard for a chap to tell you anything. What's come over you? One would think by the way you talk about women that you'd been crossed in love or something, only I can't think any woman you're about the most popular man about town. Why don't you drop cynicism and get married?"

"Never mind me, you were going to tell me that?"

"She's been engaged before."

"Well, that's not serious. Most of them have. Who broke it off?"

"She, of course. You don't imagine any fellow who had once won her dear little heart would part with it in a hurry, do you? From all I can make out the man was a lazy scoundrel, and she, to show you the good sort she is, didn't care to marry a man who lounged about all his days and never exerted himself to work for her."

"Had he no money?"

"Only a paltry £2,000 a year. What's that to a girl like her? Of course naturally she wants, with her good looks, to hold some sort of a position in town. She, like the good angel she is, tried to spur him on to work, but he was as good as told her that if £2,000 a year wasn't enough for her, well—it ought to be, or something like that. Then he went abroad."

(Tom Goring to himself) "To the cape and returned unexpectedly, but in time." (Aloud) "Yes? Anything else?"

"Yes. Not only that, but he was a confoundedly jealous brute."

"Absolutely without cause?"

"Of course, just as though a girl with her lofty ideas would stoop to flirtation when she was engaged to be married."

"Look here, Malcolm, you take her part. Naturally you're a bit down on the chap she was engaged to. Do you think it's quite fair when you've only heard one side? Suppose I told you I knew the fellow she was engaged to?"

"Well, I should still take her part."

"Quite right. I admire you for it, but give the other fellow a chance and look before you leap. Love is all very well, but beware of infatuation, my boy. You've known her how long?"

"Two months, and I've seen her every day. Last night, as you know, she accepted me."

"And your £10,000 a year and your future chance—a very good one—of a baronetcy. No, don't get up; keep calm. I don't want to see you make a mess of your life. First of all, when you began to talk about her I thought it was just another of your larks. I thought probably you could take care of yourself. But, upon my word, you're a bit too trustful, not to say green, for this wicked world; so, though I don't like interfering, I'll just tell you something you ought to know, and then you can think it over and take your own way. I'll have no more to say. You've known me all your life—haven't you?—and you profess, I believe, to have a good opinion of me. At any rate you know I'm not a liar. I have known him for years. He wasn't a bad sort; a bit lazy perhaps, but still—well, anyway, he's got heaps of friends. I don't want to say anything bad of your young fiancée but just this—she never spurred him on to work. She knew work was out of the question for him. He wasn't so very young, poor chap. Had to winter abroad occasionally, and that sort of thing—nothing serious. When she heard his income was only a paltry £2,000 a year she just set about finding an excuse to be out of it."

"Once with his own ears accidentally this fellow overheard her talking to her dearest girl friend, and this was what she said: 'I haven't the heart to break it off with him, he's so much in love, but I'm just flirting about all I can so that he may have an excuse to back out of it.'"

"I don't believe it. It's a gross slander. If I could get hold of that fellow, by Jove, I'd thrash him. That's his story. Why should you believe it more than hers? You bring me face to face with that fellow, that's all."

"That's very easily done."

"What'd you mean?"

"I am that fellow."

STAGECOACH DAYS.

Story of a Trip From Portsmouth to London in 1780.

There are men and women—and they are not always the old—who deplore the breathless pace of the age. In stagecoach days, they tell us, life was a different thing. People journeyed through the years leisurely then; existence had a flavor. A century ago a journey meant fellowship and merry adventures and a comfortable enjoyment of the beauties of the landscape.

All this may be so, but a traveler who made the journey from Portsmouth to London in 1780 shows that even stagecoach days had their shadows.

"The getting up on the coach alone was at the risk of one's life," he wrote, "and when I was up I had nothing to hold on to except a little handle at the side. The moment we set off I thought I saw certain death before me. The machine rolled with tremendous rapidity over the stones and every minute seemed to fly in the air, so that it appeared to me a complete miracle that we stuck to the coach at all."

