

A LOCKOUT OF TELEGRAPHERS

Men Employed by the Northern Pacific Railroad Co. Are Out of Work.

COMPANY ISSUED AN ULTIMATUM

The Men Could Either Accept the Terms Offered by the Company or Leave Its Service—Very Few Employes Remained at Work.

St. Paul, Minn., Aug. 2.—General Manager Horn, of the Northern Pacific railway, yesterday sent an order to all telegraph operators employed on the system from St. Paul to the Pacific coast that they could accept the terms of settlement of the wage question offered by the company, or they could leave the service.

Mr. Perham, president of the Order of Railway Telegraphers, this morning advised me that he intends to go to the limit with both the Northern Pacific and Great Northern railways, just as soon as he thinks such a course necessary.

When conferences started on July 12, strike instructions had already been in force for an entire week. Last Friday when we concluded negotiations they were still hanging over our heads. The road was in this position: Mr. Perham or his committee could inaugurate a strike of our telegraphers any time they saw fit.

President Perham, of the Railway Telegraphers' union, said yesterday: "But one man has failed us here. Elsewhere they have gone out uniformly. The superintendents have not called on operators or agents in the Twin Cities or any of the large stations. I want to make it clear that this is not a strike, but a lockout."

A general strike of the telegraphers on the lines of the Great Northern and Northern Pacific railways was ordered last night by President Perham, of the Order of Railway Telegraphers. Perham is confident that 95 per cent. of the operators will go out.

A CLASH BETWEEN STATES.

Mississippi and Louisiana Are Likely to Fight Over Quarantine Regulations.

Memphis, Tenn., Aug. 2.—Advices from Baton Rouge, the capital of Louisiana, state that a clash between the Mississippi and Louisiana authorities over the quarantine situation is imminent. It is said that Mississippi soldiers, employed as quarantine guards, have invaded Louisiana soil with arms.

The dignity of Louisiana has been offended by an armed invasion from Mississippi, and Gov. Blanchard communicated yesterday with the captain of the naval brigade, which has a fully equipped gunboat, with the view of having it sent to the borders to protect Louisiana citizens from further indignities.

The schooner Grace, of Gulfport, Miss., and another vessel have been lying five miles inside of the Louisiana line most of the time for the past week and at times even entering the Rigolets, the outlet from Lake Ponchartrain into Lake Borgne, and during that time have taken 18 Louisiana boats, some of them schooners and others luggers, and turned them over to the revenue cutter Winona, and towed them to Ship Island, where the crews were immured. This brings the federal government into the middle.

A RUSH OF HOMESEEKERS.

Registration of Applicants for Land in the Uintah Indian Reservation Begins.

Salt Lake, Utah, Aug. 2.—Registration of applicants for land on the Uintah reservation was begun Tuesday at Provo, Price, and Vernal, Utah. At Provo registrations were made at the Parker school house and the Proctor academy. Exactly 441 applicants were in line at each place. At Price there were 17 registrations in the first 15 minutes.

Denver, Col., Aug. 2.—Advices from Grand Junction, Col., and Vernal, Price and Provo, Utah, indicate that the work of registering applicants for homesteads in the Uintah reservation is proceeding in an orderly manner. The registration opened at 9 o'clock Tuesday and will continue for 12 days. Thousands of people are in line at the registration places, although early registration affords no advantage to the applicants, as the land will be distributed by a drawing which will begin on August 17.

Killed by Dynamite.

Buffalo, N. Y., Aug. 2.—Richard Johnson, 62 years old, was blown to pieces by dynamite while rowing across Niagara river at Tonawanda yesterday. Charles Duffy and Charles Sturges were with Johnson in the boat. Duffy's legs were torn off by the explosion, but Sturges escaped unharmed.

Ziegler Will Case Is Settled.

New York, Aug. 2.—By a payment of \$2,500,000 to the widow of the late William Ziegler, the Ziegler will contest was settled yesterday.

INDICTED A MILLIONAIRE.

Grand Jury at Milwaukee Accuses a Wealthy Citizen of the Larceny of \$14,000.

Milwaukee, Aug. 5.—Charles F. Pfister, one of the wealthiest and most prominent citizens of Milwaukee, was indicted by a grand jury Friday, charged with stealing \$14,000 belonging to the Wisconsin Rendering Co., of Milwaukee. Indictments were also returned against four other men, as follows:

John F. Dittmar, formerly supervisor, bribery.
George F. Reichert, supervisor, bribery.
Barney A. Eaton, state senator, bribery.

Frank F. Schultz, formerly newspaper reporter, perjury.

The indictment against Pfister alleges that on March 30, 1901, the accused was bailee of a sum of money said to be \$14,000, placed in his hands for the Wisconsin Rendering Co. to obtain for the company a large contract from the city of Milwaukee for the disposing of garbage. It is charged that the money was not used for the purpose intended and that Pfister fraudulently converted the money to his own use.

