INDUSTRIAL AND LABOR

DEVELOPMENT OF THE STEEL BUSINESS.

In 1850 the Total Output of Steel in the World Was but 71,000 Tons. Exhibition the Lackawanna Will Make at the Pan-American Exposition—The Board for Today—New Machinery That Is Being Put Into the Car Shops—Small Strike at the Blast Furnace Quickly Settled.

"The first half of the nineteenth century," says W. J. Lampton in Ainslee's, "was known as the iron age, steel being little used, owing to the difficulty and cost of its manufacture by the methods then known. In 1850 the total steel output of the world was but 71,000 tons, but the restless energies of man found in it such qualities of usefulness, such possibilities of application to the world's needs, that they permitted no cessation of their search for the magic alchemy that was to make steel the universal metal. Bessemer, Siemens, Martin, Mushlet and dozens of others of less note were devoting themselves to the work, and in 1856 Henry Bessemer, an Englishman, later Sir Henry Bessemer, introduced a process of decarbonizing pig iron and converting it into steel by blowing air into the molten metal in the furnace. Mushlet's application of spiegeleisen to restore the proper per cent. of carbon perfected the process, and the Bessemer steel of today was the result.

"Six years later the first steel rails were made in England, seven years later, in June, 1867, the first Bessemer steel was made in America at Steelton, Pa., and in August of the same year the first steel rails were made at Johnstown, Pa. In that year 3,000 tons of steel were produced in this country, 2,550 of which went into rails. In 1899, thirty-two years later, the United States produced 10,639,859 tons of all kinds of steel, 2,270,585 tons of which were rails. While this stupendous growth was taking place in this country, the old world was coming on apace, and in 1899 Great Britain, our chief competitor, produced five million tons, an increase of 4,960,000 tons over her product of 1850, and still less than half the product of the United States. Truly, the time is well called the steel age, and the iron of the first half of the century is no longer qualified to give titular distinction to the second.

"The production of cheap steel (by Bessemer, open hearth, crucible and other processes) has not only brought it into universal use in the older applications of iron in the industries, but has encouraged the development of newer necessities until the ingenuity of man is taxed to discover some further use to which it may not be applied.

"From a watch spring, so finely drawn as to be almost imponderable, to a mighty warship, weighing thousands of tons, is a wide reach, but steel spans it as easily as a fairy steps from a sunbeam to rosebud, and the tiny spring and the giant ship are one in the material of their being. Steel has made possible the skyscraper, that gigantic wonder of modern architecture whose steely skeleton safely carries its garb of stone or brick; it has given us ships of war beside which the wooden walls of the ancients would be as tinsel; it has given us ships of commerce that can carry in their holds the entire merchant marine of Phoenicia; it has given us bridges that stretch their tentacles across all chasms and cling forever; it has given us railways that stand the friction of millions of whirling wheels carrying their millions of tons of freight and their millions of passengers and show no wear, and at every call of man for a bearer of his mightier burdens steel responds and is not found lacking. And not less comprehensive and valuable is it in the lesser and more numerous spheres of usefulness."

Shortening Their Line.

Officials of the Lackawanna railroad are straining every nerve to put their road in position to handle the immense traffic that goes west, to Chicago and St. Louis.

Great improvement is being made on the main line from Port Jervis to the Delaware Water Gap, by shortening the line, cutting down the gradients and increasing the track facilities. The contract work for the construction of a "cut-off" line from Waterloo to the Delaware Water Gap will soon be under way. This line will start from a point a short distance west of Waterloo near the cut, and run thence some distance, cutting through a corner of Rutherford preserve to the Allamuchy mountain, through which a tunnel 5,800 feet long will be bored; thence in a direct line to Water Gap, where it will again take up the main line.

The scheme, while it cuts off Hackettstown and Washington from the main line of the road, also lops off eleven miles to Buffalo, and reduces the gradients from eighty feet to the mile to twenty—no inconsiderable item in railroad service. A first class train service will be maintained on the Morris and Essex division, however, and Washington and Hackettstown will not suffer materially from the change.

