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LIVE NEWS OF THE INDUSTRIAL WORLD

PRESENT STATUS OF BUILDING TRADES' STRIKE.

There Has Been Little or No Change for the Past Month-C. H. Van Buskirk Has Resigned His Position with the Lackawanna Railroad-Passenger Train to Run Direct from Plymouth to New York. Repairs of Steel Cars-Pennsylvania's New Road.

The carpenters' strike is now in the same condition that it has been in for the past month. There have been no new developments whatever and the building been prophesized by the earpenters has not materialized.

The men are nominally on strike but there are no exterior indications of a strike. What work in the building line that there is to be done is being done, part of it by members of the Builders' Exchange and part by the carpenters themselves.

The present advisory committee of the carpenters is doing active work in securing contracts for the men and have succeeded in obtaining a fair portion of the work that is being done.

From Plymouth to Hoboken.

The Delaware, Lackawanna and Western management has decided that after Sept. I the New York train leaving Plymouth at 7.10 a. m. shall run through to Hoboken without change of crew or engine and to return the same day, a distance of 336 miles.

The train will leave Plymouth at 7.10 a. m., arriving in Hoboken at 12 noon. It will start back at 4 p. m., arriving in Plymouth at 9.37 p. m. It will make only three trips a week, allowing the men three days off every week and, when working, four hours a day in New York.

The present crew, who will probably not be changed, are : Engineer. Harry Seiple; fireman, Harvey Zimmerman; conductor, John Law; baggae-master, P. F. Currigan, and brake men, Jahn Carney and Henry Fair-

Mr. Van Buskirk Has Resigned.

C. H. Van Buskirk has resigned his position with the Lackawanna road. The resignation is to take effect on

Mr. Van Buskirk has been in the employ of the company for thirty years and for eleven years prior to April 12 was assistant district passenger agent. On that date he was transferred to the car accountants' office, where he has since been employed.

ar. Van Buskirk was a courteous and obliging official, and his friends will ducing red ash coal have worked much regret to hear that his relations with the Lackawanna road have been

The Pennsy's New Road.

As a result of the acquisition of the Cleveland, Akron and Canton by the Fennsylvania lines west, and the consequent Increase in traffic into Cleveland the twenty-seven miles of the Cleveland and Pittsburg between Hudson and Cleveland is to be made a complete double track system. At points there is to be a change of line, the distance shortened, grades reduced and curves eliminated.

The improvements will cost several hundred thousand dollars. Part of the work has been authorized and the grading and masonry contract for a portion of the route has been cut.

Repairs of Steel Cars.

The first cry against the steel cars came from the wrecking crew of the "Pennsy," who claim that heavier wrecking apparatus than now used on the read will be necessary to handle the big cars in placing them back on the rails in case of accident. But when a steel car has gone through a wreck it invariably needs repairs, albeit not so extensive as that of a wooden dump, under the same conditions, and the shopmen have been

MARRIED HAPPINESS

is dependent upon the health of the wife more than on any other one thing. If a woman is troubled in a distinctly feminine way the most delicate nerves of her body are

nerves of her body are in a state of chronic irritation. She has headache and back ache. She is listless and spiritless. She is cross and blue. She feels that life is not worth living and her temper reflects the condition of her nerves. Poor suffering w terves. Poor, suffering wife—poor, distracted husband. If the husband is a cheerful, good humored man he will sympathize—if he is nervous, tired and irritable himself, he will probably go off to the club or seek clsewhere more congenial company.

genial company.

A sick woman is to be pitled because the is miserable and because she has not yet learned that Dr. Pierce's Favorite Precription will make her well



millions of women and has brought nealth, happiness and contentment to as

many homes.

"My wife was sick for over eight years," writes Albert H. Fulte. Esq., of Altamont, Grundy Co., Tenn. "She had uterine disease and was treated by two physicians and got no relief. At last I read about Dr. Pierce's Pavorite Prescription. I sent to the drug store, got one bottle and the first dose gave ease and sleep. She had not slept any for three nights. Being sure that it would cure her! sent for five more hottles and when she had taken the sixth bottle she was sound and well. We now have a fine boy at our house."

The "Bavorite Prescription" contains The "Favorite Prescription" contains no alcohol and no optim or other narcotic, and is perfectly harmless in any condition of the system.

Smoke the Pocono Sc. Cigar

heard without attention. The new style carriers cannof be repaired after the manner of the wooden dumps. It was found that improved appliances would be necessary but that if once the new tools and machinery were in place the cars could he repaired at a cost considerably less than, that of mending the wooden dumps. The cars can even be rebuilt at a less expense than can be the wooden ones.

heard from in tones that cannot be

Two Railroads Merged.

A joint meeting of the directors of the Bangor and Portland railroad and the Nazareth and Lehigh rallroad was held at the Mansion house, Bangor, Wednesday afternoon, when an agreement was drawn up merging the corporate interests of the two companies into one.