Pfister is a director of a leading bank, owns a large interest in a big tannery, is proprietor of a large hotel and owns one of the leading newspapers of Milwaukee.

Mr. Pfister last night issued the following statement:

"The charge is absolutely false and has no foundation whatever. About eight years ago F. C. Gross, who was president of the Wisconsin Rendering Co., placed money in my hands and I disbursed it according to his directions.

"More than two years since the balance was paid over on Mr. Gross' orders. No dissatisfaction was ever expressed to me by anyone, and this indictment is the first intimation I ever received from any person that anything remained unsettled, or that any claim was supposed to exist against me."

Mr. Pfister, who has been in ill health for several days, sent a certified check for \$10,000 to the clerk of the court for his appearance when needed.

The indictments against Reichert and Dittmar allege bribery in connection with "county deals."
Senator Eaton is charged with accepting a bribe in connection with a stationary engineer's bill in the legislature.

Last night's indictments make a total of 133 by the present grand jury. The jury has taken a recess until August 22.

A \$90,000,000 ESTATE.

American Heirs of Valentine Faber Will Try to Obtain a Huge Fortune in Germany.

Columbus, O., Aug. 5.—John J. Stoddard, a local attorney, has gone to Germany to represent the heirs of Valentine Faber in an attempt to recover an estate valued at \$90,000,000.

Valentine Faber was a brother of Baron Von Faber, first head of the Faber Pencil Co., who died in Germany in 1859, leaving an estate valued at \$300,000,000. According to the provisions of his will, this estate was bequeathed to his three brothers, two of whom lived in Bavaria, and another, Valentine, in America. The latter died without learning of the legacy and after several years his share of the estate was claimed by his surviving brothers.

Stoddard represents the Faber Legacy Association of America. Included in the papers taken with him to Germany are Valentine Faber's passport, letters written to him in America by his brothers, family records and other important documents.

Luther Carl von Faber, of Baden Baden, who recently visited America, claims that there is no dispute about Valentine Faber's relationship to the deceased baron, but the trouble will be in recovering the property after the lapse of so many years.

The American heirs are wealthy and well fortified to make a fight.

BUSINESS BULLETIN.

Trade Expands and the Percentage of Idle Machinery Steadily Diminishes.

New York, Aug. 5.—R. G. Dun & Co.'s Weekly Review of Trade says: Business continues to expand in a wholesome manner that promises well for the future. Reports from the leading branches of manufacture are unanimous in telling of an increasing volume of orders, and the percentage of idle machinery steadily diminishes. Textile plants make the best returns, closely followed by footwear factories, and some divisions of the steel industry are engaged so far ahead that capacity is extended. Better prospects for the crops remove the only handicap that impeded the revival of trade.

The month of July made a most encouraging exhibit in so far as statistics are available. Liabilities of failures being smaller than in any month since April, 1901, and railway earnings surpassed last year's by 9.1 per cent.

Failures this week in the United States are 232, against 239 the corresponding week last year, and in Canada 26, against 18 last year.

Rains Prevent Military Operations.

Godzyadani, Manchuria, Aug. 5.—Almost tropical rains are falling in Manchuria and the hilly regions are impassable for artillery. Every mountain path is a torrent and every valley a quagmire. Important operations apparently will be impossible for a long time to come.

Train Killed Three Men.

Huntington, W. Va., Aug. 5.—The Guyandotte Valley passenger train yesterday had an unlucky run from Logan, killing three men and injuring another.

Pennsylvania RAILROAD.

PHILADELPHIA AND ERIE RAILROAD DIVISION.

In effect May 28, 1905. TRAINS LEAVE EMPORIUM EASTWARD 6 10 A. M.—Sundays only for Renovo and Week days for Sunbury, Williamsport, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia 6:23 P. M. New York 8:30 P. M. Baltimore 6:00 P. M. Washington 7:15 P. M. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Renovo to Philadelphia and Williamsport to Baltimore and Washington.

12:25 P. M.—(Emporium Junction) daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 P. M.; New York, 10:21 P. M.; Baltimore, 7:30 P. M.; Washington, 8:35 P. M. Vestibuled Parlor cars and passenger coaches, Buffalo to Philadelphia and Washington.

8:30 P. M.—Daily for Harrisburg and intermediate stations, arriving at Philadelphia 11:40 P. M. New York 1:13 A. M. Baltimore 2:30 A. M. Washington 3:30 A. M. Pullman sleeping cars from Harrisburg to Philadelphia and Williamsport to Baltimore and Washington. Passenger cars remain undisturbed until 7:30 A. M.