The building of this "cut-off" will entail a gerat amount of labor and an immense expenditure of money. Besides tunneling the Allamuchy one and one-tenth miles, the country lying west of the mountain is very hilly, and a number of deep cuts and heavy "fills" will have to be made. When completed, this "cut-off" will give the Lackawanna much the shortest route from New York to Buffalo and the west, and also materially reduce the running time between the two points.

Lackawanna's Pan-American Exhibit.

When the Pan-American exposition opens at Buffalo next week, the Lackawanna railroad will have a novel exhibit in the Manufacturers building. It will consist of one of the new passenger engines recently built at the Schenectady Locomotive works, a passenger coach, a coal car, and a freight car.

The engine will be especially painted and decorated for the exhibit, and will be manned by skilled mechanics. The passenger coach has been shorn of its seats, and visitors will be permitted to pass through the car and admire a display of the picturesque points of interest along the Lackawanna railroad.

The pictures are genuine photographic reproductions and the display will be enhanced by superb electrical effects. In addition to the photographs there will be maps on either side of the car showing the points at which the road touches between New York, Chicago and St. Louis.

The coal car will be a twin-hopper, built of wood, capacity 80,000 pounds, and inside of it will be shown a miniature coal mines and breaker in operation. This exhibit alone will be well worth seeing. The box car will be used in exhibiting the many industrial products along the road.

The exhbit will be made according to suggestions and ideas advanced by W. B. Hunter, the Lackawanna's industrial agent, and will doubtless be one of the features of the exposition.

Strike at the Blast Furnace.

A number of brakemen on the small engines run by the Lackawanna Iron and Steel company conducted a strike Saturday at the blast furnace, which about holds the record for celerity in the matter of settlement.

They struck at 7 o'clock Saturday morning, met Foreman Emich the same afternoon, and decided to go back to work. Some were back at the works yesterday morning. The others will resume work today. It seems that since the firemen at the South mill went on strike, Mr. Black, who has charge of the blast furnace, has daily sent a car down to the mill with importations of hands to help out.

The car makes two trips, one for the day and one for the night shift. The striking firemen roundly "scabbed" the brakemen for carrying their successors and hence resulted the strike, according to the company officials. When the men went out Saturday, Mr. Black took off his coat and manned an engine, the engineer followed suit, as did the foremen, and work went on briskly. Later in the day men were found to take the strikers' places.

Meeting of Switchmen.

A secret meeting of the switchmen employed by the Delaware, Lackawanna and Western Railroad company was held yesterday afternoon in Economy hall, but none of those present gave out anything about the deliberations of the session. The rumors to the effect that the meeting was ordered for the purpose of again causing a cessation of labor seems to have been entirely unfounded, as the business transacted was merely routine work of a regular meeting.

Grand Master Hawley left the city Friday and was not in attendance at the meeting. Chairman Timlin, when asked by a Tribune man whether any action which might result in a strike had been taken, refused to answer. It was stated, however, that the flagrant reports circulated before the meeting were groundless.

New Machinery.

Master Car Builder Canfield is continually adding new machinery to the Delaware, Lackawanna and Western car shop equipment, and the latest addition is a four-sider planer and matcher for matching and moulding woodwork in the sawmill department.

A 25 horse-power Crocker & Wheeler electric motor will be used in driving this new piece of machinery, and a similar motor has also been placed in the cabinet shop, of 5 horse-power, for driving the tire lathe, which is now being operated day and night, owing to a rush of work.

Passenger Equipment.

Within the past ten months practically all of the Lackawanna railroad's passenger equipment has passed through the repair shops and all the cars are now in first-class shape in every respect, preparatory to the Pan-American exposition business over the road.

There yet remains but a few cars to be overhauled before May 1, and when these are finished it can truthfully be said that the Lackawanna's passenger equipment is second to none in the country.

At the Blast Furnace.

The big No. 1 furnace, the work of dismantling which has been in progress for some time, has now been almost completely taken down, and the metal plates are being sent from the Lackawanna Iron and Steel company's local plant to the new one at Buffalo as soon as the big iron sheets are removed.

Work will be started on another furnace during the latter part of May, No. 2 being the next which will be dismantled.

D., L. & W. Board.

Following is the make-up of the D., L. & W. board for today:

SUNDAY, APRIL 28.