"This continual fear of death at last became insupportable to me, and I carefully crept along the top of the coach and ensconced myself in the basket behind."

"On a sudden the coach proceeded at a rapid rate down a hill. All the boxes, iron nailed and copper fastened, began to dance around me, and every moment I received such violent blows that I thought my last hour had come. Shaken to pieces, bleeding and sore, I crept back to my former position. And it rained incessantly, and as before we were covered with dust so now we were soaked with rain."

"My neighbor every now and then fell asleep and when in this state perpetually rolled and jolted against me with the whole weight of his body, more than once nearly pushing me from the seat to which I clung with the last strength of despair. I looked and certainly felt like a crazy fool when I arrived in London."

The letter is realistic. It is possible that twentieth century traveling, although unromantic, has its compensations after all.—Youth's Companion.

POULTRY POINTERS.

When chickens grow very fast, it sometimes causes leg weakness.

Under usual conditions a variety of food is better than any medicine that can be given.

The only safe way of disposing of dead fowls that have died of any contagious disease is to burn them.

Clover contains two elements that are in demand by the hens—nitrogen and lime. It is rich in the elements required for the whites of eggs.

When rogs gets into a flock, it invariably leaves some ailment behind. The fowl that has been subject to it is seldom healthy again.

There is no cure for feather pulling except by more labor and time than an ordinary flock is worth. The best plan is to get rid of the guilty fowls as soon as possible.

A hen seldom begins to eat eggshells until she finds one broken or until she becomes accustomed to eating eggs thrown out into the yard. The safest plan is always to crumble them up fine before feeding.

Taming the Cheetah in India.

The cheetah is tamed in all directions, principally from a thick grummet of rope around his loins, while a hood fitted over his head effectually blinds him. He is fastened on a strong cot bedstead, and the keepers and their wives and families reduce him to submission by starving him and keeping him awake. His head is made to face the village street, and for an hour at a time several times a day his keepers make pretended rushes at him and wave cloths, staves and other articles in his face. He is talked to continually, and women's tongues are believed to be the most effective antispasmodics. No created being could resist the effects of hunger, want of sleep and feminine scolding, and the poor cheetah becomes piteously, abjectly tame.—Beast and Man in India.

Tunnel Discomforts.

The prairie dog that had started out to see the world was taking in the sights in a neighboring village inhabited by his own species.

"Well," he said as he backed hastily out of a subterranean dwelling that a rattlesnake had pre-empted, "I see they have the same tunnel problem to solve here that they have in other cities."—Chicago Tribune.

A Platform Speaker.

"That man," remarked Smithers, "makes a hundred speeches from the platform every day."

"Some great political leader?" asked Smithers.

"No," replied Smithers, "street car conductor. He says, 'Move up forward, please' every time any one gets on his car."—Cincinnati Commercial Tribune.

The Advantage of Waiting.

Her Father—But, my boy, surely you are too young to marry Aurelia. How old are you?

Her Sutor—One and twenty, sir.

Her Father—And she is twenty-seven—too great a disparity. Why not wait half a dozen years? Then you'll be twenty-seven and she'll probably be just about the same age as you.

A Sage Conclusion.

Uncle Rubben says: "Arter arguin' fur forty y'ars dat de whale couldn't possibly have swallered Joner and makin' three or four enemies a y'ar ober it I has come to de conclusion dat my belief, one way or de oder, wouldn't affect de past 2 cents' wuth. I have simply wasted a heap o' breath fur nuthin'!"—Detroit Free Press.

HEAT IN THE OVEN.

How the Bakers Determine It by the Mere Touch of the Hand.