10:30 P. M.—Daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 7:17 A. M. New York 9:33 A. M. Baltimore 10:38 A. M. Sunday; Baltimore 7:15 A. M. Washington 8:30 A. M. Pullman sleeping cars from Erie, Buffalo and Williamsport to Philadelphia and Buffalo, Williamsport to Washington. Passenger cars from Erie to Philadelphia and Williamsport to Baltimore.

12:25 A. M.—(Emporium Junction) daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 A. M.; New York, 8:33 A. M.; Baltimore, 7:25 A. M.; Washington, 8:48 A. M. Vestibuled Buffet Sleeping Cars and Passenger coaches, Buffalo to Philadelphia and Washington.

WESTWARD.

6:10 A. M.—Emporium Junction—Daily for Erie, Ridgway and week days for DuBois, Clearmont and intermediate stations.

10:30 A. M.—Daily for Erie and week days for DuBois and intermediate stations.

4:23 P. M.—Daily for Erie and intermediate stations.

RIDGWAY AND CLEARFIELD R. R. CONNECTIONS.

Southward. Stations. Northward. P. M. A. M. A. M. P. M. P. M. P. M.

Table with 6 columns: P. M., A. M., A. M., P. M., P. M., P. M. Rows include Renovo, Driftwood, Brookville, St. Marys, Kane, Falls Creek, DaBois, Mill Haven, Crofton, Shorrs Mills, Blue Rock, Carrier, Brookville, Lanes Mills, McMinns Smt., Hareys Run, Falls Creek, DaBois, Falls Creek, Reynoldsville, New Bethlehem, Red Bank, Pittsburg.

BUFFALO & ALLEGHENY VALLEY DIVISION.

Leave Emporium Junction for Port Allegany, Olean, Arcia, East Aurora and Buffalo. Train No. 107, daily, 4:35 A. M. Train No. 115, daily, 4:15 P. M. Trains leave Emporium for Keating, Port Allegany, Clearmont, Smithport, Eldred, Bradford, Olean and Buffalo, connecting at Buffalo for points East and West.

Train No. 101, week days, 8:25 A. M. Train No. 102, week days, 3:35 P. M. Train No. 103 will connect at Olean with Chautauque Division for Allegany, Bradford, Salamanca, Warren, Oil City and Pittsburg.

LOW GRADE DIVISION.

EASTBOUND.

Table with 6 columns: STATIONS, 109, 113, 101, 105, 107, 951. Rows include Pittsburg, Red Bank, Lawnsboro, New Bethlehem, Brookville, Reynoldsville, Falls Creek, DuBois, Sabula, Pennfield, Senneville, Driftwood, Via P. & E. Div, Driftwood, Emporium.

WESTBOUND.

Table with 6 columns: STATIONS, 108, 106, 102, 114, 110, 952. Rows include Via P. & E. Div, Emporium, Driftwood, Driftwood, Hennette, Pennfield, Sabula, DuBois, Falls Creek, Reynoldsville, New Bethlehem, Red Bank, Pittsburg.

Daily, except Sunday. (Sunday only, 8:15 a. m.) On Sunday only train leaves Driftwood 8:21 a. m., arrives at DuBois, 10:00 a. m. Returning leaves DuBois 2:00 p. m., arrives at Driftwood, 3:10 p. m., stopping at intermediate stations.

For Time Tables and further information, apply to Ticket Agent.

J. B. WOOD, Pass'g Traffic Mgr. W. W. ATTERBURY, GEO. W. BOYD, General Manager, Gen'l Passenger Agt.

THE PITTSBURG, SHAWMUT & NORTHERN R. R.

Through Passenger Service Between St. Marys, Brockwayville, Shawmut, Smithport, Olean, Friendship, Angelica, Hornsleville, Wayland, Buffalo, and New York.

Effective Sunday, May 29, 1905. Eastern Standard Time. Time of Trains at St. Marys.

DEPART.

8:55 A. M.—For Kersey (Arr. 8:14 a. m.), Brnne dale (Arr. 8:56 a. m.), Weedville (Arr. 9:03 a. m.), Eibon (Arr. 8:46 a. m.), Shawmut (Arr. 9:08 a. m.), Hornsleville (Arr. 9:24 a. m.), 12:33 P. M.—For Clearmont (Arr. 1:37 p. m.), Smithport (Arr. 2:20 p. m.) connecting for Bradford (Arr. 2:50 p. m.), Eldred (Arr. 2:49 p. m.), Olean (Arr. 4:00 p. m.), connecting for Buffalo (Arr. 6:10 p. m.), Bolivar (Arr. 3:33 p. m.), Friendship (Arr. 4:08 p. m.), Angelica (Arr. 4:54 p. m.), Hornsleville (Arr. 6:10 p. m.), Wayland (Arr. 7:23 p. m.), connecting at Wayland with D. L. & W. R. R., and at Hornsleville with Erie R. R., for all points East and West.