Wild Cats East—10 p. m., B. Gilligan.

SUNDAY, APRIL 29.

Wild Cats West—3 a. m., W. Kirby; 10 a. m., A. F. Mullen; 11 a. m., M. J. Hennigan; 1 p. m., M. Finnerty; 2 p. m., W. A. Bartholomew; 3 p. m., O. Case; 5 p. m., C W. Dunn; 6 p. m., F. Hallett.

Summits, Etc.—6 a. m., east, J. Carrigg; 8 a. m., west, George Froundeller; 6 p. m., east, J. Hennigan; 7 p. m., east, W. H. Nichols; 7 p. m., east from Nay Aug, E. McAllister; 7 p. m., west from Cayuga, McLane; 7 p. m., west from Cayuga, Thompson.

Puller—10 a. m., F. E. Secor.

Pushers—8 a. m., Houser 10 a. m., S. Finnerty; 11:30 a. m., Moran; 7 p. m., Murphy; 9 p. m., Lamping; 10 p. m., Widener.

Passenger Engines—7 a. m., Gadney; 7 a. m., Singer; 5:30 p. m., Stanton; 7 p. m., Magovern.

Wild Cats West—9 a. m., Castner; 10 a. m., Ketcham; 1 p. m., M. Longhoney; 2 p. m., J. Gallagan; 3 p. m., J. H. Masters; 5 p. m., M. Golden; 6 p. m., D. Haggerty; 7 p. m., A. G. Hammitt.

NOTICE.

Conductor William Kirby takes W. D. Wattel's men regular.

Conductor H. Golden takes J. E. Masters' men regular.

Brakeman W. Leader reports for duty with G. Froundelker.

Brakeman O. Reynolds reports for duty with C. Kingsley.

This and That.

A meeting of the presidents of the anthracite districts, United Mine Workers of America, was held Saturday at Hazleton, and the matter of petty strikes and other important phases of the mining situation discussed. President Duffy, of District No. 7, presided.

A committee of the striking firemen and unloaders at the South mill of the Lackawanna Iron and Steel company waited upon Superintendent Barnard Saturday but no developments arose out of their session and the strike is still on. One or two of the men have resumed work.

The general grievance committee of the Temple Iron company, which has been in session since Thursday morning in the parlors of Hotel Scott, met in secret session yesterday afternoon at 1 p. m. and concluded their labors.

The committee will meet with Superintendent Thorne this afternoon at 2 o'clock.

The New York, Susquehanna and Western Railroad company, including the Wilkes-Barre and Eastern railroad, reports for March: Gross earnings, $230,391, increase $18,829; operating expenses, $127,292, increase $12,194; net earnings, $103,099, increase $6,635. From July 1 to March 31: Gross earnings, $1,888,903, decrease $155,511; operating expenses, $1,077,378, decrease $13,906; net earnings, $811,525, decrease $141,605

PARKHURST ON THE NEGRO

RIGHT OF SUFFRAGE A GRAVE MISTAKE.

The Noted New York Divine Asserts That the Colored Race Is Hated by Both the Northern and Southern Whites—An Incidental Reply to Governor Candler, of North Carolina.

By Exclusive Wire from The Associated Press.

New York, April 28.—The Rev. Dr. Charles H. Parkhurst preached today at the Madison Square Presbyterian church on topics connected with his recent trip south. He also made an incidental reply to Governor Candler, who was reported as having denounced those northerners who took an interest in educational matters in the south.

Dr. Parkhurst said that the party of northern people who recently made the trip referred to did it not because they had any special interest in the south as a distinct section but because they were conscious of the unity which makes the north and south members of each other. The conference held at Winston Salem in North Carolina, he said, was characterized by the utmost frankness on both sides and yet from first to last not an embittering word was spoken. Referring to Governor Candler's criticisms, Dr. Parkhurst said they would not have been made, "had the governor of Georgia, as did the governor of North Carolina, come into direct touch with the personnel of the conference or for five minutes respired the atmosphere which the conference exalted."