"Bakers have a curious way of telling just what the temperature of the oven is," said a baker who has been in the business for more than a quarter of a century, "and they can tell, too, with almost marvelous accuracy. You take a man who is an expert in the business, and he can tell what the temperature of the oven is by simply touching the handle of the oven door. In nine cases out of ten he will not miss it to the fraction of a degree. Bakers have other ways, of course, of testing the heat of the oven. For instance, when baking bread they sometimes throw a piece of white paper into the oven, and if it turns brown the oven is at the proper temperature, or, when baking other things, they will throw a little cornmeal flour into the oven in order to test the heat. But the baker's fingers are the best gauge, and when you come to think of the different temperatures required in baking different things it is no small achievement to even approximate the heat of the oven by touching the handle of the oven door."

"Bakers figure that during the rising time of a loaf of bread, after it has been placed in the oven, it ought to be in a temperature of 75 degrees F. During the baking process, in order to cook the starch, expand the carbonic acid gas, air and steam and drive off the alcohol, the inside of the loaf must register at least 220 degrees. In baking rolls, buns, scones, tea biscuits, drop cakes, fancy cakes, New York cakes, muffins, puff cakes and things of that sort the oven must show a heat of 450 degrees or higher. When the oven is at 400 degrees, it is fit for cream puffs, sugar cakes, queen cakes, rock cakes, jumbles, lady fingers, rough and ready and jelly rolls. At 350 degrees wine cakes, cup cakes, ginger nuts and snaps, pies, gingerbread, spice cakes, such as raisin, currant, citron, pound, bride and so on, may be baked. It requires a still lower temperature to bake wedding cakes, kisses, anise drops and things in this class. But, whatever temperature the old baker wants, he can tell when he has it by simply touching the handle of the oven door."

—New Orleans Times-Democrat.

DINKELSPIELERS.

Many a man finds der current turned off ven he tries to use his vill power.

Money ain'd eferdying in dis world, bud id takes a man mit money to believe so.

A literary sneerer is a man dot tried to do vot he sneers ad und bit his tongue.

Be goot, und you vill be happy, bud you von't ged your name in der papers fery often.

"Better late den nefer" looks vell in der proverbs, bud id ain'd much goot on pay day.

Vun reason ven don'd like der man dot talks about himself is because ven dink he should be talking about us.—George V. Hobart in New York American.

ORCHARD AND GARDEN.

Empty the soapuds on wash days around the fruit trees.

Give apple trees plenty of room if you would have them thrifty.

There should be no handling of the grapevines while they are frozen.

Early in February is a good time to sow cabbage seed in hotbeds, when extra early plants are wanted.

The seeds of plants and trees are the parts that require the most plant food. Apples and pears have the least seed in proportion to bulk.

The quince requires severe pruning. Fully one-half of the new growth should be cut off and a judicious thinning of the old wood be made.

FOUND.

Unbreakable Glass Lamp Chimneys.

Most wonderful invention of the age. Will not break from handling, heat or cold. About the only way to break them is to hit them with an axe. Stand on them, drop on the floor, put in the fire or on ice and they will not break. Guaranteed forever, unless purposely broken. All sizes. Ordering blank sent to any address.

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BREVITIES.

Peter M. Ney, a general contractor of Plains, has disappeared. His house has been found empty, several buildings he had under way are left unfinished and his employes have entered suit to recover wages. The authorities estimate that Ney's debts are about \$7,000. Among the buildings left unfinished are a school-house and a washery.

Frank Heffernan, 9 years old, was drowned in the swollen waters at Mill creek, near Wilkesbarre, yesterday, being washed away as he was playing along the banks. His body was recovered.

Samuel Woodring, of Oakdale, aged 19 years, was struck by a falling plank on Monday and received a fractured leg. He was taken to the Miners hospital.

Hawaiian fuel has heretofore been coal from Australia chiefly. Within a year this will be entirely superseded with fuel from California, with a saving of 35 to 50 per cent in cost. Contracts have already been signed for the delivery of 750,000 barrels of fuel oil per annum in Hawaii, and within a year the consumption will be 1,000,000 barrels per annum.