A meeting of the stockholders has en called for September 7, to ratify the action.

The Nazareth and Lehigh railroad was chartered lately with the same directors as the Bangor and Portland. Although the road has not yet been built, it is believed the intention of the company is to construct a line from the new cement works at Nazareth to onnect with the Bangor and Portland railroad, extending the new branch also to the Lehigh river at Bethlehem, making an important extension to the

This and That.

A new railroad station will be built at White Haven by the Lehigh Valley Railroad company Delaware and Hudson directors have

declared the regularly quarterly dividend on the stocks at \$1.25 per share. payable Sept. 15. Increasing business has made it necessary to convert the men's waiting room of the Lehigh Valley railroad

station at Jeddo into a freight and baggage room It is declared that the Delaware and Hudson has paid off one-half of its floating indebtedness within the last

two months. Earnings are understood to be greater than ever before. The following order, signed by Super-Intendent Esser, has been posted along this division of the Lehigh: "The practice of employes assigning wages due them to other parties will not be tolerated on the part of this company.

Failure to obscive this rule will be onsidered sufficient cause for dismissal from the service of the company." The passenger engines the Eric is building in its shops in Meadville will have seventy-eight inch driving wheels and boilers that will earry 200 pounds pressure of steam to the square inch. The tenders will carry 6,000 gallons of water. The engines are expected to make the run from Marion to Chicago, 263 miles, with but two stops for water Nine engines of this type are to be

During the summer the colliertes in the west end of Schuyikill county promore steadily than other collieries producing the best grade of white ash The difference has frequently veek. Shenandoah, Ashland, Mahanoy City and Girardville are in the white towns have at times intimated that this discrimination was for purely uiterior reasons. The company's officials, however, state that they are actuated by purely commercial reaons. It is impossible to supply the demand for free-burning red ash coal. and the price obtained per ton is from to 75 cents more than for the best

grade of white ash cont.

Division Passenger Agent P. P. Hitchcock's retirement from the Luckawanna service will create a big surprise in railway circles. He has acted as traveling passenger agent of that road for many years, his territory bying west from Ruffalo, and he made a very creditable record. When the new Lackawonna traffic manager asssumed office the Buffalo man was not only retained but advanced. He was promoted to be division passenger agent, with office in Buffalo, and a handsome increase in salary served as a further incentive for the change. But the entinement of the position did not sult Mr. Hitchcock, and when he was offered on Saturday the position with the Wabash as traveling passenger agent be accepted,-Utien Herald.

FIREMEN'S CONVENTION.

Will Be Held at Tunkhannock on August 31 and September 1.

The five-county firemen's convention will be held at Tunkhannock on Auust 31 and September 1. The association consists of companies from the counties of Bradford, Potter, Susquehanna. Tioga and Wyoming. The officers of the association are: President, M. D. Law rence, Westfield; first vice-president, N. Weller, Athens; second vice-president, J. W. Newman, Canton; secre tary, J. Wood Platt, Tunkhannock; treasurer, J. E. Graham, Towanda.

The convention will convene at the ourt house promptly at 2 p. m. on August 31, at the ringing of the bell. After an overture by Bauer's band, of this city, the freedom of the city will e tendered by Burgess W. Dean Sampon and an address of welcome delivered by James W. Piatt. The responses will be delivered by President M. D. Lawrence, of Westfield, Pa. Routing usiness of convention will be taken up. Adjournment at 3.45 p, m. to ball grounds, where a game of base ball

There will be a prize drill for a purse of \$100 between the famous drill companies, Eagle Hose company, of Pittson, twenty-four men, and Linta Hose company of Towarda, Pa., twenty-four men. Open-air concert and banquet to delegates in the evening. Music by Leek's Pittston band. Dancing a Platt's opera house both days and

venings September 1, Baker's band, of Binghamton, and Bauer's band, of this city, will be present. Six hundred dollars in purses for hose, hub, running and hook and ladder races, and drill, band and other contests. One thousand men in line, twenty-five bands and twenty five fire companies will be in line in the parade on that day.

ARRANGEMENTS FOR THE BIG PARADE

GRAND MARSHAL RIPPLE OUT-LINES HIS PLAN.

Announces the Names of His Aides. Major W. S. Millar Will Be the Chief of Staff-Streets on Which the Letter Carriers Will Form. Line of March-An Opportunity Will Be Afforded the Carriers to Indulge in Fancy Evolutions.

The general committee in charge of the letter carriers' convention held s meeting last evening in Colonel Ripple's office in the Connell building.

The various sub-committees reported xcellent progress and from present indications everything will be carried out smoothly. This will be due in large extent to the minor details, incident to a large convention, being carefully looked after.

The reception committee in charge of Major T. F. Penman is being thoroughly organized and instructed in the devious ways of singling out clusive delegates in a depot platform crowd and escorting them or directing them to their various destinations.