4:45 P. M.—For Kersey (Arr. 3:26 p. m.), Eibon (Arr. 4:00 p. m.), Shawmut (Arr. 4:22 p. m.), Brockwayville (Arr. 4:47 p. m.), connecting with P. R. R. for Falls Creek (Arr. 5:10 p. m.), DuBois (Arr. 5:25 p. m.), Brookville (Arr. 5:50 p. m.) and Pittsburg (Arr. 9:30 p. m.).

ARRIVE.

11:05 A. M.—From Brockwayville, Shawmut 6:20 p. m., Eibon, Kersey and Brnne dale. 4:45 P. M.—From Wayland, Hornsleville, Canaseraga, Angelica, Friendship, Bolivar, Buffalo, Bradford, Olean, Eldred, Smithport and Clearmont.

All trains daily except Sunday.

A. M. LANE, Gen'l Supt. C. J. RENWICK, Gen'l Pass. Agent.

St. Marys, Penna.

Kodol Dyspepsia Cure

Digests what you eat.

POPULAR SCENIC ROUTE.

Buffalo & Susquehanna Railroad Company.

Condensed Time Table in Effect June 4, 1905.

READ DOWN. READ UP.

Table with 12 columns: Week Days, P. M., A. M., A. M., P. M., P. M., P. M., P. M., P. M., P. M., P. M., P. M. Rows include STATIONS: Addison, Knoxville, Westfield, Gaines Junction, Ar. Galeton, Cross Fork Junc, Wharton, Driftwood, Medis Run, Tyler, DuBois, Wharton, Costello, Lv. Austin J Ar, Keating Summit, Wellsville, West Bingham, Newfield Junction, Galeton, Cross Fork Junc.

CONNECTIONS.

Additional trains leave Galeton at 8:45 a. m. and 6:23 p. m., arriving at Ansonia at 9:21 a. m. and 7:00 p. m. Returning leave Ansonia at 9:35 a. m. and 8:30 p. m., arriving at Galeton at 10:09 a. m. and 9:45 p. m.

At Driftwood with P. R. R. At DuBois with B. & P. Ry. At Keating Summit with B. & A. V. Div. of Pennsylvania R. R. At Ansonia with N. Y. C. & H. R. R. for all points north and south. At Newfield Junction with C. & P. A. Ry. Union Station. At Genesee with N. Y. & Pa. Ry. Union Station. At Addison with Erie R. R., Union Station. At Wellsville with Erie R. R. for points east and west. At Sinnamahoning with P. R. R., P. & E. Div.

M. J. McMAHON, Div. Pass. Agt., Galeton, Pa. E. A. NIEL, Traffic Mgr., Buffalo, N. Y. W. C. PARK, Gen'l Supt., Galeton, Pa. C. PETER CLARK, Gen'l Mgr., Buffalo, N. Y.

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Advertisement for Kodol DYSPEPSIA CURE. DIGESTS WHAT YOU EAT. The \$1.00 bottle contains 25 times the trial PREPARED ONLY AT THE E. C. DeWITT & COMPANY

TIME TABLE No. 77.

COUDERSPORT & PORT ALLEGANY R. R.

Taking effect May 7th, 1901.

Table with 10 columns: STATIONS, 10, 8, 4, 6, 2. Rows include Port Allegany, Coleman, Durville, Kouska, Knowlton, Mina, Dimsted, Hammond, Coudersport, North Coudersport, Frick's, Coleburg, Seven Bridges, Raymond's, Gold, Newfield, Newfield Junction, Parkins, Carpenter's, Drowell's, Ulysses.

Table with 10 columns: STATIONS, 1, 5, 3. Rows include Ulysses, Crowell's, Carpenter's, Parkins, Newfield Junction, Newfield, Frick's, Ragmud, Seven Bridges, Coleburg, North Coudersport, Coudersport, Hammond, Dimsted, Frick's, Knowlton's, Ecletta, Durville, Coleman, Port Allegany.

(*) Flag stations. (**) Trains do not stop. (**) Telegraph offices. Train Nos. 3 and 10 will carry passengers. Trains 8 and 10 do. Trains run on Eastern Standard Time. Connections—At Ulysses with Fall Brook R. Ry. for points north and south. At B. & S. Junction with Buffalo & Susquehanna R. R. north for Allegheny, south for Galeton and Ansonia. At Port Allegany with W. N. Y. & P. R. R. north for Buffalo, Olean, Bradford and Smithport; south for Keating Summit, Austin, Emporium and Penna. R. R. points. B. A. McCLURE, Gen'l Supt. Coudersport, Pa.

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