

Everybody's Lunch

The workingman's dinner pail and the children's lunch box have a new attractiveness when built on a **Uneeda Biscuit** basis. For a hasty meal at home, nothing surpasses the plain goodness of **Uneeda Biscuit**. They tempt the appetite when plain food fails. No disappointment, always fresh, always crisp, always delicious.

Uneeda Biscuits come from the box as fresh as to-day's bread, and just as wholesome. Daintily served in a dainty package—making a royal lunch for just

Five Cents

Never sold in bulk. Refuse all imitations. We own and control the only package that keeps the biscuits fresh and crisp. Insist on getting **Uneeda Biscuits**.

National Biscuit Company.

as successfully worked was carried out exactly along the same line, except in that the dummy witnesses did not appear in court at all. The prosecutor, under the skillful guidance of the constable, would turn in bills for each and every one of them just the same as if they had been in court, and as there was no way of knowing whether or not they were in attendance the county had to settle.

But that game doesn't work any more. The witness has just to register every day he is in attendance, and after the registrations are all made and it should appear that the motive of the case does not require the number of witnesses that appear, the matter can be referred to the district attorney and he can order the prosecutor to shelve down his witnesses.

The biggest savings of all is, of course, in preventing duplication. Formerly a witness drew a dollar a day for every case in which he appeared. Now he gets but a day no matter how many cases he appears in. The saving, in this respect, in police cases alone, is sufficient to pay the expense of the new office over and over again.

INDUSTRIAL JOTTINGS.

Condition of the Coal Market as Set Forth in the Letter of Operators.

The May letter of the Anthracite Coal Operators' association says of the market:

"There was no material change in the anthracite market during the past month. Both demand and prices were dull, though the latter held fairly firm. May has opened with a day no radical change in view. The selling companies are maintaining prices near the circular rate, and keeping the shipments from the mines practically within the demand. It is expected that this course will be followed throughout the spring, thus developing a strong market by the time an advance circular is issued for the summer business.

The western market has been assisted by the late spring and there is now a better tone and more inquiry than during last month. The New England market, while not purchasing heavily, is showing a tendency to increase its now small stocks in anticipation of advances in prices. Interior markets are showing more activity than at any point, while at the same time, in the least, excepting, possibly, in steam engines, which are in urgent demand."

CONNOLLY and WALLACE

SCRANTON'S SHOPPING CENTER.

A Most Uncommon Offer of Stylish Wraps for Women

This announcement tells of the excellently tailored Jackets and Coats from our own carefully selected stocks, a portion of which are imported from best Paris makers and those bought on this side are from American makers who produce the highest character of workmanship. The offering includes Eton, Valoro, Fly-Front and Reefer Jackets, as well as Top Coats. Materials are Broadcloths, Kerseys, Cheviots, Covert Cloths, Taffeta and Peau de Soie Silks. Some are plain, but many are stylishly trimmed. Today's reductions make the

Most of Them Half, Others 1/3 Under Price

And these concessions are from our own regular prices that were already quite low. In actual figures this means

Excellent \$10 Jackets for \$5. Others from \$7.50 to \$25.00.

The regular selling prices on these run up to \$45.00. The quantities are large, selection is very wide and sizes quite complete. Such an offer might be expected the latter part of June; it is quite extraordinary for the middle of May.

CONNOLLY & WALLACE, 127 AND 129 LACKAWANNA AVENUE

FIGHT FOR THE NEW COAL ROAD OPERATORS BELIEVE THAT THE END IS IN SIGHT.

In the May Letter of the Anthracite Coal Operators' Association the Causes That Make the Proposed Road a Necessity Are Reviewed at Some Length—Some Tart Comments Upon the Management of the Anthracite Interests of the Big Coal Carrying Companies.

The May Letter of the Anthracite Coal Operators' association contains the following with reference to the new coal road:

The announcement that the Delaware Valley and Kingston railway has been granted permission to construct its line, is the beginning of the end of the fight which the individual operators have waged for lower freight rates. It is one of a series of accomplishments which should have taught the transporters a useful lesson. It was the vigorous fight of the individual operators which forced the railroads to reduce the \$1.75 freight rate once charged, and each successive fight has resulted in the obtaining of a lower rate, culminating in that which will now be in force through the contracts with the new railroad. This association has much to its credit for the work which it has accomplished for its members.

The lessons which the transporters have learned have been very costly to them. They have spent far more money and lost more in the disorganization of the trade in this fight, than if they had met the request of the operators in a fair and equitable spirit, and conceded what they knew to be right. The policy of these transporting railroads has been so nepotistic in the favoritism extended to their auxiliary companies, so egotistic in their belief in their own infallibility, so shortsighted in their inability to recognize the signs of coming storms, and so utterly incompetent when the storms have broken, that it is a wonder of wonders, a source of never-ending speculation, why the business heads behind these organizations have not been stirred into radical and decisive action.

AN EXAMPLE.