Referring to the estimation in which the people of the south and those of the north hold the negro, Dr. Parkhurst said: "The southerner does not like the negro any better than the average northerner does and the two carry themselves toward the negro with just about the same amount of Christian consideration—only of the two, the southern white man has perhaps this advantage, that he does not make quite so flamboyant a pretense of loving the negro as his northern conferee does. The southern white man dislikes the negro and owns up to it. The white man in the north dislikes the negro and lies about it."

The preacher said further: "The undiscriminating act by which the negroes had conferred upon them the right to vote, was one of these blunders that it is not easy to escape from after once it is committed, but which it would seem we ought to have had northern statesmanship sufficiently intelligent to prevent.

"The counsel that both the northern and the southern friends of the negro are now giving him is to keep quiet upon the whole suffrage matter, to keep out of politics, not to talk about the constitution, not to insist upon his rights, but to attend industriously to the work of getting himself well ready—which he is not now—for what God and the country and the future may have in store for him."

Dr. Parkhurst closed by the following general reference to present conditions among southern people: "The south does not altogether love us but no one there hates us nearly as much as it would be perfectly natural to hate us. They are all glad slavery is done with, they are all glad that they are in the union. They all glory in the flag, even while in tender bereavement they lay flowers upon the graves of the confederate dead. We belong to them and they belong to us, and every deed of kindness wisely rendered, every word of sympathetic interest prudently spoken, every new commercial relation and every interchange of hospitalities discreetly arranged, will be so much contributed to that perfect readjustment of relations which shall make for the enrichment of our common history."

AUSTRIA AND MEXICO FRIENDS

Mexico Also About to Resume Diplomatic Relations.

By Exclusive Wire from The Associated Press.

Washington, April 28.—Complete rapprochement between the governments of Austria and Mexico has been brought about, and each country is about to send a minister to the other. This terminates an international estrangement dating from the days when Maximilian sought to gain a foothold in Mexico and lost his life in the adventure. Ever since then Austria and Mexico have suspended all intercourse with each other, commercially and politically. Recently, however, friendly overtures have been made to terminate the estrangement, and have resulted in a satisfactory agreement between them by which their old relations of friendship will be resumed.

A bill has passed the Mexican congress reciting the fact of a rapprochement and providing for a minister to Austria at a salary of $15,000. Austria will take similar action by sending a minister to Mexico, and this will close the long and historic separation.

The Mexican government has taken steps to resume diplomatic communication with South American countries, the first move in that direction being the appointment of a Mexican minister to the Argentine Republic. For many years there has been no diplomatic intercourse between Mexico and her sister republics on the Southern continent, as there was little commerce between them and few political questions requiring diplomatic representation.

Recently, however, Argentina made a friendly move by accrediting a minister both to Washington and to Mexico, and Uruguay has taken similar action. The selection of the city of Mexico as the place for holding the Congress of American Republics has had a further influence in inducing Mexico to extend her relations with Southern countries. As a result of this sentiment a minister to Argentina has been named, and one to Uruguay will probably be appointed before long. It is expected that this will speedily develop into an extension of diplomatic relations between Mexico and all Southern American countries.

ANTHRACITE COAL TRADE.

No New Features, According to Ledger Article.

By Exclusive Wire from The Associated Press.

Philadelphia, April 28.—The Ledger in its coal article tomorrow will say:

The anthracite coal trade presents no new features. The customary spring conditions prevail, the opening of lake navigation rather stimulating the movement through the lake ports to the northwest, but the warmer weather imparting more languid conditions elsewhere. There is no trouble anywhere to get coal, and the output is being generally restricted to keep it down to market requirements. The trade thoroughly understands that wholesale prices are to be kept stable and the circular rates maintained with an advance of ten cents per ton monthly from now until September. This, however, does not have much influence on consumers. They do not, as a general thing, stock up when summer is approaching, and the knowledge of the coming rise in price does not stimulate buying now to any unusual extent.

FLOURISHES A REVOLVER.

Maine Sheriff-Clergyman Alleges Attempted Bribery by Rumsellers.

By Exclusive Wire from The Associated Press.