Since Japan has gone to school in Europe and America, her influence throughout the east has been steadily growing. In the interior of China, where no European merchant has ever thought of going, the Japanese are locating themselves, and in Manchuria, where Russia is supposed to have supreme control, the Japanese traders outnumber the Russians fifty to five.

RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD.
November 16, 1902.
ARRANGEMENT OF PASSENGER TRAINS.
LEAVE FRELAND.

6 12 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.

7 29 a m for Sandy Run, White Haven, Wilkes-Barre, Pittston and Scranton.

8 15 a m for Hazleton, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Delano and Pottsville.

9 58 a m for Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.

11 32 a m for White Haven, Wilkes-Barre, Scranton and the West.

11 41 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.

4 44 p m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah, Mt. Carmel and Pottsville.

6 33 p m for Sandy Run, White Haven, Wilkes-Barre, Scranton and all points West.

7 29 p m for Hazleton.

ARRIVE AT FRELAND.

7 29 a m from Pottsville, Delano and Hazleton.

9 12 a m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Mahanoy City, Shenandoah and Mt. Carmel.

9 58 a m from Scranton, Wilkes-Barre and White Haven.

11 32 a m from Pottsville, Mt. Carmel, Shenandoah, Mahanoy City, Delano and Hazleton.

12 35 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and Weatherly.

4 44 p m from Scranton, Wilkes-Barre and White Haven.

6 33 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Mahanoy City, Shenandoah, Delano and Hazleton.

7 29 p m from Scranton, Wilkes-Barre and White Haven.

For further information inquire of Ticket Agent.

ROLLIN H. WILBUR, General Superintendent
20 Cortlandt Street, New York City.
CHAS. S. LEE, General Passenger Agent,
26 Cortlandt Street, New York City.
G. J. GILDROY, Division Superintendent,
Hazleton, Pa.

THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.

Time table in effect May 19, 1902.

Trains leave Drifton for Jedd, Eokley, Hazle Brook, Stockton, Beaver Meadow Road, Roan and Hazleton at 6:00 a. m., daily except Sunday; and 7:07 a. m., 2:38 p. m., Sunday.

Trains leave Drifton for Harwood, Cranberry, Tomblicken and Deringer at 6:30 a. m., daily except Sunday; and 7:07 a. m., 2:38 p. m., Sunday.

Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:00 a. m., daily except Sunday; and 7:07 a. m., 2:38 p. m., Sunday.

Trains leave Hazleton Junction for Onedia Junction, Harwood Road, Eokley, Jedd, Onedia and Shepton at 6:32, 11:10 a. m., 4:41 p. m., daily except Sunday; and 7:37 a. m., 3:11 p. m., Sunday.

Trains leave Deringer for Tomblicken, Cranberry, Harwood, Hazleton Junction and Roan at 5:30 p. m., daily except Sunday; and 9:57 a. m., 5:07 p. m., Sunday.

Trains leave Shepton for Onedia, Humboldt Road, Harwood, Stockton, Eokley, Jedd and Drifton at 6:00 a. m., daily except Sunday; and 7:11 a. m., 12:40, 5:26 p. m., daily except Sunday; and 8:11 a. m., 3:44 p. m., Sunday.

Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eokley, Jedd and Drifton at 5:20 a. m., daily except Sunday; and 8:11 a. m., 3:44 p. m., Sunday.

Trains leave Hazleton Junction for Beaver Meadow Road, Stockton, Hazle Brook, Eokley, Jedd and Drifton at 5:49 p. m., daily, except Sunday; and 10:10 a. m., 5:40 p. m., Sunday.

Train leaving Drifton at 6:00 a. m., makes connection at Deringer with P. R. R. trains for Wilkesbarre, Sunbury, Harrisburg and points west.

All trains connect at Hazleton Junction with electric cars for Hazleton, Jeannette, Audenried and other points on the Traction Company's line.

LUTHER C. SMITH, Superintendent.