No better example has been afforded of the inability of the existing interests to grasp the situation than the occurrence of a year ago. The individual operators, after trying every means in their power to induce the transporters to give them lower freight rates, determined to construct a road for themselves and to this end secured a charter for the New York, Wyoming and Western, surveyed a line, selected tide-water terminals and purchased a quantity of rails. The project was ridiculed by the other railroad interests, but as the operators continued their work, the first movement was succeeded by silence, and, finally, by a well grounded apprehension that the undertaking was in good faith and likely to succeed. Their recognition of too late, though rarely, was still in time for them to open negotiations to prevent so serious a blow to their control. The operators had demanded more advantageous contracts and had been refused. They had been obliged to overcome in a manner consistent with the dignity (sic) of the transporters.

Moreover, the lesson of a single agency and an organized system of distribution had been working in the heads of prominent financial interests and appealed to their business judgment. It was finally perceived that a company be organized with sufficiently large capital to enable it to, first, purchase such collieries owned by individual operators as it could secure for a reasonable price, and then to purchase coal from other operators and, through this means to introduce many and much needed economies in the distribution of the fuel. The charter of the Wyoming and Western was adopted to the proposed plan and was secured. Provision was made for the right to raise bonds to the extent of \$15,000,000 with power to increase, if necessary, in order that there would be ample means.

PLANNED TO A NICETY.

The business end had planned to a nicety, had pledged its word, faith and honor, and possibly more trustworthily, had spent its time and money in properly organizing its company. The purpose and intent appeared satisfactory, and the representatives of the association agreed. It meant everything the operators had been contending for in lower freight and a stable market. With these assurances the purchase of the first collieries was made.

But, unfortunately, at the last moment the financial interests which had outlined this plan played it in the hands of the representatives of the various railroads to consummate. Then the differences of opinion which have existed for years as to the advisability of such action, came out in obstructive objections and no further progress was made. The plans, promises and understandings made by the financial interests were set aside with the absence of hesitation which has characterized every act of maladministration performed in the anthracite industry.

There are histories within which are unwritten histories, and such would be the record of the anthracite coal industry. Its history has hidden in its depths the secret story of so many promises unfulfilled, of agreements never kept, of bright hopes and gloomy failures, and also all of such utter business ineptitude and weak vacillation that, could it all be told in as grossly truthful a manner as the events have justified, the weakest stockholder in these transportation companies would rise in wrath and indignation at the ineptitude and gross abuse of power of many of those who have been entrusted with the management of these interests.

The Association Letter has from time to time devoted some attention to these matters for the general information of its members, and it will continue to do so as long as this deplorable condition lasts. Even in some of the details of the industry there are things worthy of careful analysis with a view to improvement. Indeed, an interesting feature in these smaller matters is the relation between the transportation companies and certain coal shipping agents who have a sole agency for coal shipped over these lines.

SOURCE OF DANGER.

Their position in the market is a source of

constant danger to the trade. Such houses, receiving a fixed commission for each ton, irrespective of the selling price, are in an altogether different position from the selling agents of other companies who, under a stated salary, have every incentive to keep the market on a stable basis in order to make a good showing for their department. The commission houses, on the other hand, are principally interested in handling a large tonnage and, if the market should be upset by their efforts, they have an opportunity to further profit. Indeed, it is a noteworthy fact that the average prices returned by these commission houses is almost invariably below those secured by the companies which have their own selling departments.

In the case of one particular commission house not only does the above hold true, but there might be interesting facts brought to light by a careful study of the accounts of the associated transporting company, in the matter of advances to its commission agents and, possibly, subdivisions of various kinds from commissions or other sources. In this instance there has been such a sudden plunge into wealth on the part of the members of the commission house, or at least the appearance of it, in possession, that the stockholders of the railroad might be interested to learn its source.

In these and other matters, the association has an active interest. It has endeavored to convince the transporters in the past, and assures them again, that no plan for the adjustment of the trade can ever succeed without the active cooperation of the transporters. To ignore the standing of this large tonnage, over 20 per cent. of the entire output, resulted in a soundly based resistance to the course which the transporting companies have heretofore been able to follow.

THEY BROKE FAITH.

Had these companies displayed a spirit of fairness in their relations to each other and to the operators, there would have been a willingness on the part of the latter to any well judged plan for the betterment of the trade. But, the transporters broke faith among themselves, quarreled over petty matters, and fought the head-on principle which should be the primary guide in all questions concerning an industry of such great extent, haggled over details of trifling importance, unwilling to concede to the operators or to other thoughtful details which a spirit of equity alone should have dictated.

Consequently, the operators were compelled to recognize the instability of any proposition or suggestion from these sources, and sought to provide themselves securely against further damage to their interests. In this they have succeeded, and the operators and the transporters are compelled to regard them as a body and not as individuals.

MINERS' EXAMINATION.

List of Questions Submitted to Candidates on Saturday.