The chairman of the entertainment committee, W. R. Lewis, reported that ill the arrangements for the entertainment of the delegates had been completed. He said that satisfactory arrangements have been completed with Superintendents Loomis and Daly the Delaware, Lackawanna and Western company, for showing those visitors, who desire to explore the cowels of the earth, through one of the mines.

A locomotive and coach will be at the depot on Thursday and Friday af-ternoons and those who wish will be taken to the Bellevue mine and escorted through

LIST OF AIDES.

Colonel E. H. Ripple, grand marshal of the parade, announced the names of he aides who will assist him in formng, conducting and dismissing the parade.

The list is as follows: Colonel F. L. Hitchcock, Colonet H. A. Coursen, Colonel L. A. Watres, Colonel M. J. Keck, Lieutenant Colonel C. C. Mattes, Lieutenant Colonel F. W. Stillwell, Major J. W. Oakford, Major W. E. Keller, Major E. D. Fellows, Major Charles Mink, Captain D. B. Atherton, Captain John A. Huff. Captain L. T. Mattes, Captain W. W. Inglis, Captain F. M. Vandling, Lieutenant David J. Davis, Lieutenant Walter E. Gunster, Lieutenant George A. Blanchard, Lieutenant George C. Merriman, B. B. Megargee, Joseph A. Mears, A. E. Connell, Dr. Charles Fisher, Frank Becker, A. Law, Charles Hess, E. H. Ripple, jr., Michael J. O'Malley, Dr. J. E. O'Brien, H. W. Loftus, Joseph J. Jermyn. Leo Coyne, George W. Jenkins, Sidney Mears, D. D. Evans, P. J. Casey Dr. W. E. Donne, Victor Arnold, H. W. Taylor, G. R. Relph, J. W. Bunnell, J. Whittaker Page, Nelson Atherton, F D. McGowan, Charles Robinson, Isaac Brown, Dr. G. E. Hill, Ezra C. Scott Henry Sivelly, Thomas Sprague, Joseph Cassesse and Frank Dickert. Other names will be added to this list if deemed necessary.

Major W. S. Millar, as announced be ore, will be chief of staff. All the aides will wear dark clothes, with military hats and white gloves.

The line of march for the parade was also given out. Colonel Ripple has given this subject a great deal and has arranged a course that will no amounted to as much as two days a doubt be satisfactory to everyone concerned. It was necessary to have it as short as possible, as the men coming ash district and residents of these long distances, and just dropping into the city before the parade begins, will he too fatigued to stand any excessive physical exertion.

PLAN OF FORMATION.

The delegates, who will head the proession, will form on Lackawanna avenue, from Franklin avenue to the bridge. The New York state carriers will form on Franklin avenue; the Pennsylvania carriers on Linden street and those from other states on Mul berry street.

The line of march is as follows: Lackawanna to Jefferson, to Pine, to Washington, to Spruce, to Wyoming, to Lackawanna. At the latter avenue the aides will be in waiting and will escort the various delegations to the places where the inner man will be attended to.

A number of the carriers who are to articipate in the parade, especially the New York delegation, have been drilling assiduously for some months past and in order to give these an opportunity to execute some of the manoguves practiced, there will be four halts made, as follows; Corner Jefferson and Lackawanna avenues corner Olive and Jefferson, corner Washington and Pine and in front of the municipal building at the corner of Washington avenue and Mulberry street. The last halt mentioned will also be useful in closing up ranks, so that there will be a close formation when the reviewing stand in front of

the postoffice is passed. The parade will probably not start sooner than 4 p. m., as some of the carriers participating are not expected

much earlier than this. The committee appointed by the Central Labor union last Sunday to wait upon the general committee and protest against the work on the decorations being done by non-union labor

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did not put in an appearance at last evening's meeting, as was generally expected. What course the labor organizations propose to adopt is as yet matter of conjecture, but several of the more interested parties in the agitation prophecy that some interesting developments will materialize in the near future, as the labor unionists are fully determined to see the matter to

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\$2.25. Gold Filled Cuff Buttons, 50c., worth \$1.25. Cuff Buttons, previous prices \$1.00, now tient's Solid Silver Watch, Elgin move Ladies' Sterling Silver Watches, worth 550, now \$3.75.

Gent's Nickel Watches, S. W., price 3.50, now \$1.75. Rogers Bros', Spoons, warranted, 50c. Rogers Bros', Butter Knives Rogers Bros', Butter Knives, Sugar-poons, Pickle Forks, 37c., previous price

Ladies' Solid Gold Watch, Elgin move-Ladles' Gold Filled Watches at \$6.50, orth \$15.00. We also have about three hundred La

We also have about three worth 50c. and 5c., will close them at 10c, each.
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Here Are Two Great Lots:

At 121/2c each, or \$1.40 per dozen==500 dozen huck and Damask towels, of various grades and sizes, with hemmed or fringed ends.

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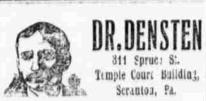
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