WILKESBARRE AND HAZLETON RAILROAD.

March 21, 1903.

Cars leave and arrive at corner of Broad and Wyoming streets, Hazleton, as follows:

For St. Johns at 5:25 a. m., daily, except Sunday, arrive St. Johns at 6:55 a. m., and returning leave St. Johns at 7:00 a. m. and arrive Hazleton at 7:25 a. m., daily, except Sunday.

For Wilkesbarre and intermediate points, 8:00, 10:00 a. m., 12:00 noon; 2:00, 4:00, 6:00, 9:00 p. m., daily, including Sunday.

Arrive at Hazleton at 9:05, 11:05 a. m., 1:05, 3:05, 5:05, 7:05 and 10:00 p. m.

At Ashley Junction passengers will be transferred to the cars of the Wilkesbarre and Wyoming Valley Traction Company for Wilkesbarre, the cars passing that point every fifteen minutes.

The run from Ashley Junction to Wilkesbarre via the Wyoming Valley Traction Company, to Court House square, commencing about twenty minutes.

Excursions from Hazleton, leave Ashley Junction for Hazleton and intermediate points 9:45, 11:45 a. m., 1:45, 3:45, 5:45, 7:45 and 10:45 p. m., daily, including Sunday.

Arrive at Hazleton at 10:50 a. m., 12:50, 2:50, 4:50, 6:50, 8:50 and 11:00 p. m.

For the information of travelers, to connect with the cars of this company at Ashley Junction, passengers should leave Wilkesbarre (Court House square) at 9:15, 11:15 a. m., 1:15, 3:15, 5:15, 7:15 and 10:15 p. m.

By applying to this office special arrangements for parties desiring to hold the last car from Ashley Junction.

1,000 mileage tickets for sale at this office, and trip and excursions tickets can be purchased from conductors on cars.

Excursion rate, tickets good until used, Hazleton to Ashley Junction, \$1.00. One-way, tickets good until used, 50c.

ALVAN MARKLE, General Manager.

W. T. MERTON, Superintendent.

A. F. HARGRE, General Passenger Agent.

LEHIGH TRACTION COMPANY.

Freeland Schedule.

First car leaves Hazleton for Freeland at 5:15 a. m., then on the even and half hour thereafter. First car Sundays at 6:00 a. m.

First car leaves Freeland for Hazleton at 5:45 a. m., then on the 15 and 45 minutes after the hour thereafter. First car Sundays at 6:45 a. m.

Last car leaves Hazleton for Freeland at 11:00 p. m. Last car Sundays at 11:30 p. m.

Last car leaves Freeland for Hazleton at 11:15 p. m. Last car Saturdays at 11:45 p. m.

Cars leaving Hazleton at 6:00 a. m. connect with D. & S. R. R. trains at Hazleton Junction for Harwood, Cranberry, Tomblicken and Deringer daily except Sunday, and 8:30 a. m. and 4:00 p. m. Sunday.

Cars leave Hazleton for Humboldt road, Onedia and Shepton at 6:00 and 10:30 a. m. and 4:00 p. m. daily, and 7:00 and 3:00 p. m. Sunday.

Cars leave Hazleton for Beaver Meadow road, Stockton, Hazle Brook, Eokley, Jedd and Drifton at 5:30 p. m. daily, and 9:30 a. m. and 5:30 p. m. Sunday.

A. MARKLE, General Manager.

CENTRAL RAILROAD OF NEW JERSEY.

November 16, 1902.

Stations in New York: Foot of Liberty Street, North River, and South Ferry.

TRAINS LEAVE UPPER LEHIGH.

For New York, at 5:15 a. m.

For Philadelphia, at 8:15 a. m.

For White Haven, at 8:15 a. m. and 6:05 p. m.

For Wilkes-Barre, Pittston and Scranton, at 8:15 a. m.

For Mauch Chunk, Catsaqua and Allentown, at 8:15 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at this station.

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