The second day's examination for mine foreman's certificates was conducted on Saturday in the city hall by the Second district examining board. The following questions were asked:

1. Name all the cases in which headblocks are required.

2. If 50 revolutions of the fan in the W. G. is 2 inches, what would the W. G. be at 60 revolutions?

3. It becomes necessary to stop the fan for repairs. There is no duplicate fan. How would you keep the mine clear of gas during the stoppage? What precautions would you take before stopping the ventilator?

4. A roadway 20 ft. in the coal under it is 5 feet thick and weighs 35 pounds per cubic foot. How many tons of 2,000 pounds are there? What would the roadway on the same amount to at 25 feet per foot?

5. If the quantity of air in a mine is doubled, how would the water gauge at pressure, and the horse power, be affected?

6. Name largely the advantages gained by splitting the air currents. How many men should be employed on one split? What quantity of air should be provided for each man?

7. A slope which is shown on the man measures 25 inches, the T. E. of the head is 50.00 feet, the T. E. of the foot is 240.00 feet. Give the actual length of the slope. The map is drawn to a scale of 100 feet to one inch.

8. A roadway is driven N. 85 deg. E. Chambers are to be turned off N. 45 deg. 30 min. E. If the chambers are 20 feet wide and the pillars 20 feet wide, what will be the distance from the roadway to center of chamber to center of chamber? Give the bearing from the face of a chamber to its branch.

9. An airway measures 1150 and is 2,500 feet long. The quantity of air passing is 15,000 cubic feet per minute. Give the pressure and horse-power.

10. Name the gases produced by mine fires, and explosions of firelamp, and state how you would protect your workmen while working near such fires?

11. Describe a safety lamp and its uses.

STEALS STOPPED BY WITNESS FEE CLERK

INSOLVENTS CAN'T GET A PENNY FROM THE COUNTY.

If They Serve as Witnesses or in Any Other Like Way Make the County Their Debtor They Cannot Get Pay While Their Insolvency Account Remains Unsettled. Criminal Court Excursions Not Likely to Be as Popular Now as They Used to Be.

Just how much the new office of witness fee clerk saves the county can not be told till comparisons are made at the end of the year, but some idea of the saving accomplished can be had from the statement that nearly \$200 was saved alone last week by withholding witness fees from insolvents.

It is very unfortunally nowaday in criminal courts to pay costs. Litigants have learned that there is always a danger of being defeated and having the costs saddled upon them, so, before going into court, the wily litigant has his property transferred to his wife or some other near relative. If he loses and is sentenced to pay the costs he simply declares himself an insolvent and escapes.

About the same crowd of litigants came into the quarter sessions term and very few if any of them have not at one time or another near relative had recourse to the insolvency laws to escape payment of the costs.

Prior to this year, no account was kept of this other than the memoranda, noting the insolvency proceedings, and as a consequence a man declared an insolvent at this term of court could be in at the next term on several cases probably, and after the county had been duly saddled with the costs would be promptly at the county commissioners' office to collect his fees.

A GREAT CHANGE.

This is all changed now, thanks to the establishment of the new office of witness fee clerk and the fact that the county commissioners in choosing John F. Mahon selected a man to fill that office who knows and does what he is there for.

Mr. Mahon went through the records for several years back and tabulated in alphabetical order a list of insolvents with the amount of costs each had thrown over on to the shoulders of the county. When one of these insolvents comes in now to collect fees he hears the clerk, like some "Yes, your bill is correct, sir. Two days before the grand jury and three in court, and mileage to and from your home each day. Eight dollars and twenty cents. We'll credit that to your account. Yes, but you remember that in 198, December term, 1898, you were prosecutor and had the costs put on you. You escaped payment by having yourself declared an insolvent and still owe the county \$22.75.

The \$22.75 directly saved by this operation is not the only saving. This man, you can safely wager, will not come to court again unless he is forced to and about the only force that can be successfully used to bring him in is to give him assurance that his fees will be paid direct by the party who subpoenas him. He is not coming to Scranton, leaving his work and paying railroad fare and hotel bills when he knows that he won't get anything for it except another credit on his account in the insolvency docket.

WAS A GREAT GRAFT.

This thing of collecting witness fees used to be a great graft. In some communities it got to be considered among the chief industries of the place. The constable was the chief grafter and his accomplices were the lawyers on around the "squire's" office. A term of criminal court was to them what the county fair is to the farmer. It meant a week in Scranton at the expense of the county and all that goes with it.

The trick was very simple. The constable would put their names on the subpoena. That was all. Sometimes one or two of them would know something about the case, and they would be put on the stand, but as a rule the prosecutor, who would, of course, be in on the game, would not have the district attorney call them. The district attorney in his desire to expedite the court's business would be very glad to refrain from calling a whole raft of witnesses, and there you are. The constable would be alone at the district attorney call them.

The recent order of court limiting the number of witnesses in an assault and battery case has done away to a great extent with this abuse, as the majority of cases in which this sort of thing was practiced had assault and battery as the charge.

A bolder scheme which was not quite

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