Yarmouth, Me., April 28.—Sheriff Samuel E. Pearson, of Cumberland county, who is also a clergyman, and was elected last fall because he promised to enforce the prohibitory law, made a sensational address before the Maine Methodist conference this afternoon, alleging that bribes had been offered to him if he would abandon his crusade. In opening his address he flourished a 32-calibre revolver, a razor and two Portland "sand peeps," which he laid on the church altar and used for illustration. After telling the experiences of the sheriffs in closing everything except kitchen barrooms and low dives in several cities, he said he could take $40,000 tonight if he would take a leave of absence for the remainder of the year. He said:

"Last Saturday a man laid $2,000 on my desk and said it was mine if I would discharge Charles A. Plummer, one of my deputies."

He said that a notorious rumseller of Portland, whom he named, had collected a purse of $2,500 to present to him if he would go to Europe for his health. He further said:

"I can go out of office at the end of my term with $200,000, but I would go out without principle, and damned."

Kitchener Keeps Up the Fight.

By Exclusive Wire from The Associated Press.

London, April 29.—Lord Kitchener continues the process of wearing down the Boers, who, however, are very active in the Kroonstadt district, where they recently derailed two trains and also captured, after a severe fight, twenty-five men of the Prince of Wales light horse whom they stripped of their horses and accoutrements and then liberated.

Valuable Lumber Burned.

By Exclusive Wire from The Associated Press.

Syracuse, April 28.—A special to the Post-Standard from Saranac Lake says: This afternoon fire caught in the drying room of the Branch and Callahan mill in the center of the village. The mill, four store houses and 500,000 feet of lumber were destroyed. Several of the dwelling houses and two freight cars were damaged. The total loss will be $150,000, partly covered by insurance.

BASE BALL.

National League.

By Exclusive Wire from The Associated Press.

At Chicago—		R.	H.	E.
Chicago	0 0 2 0 0 0 0 2 0	4	10	1
Cincinnati	0 0 1 0 0 4 0 1 0	6	11	1

Batteries—Cunningham and Chance; Phillips and Peitz. Umpire—Emslie. Attendance—8,500.

American League.

At Detroit—		R.	H.	E.
Detroit	0 0 0 1 4 0 0 3 4	12	15	4
Milwaukee	2 1 1 1 0 0 6 0 0	11	16	4

Batteries—Siever, Frick, Cronin, Buelow and McAllister; Dowling and Leahy. Umpire—Sheridan and Mannassau. Attendance—9,000.

At Chicago—		R.	H.	E.
Chicago	0 3 3 2 1 0 0 4 *	13	23	3
Cleveland	0 0 0 0 0 0 1 0 0	1	7	2

Batteries—Griffith and Sullivan; Baker and Wood. Umpire—Connolly. Attendance—16,500.

Eastern League.

At Buffalo—Buffalo, 8; Montreal, 7.
At Rochester—Toronto, 11; Rochester, 5.
At Rocky Point—Hartford, 10; Providence, 2.

RAILROAD TIME TABLES.

Delaware, Lackawanna and Western

In Effect Dec. 2, 1900.

South—Leave Scranton for New York at 1.40, 3.00 5.50, 8.00 and 10.05 a. m.; 12.55, 3.33 p. m. For Philadelphia at 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m. For Stroudsburg at 6.10 p. m. Milk accommodation at 3.40 p. m. Arrive at Hoboken at 6.30, 7.18, 10.28, 12.08, 3.15, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.05, 3.25, 6.00 and 8.22 p. m. Arrive from New York at 1.10, 6.32 and 10.24 a. m.; 1.00, 1.52, 5.43, 8.15 and 11.30 p. m. From Stroudsburg at 8.05 a. m.

North—Leave Scranton for Buffalo and intermediate stations at 1.15, 6.35 and 9.00 a. m.; 1.55, 5.48 and 11.35 p. m. For Oswego and Syracuse at 6.35 a. m. and 1.55 p. m. For Utica at 1.10 a. m. and 1.55 p. m. For Montrose at 9.00 a m; 1.05 and 5.48 p. m. For Nicholson at 4.00 and 6.15 p. m. For Binghamton at 10.20 a. m. Arrive in Scranton from Buffalo at 1.25, 2.35, 5.45 and 10.00 a. m.; 3.50 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m From Utica at 2.55 a. m.; 12.38 and 3.50 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 8.00 p. m.

Bloomsburg Division—Leave Scranton for Northumberland, at 6.45, 10.05 a. m.; 1.55 and 5.50 p. m. For Plymouth at 1.05, 3.40, 8.50 p. m. For Kingston at 8.10 a. m. Arrive at Northumberland at 9.35 a. m.; 1.10, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 a. m. Arrive at Plymouth at 9.00, 4.52, 9.45 p. m. Arrive in Scranton from Northumberland at 9.42 a. m.; 12.55, 4.50 and 8.45 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.55 a. m.; 3.20 and 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 3.00, 5.50, 10.05 p. m.; 3.33 and 5.40 p. m.

North—Leave Scranton at 1.15, 6.35 a. m.; 1.55, 5.48 and 11.35 p. m.

Bloomsburg Division—Leave Scranton at 10.05 a. m. and 5.50 p. m.

Lehigh Valley Railroad.

In Effect March 3, 1901.

For Philadelphia and New York via D. & H. R. R., at 6.45 and 11.55 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, 2.18 and 4.27 p. m. For Pottsville, 4.27 p. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 11.55 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 p. 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., 8.08 a. m.; 1.05 and 5.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 11.55 p. m., 3.33 (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 parlors cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt., 26 Cortland street, New York.
CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.
A. W. NONNEMACHER, Div. Pass. Agt., South Bethlehem, Pa.
For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa.

Central Railroad of New Jersey.

Stations in New York—Foot of Liberty street, N. R., and South Ferry.

TIME TABLE IN EFFECT NOV. 25, 1900.

Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven at 8.30 a. m.; express, 1.40; express, 3.50 a. m. Sundays, 2.15 p. m.

For Pittston and Wilkes-Barre, 8.30 a. m.; 1.10 and 3.50 p. m. Sundays, 2.15 p. m.

For Baltimore and Washington and points South and West via Bethlehem, 8.30 a. m.; 1.10 and 3.50 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.30 a. m. and 1.10 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.30 a. m. and 1.10 p. m. Sundays, 2.15 p. m.

For Pottsville, 8.30 a. m. and 1.10 p. m.

Through tickets to all points east, south and west at lowest rates at the station.

H. P. BALDWIN, Gen. Pass. Agt.
J. H. OLHAUSEN, Gen. Supt.

THIRD NATIONAL BANK

OF SCRANTON.

Capital $200,000. Surplus $500,000.

United States Depositary.

Business, personal and savings accounts invited.

3 per cent. interest paid on savings accounts.

Open Saturday evenings from 8 to 9 o'clock.

WM. CONNELL, President.
HENRY BELIN, JR., Vice Pres.
WM. H. PECK, Cashier.

Sale of Shoes

Damaged by Water

Now Going on at

The Newark Shoe Store

Corner Lackawanna and Wyoming Avenues.

THE

MOOSIC POWDER CO.

Rooms 1 and 2, Com'lth B'l'd'g.

SCRANTON, PA.

Mining and Blasting

POWDER

Made at Moosic and Rushdale Works.

LAFLIN & RAND POWDER CO.'S

ORANGE GUN POWDER

Electric Batteries, Electric Exploders, exploding blasts, Safety Fuse and

Repaune Chemical Co.'s HIGH EXPLOSIVES

RAILROAD TIME TABLES.

PENNSYLVANIA RAILROAD

Schedule in Effect March 17, 1901. Trains leave Scranton:

6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the West.

9.38 a. m., week days, for Hazleton, and 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. For Hazleton, week days only.

4.27 p. m., week days, for Sunbury, Hazleton, Pottsville, Harrisburg, Philadelphia and Pittsburg.

J. B. HUTCHINSON, Gen. Mgr.
J. B. WOOD, Gen. Pass. Agt.

Delaware and Hudson.

In Effect Nov. 25, 1900.

Trains for Carbondale leave Scranton at 6.20, 7.53, 8.33, 10.13 a. m.; 12.00, 1.20, 2.44, 3.52, 5.20, 6.25, 7.57, 9.15, 11.15 p. m.; 1.10 a. m.

For Honesdale—6.20, 10.13 a. m.; 2.44 and 5.20 p. m.

For Wilkes Barre—6.45, 7.48, 8.43, 9.38, 10.43, 11.53 a. m.; 1.28, 2.18, 3.33, 4.27, 6.10, 7.48, 10.11, 11.30 p. m.

For L. V. R. R. points—6.45, 11.55 a. m.; 2.18, 4.27 and 11.30 p. m.

For Pennsylvania R. R. points—6.45, 9.38 a. m.; 2.18 and 4.27 p. m.

For Albany and all points north—6.20 a. m. and 3.52 p. m.

SUNDAY TRAINS.

For Carbondale—9.00, 11.33 a. m.; 2.41, 3.53, 5.47, 10.52 p. m.

For Wilkes-Barre—9.58, 11.55 a. m.; 1.58, 3.28, 6.27, 8.37 p. m.

For Albany and points north—3.53 p. m.

For Honesdale—9.00 a. m. and 3.52 p. m.

Lowest rates to all points in United States and Canada.

A. N. B. BURDICK, G. P. A., Albany, N. Y.
B. W. CROSS, D. P. A., Scranton, Pa.

Erie and Wyoming Valley.

Time Table in Effect Sept. 17, 1900.

Trains for Hawley and local points, connecting at Hawley with Erie railroad for New York, Newburg and intermediate points, leave Scranton at 7.05 a. m. and 2.25 p. m.

Trains arrive at Scranton at 10.50 a. m. and 9.10 p. m.

New York, Ontario & Western Railway

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

807 Mixed, Sun.	805 Mixed, Daily	801 Express, Daily	STATIONS	802 Mixed, Daily	806 Mixed, Sun.	808 Express, Sun. only
		PM				AM
		7 10	Ar. N.Y., W. 43d St. Lv.			8 00
	AM	PM			PM	PM
.....	10 45	1 05	Ar. Cadosia Lv.		2 00	4 20
.....	10 40	12 58	Hancock "		2 11	4 35
.....	10 31	12 48	Starlight "		2 22	4 46
.....	10 21	12 31	Preston Park "		2 31	4 55
.....	10 11	12 25	Winwood "		2 41	5 05
.....	10 00	12 10	Poyntelle "		2 50	5 14
.....	9 50	11 50	Oregon "		2 58	5 23
.....	9 43	11 48	Pleasant Mt. "		3 05	5 30
.....	9 36	11 45	Uniondale "		3 10	5 34
.....	9 30	11 35	Forest City "		3 18	5 42
PM	9 14	11 22	Carbondale Yd "	AM	3 35	5 [illegible]
6 40	9 10	11 20	Carbondale "	7 00	3 45	5 55
6 30	9 00		White Bridge "	7 05		
6 24	8 53	11 14	Mayfield Yd "	7 05	3 45	5 58
6 22	8 50	11 11	Mayfield "	7 07	3 46	6 01
6 18	8 38	11 00	Jermyn "	7 09	3 50	6 03
6 08	8 25	11 04	Archbald "	7 13	3 54	6 05
6 02	8 20	11 01	Winton "	7 15	3 56	6 12
6 18	8 40	10 35	Peckville "	7 23	3 59	6 16
6 14	8 42	10 33	Olyphant "	7 25	4 03	6 21
6 11	8 40	10 30	Priceburg "	7 28	4 07	6 25
6 08	8 38	10 25	Throop "	7 30	4 10	6 27
6 05	8 35	10 15	Providence "	7 34	4 14	6 31
6 03	8 32	10 10	Park Place "	7 36	4 17	6 33
6 00	8 30	10 05	Scranton Ar.	7 40	4 20	6 35
PM	AM	AM		AM	PM	PM

Additional trains leave Carbondale for Mayfield Yard 6.45 pm except Sunday, and 7.50 pm Sunday only, arriving at Mayfield Yard 7.00 pm and 8.00 pm.

Additional trains leave Scranton at 7.00 pm Sunday only, stopping at all stations to Carbondale, arriving at 7.45 pm, and train leaves Mayfield Yard for Carbondale at 6.40 am daily, arriving at Carbondale at 6.55 am.

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