

INDUSTRIAL AND LABOR

PLACES OF STRIKERS HAVE BEEN FILLED.

Superintendent Barnard, of the South Mill, says the Establishment is in No Wise Hampered. Grievance Committee of Miners is in Session in This City—Staking Off the Ground for a New Industry. Improvements the Lehigh Valley is Making at Buffalo, N. Y.

None of the strikers, coal haulers and laborers who struck at the South mill of the Lackawanna Iron and Steel company returned to work yesterday, but their places were filled by substitutes and all work went on as usual about the premises. Superintendent George Barnard stated to a Tribune man that all the vacancies were satisfactorily filled, strikers and haulers being taken from the laborers' ranks.

The latter's wages are from thirty to forty cents lower than those paid haulers and strikers, and the laborers in many cases were therefore most willing to take the places. Superintendent Barnard declared that the work was not interfered with to any extent after Monday afternoon, both Monday night and yesterday the mill being in full blast. None of the strikers appeared about the mill nor was there any effort to prevent by violence the substitute strikers from attending to their duties.

Local No. 78, of the International Brotherhood of Stationary Firemen, yesterday issued warning to all organized labor unions of the Federation of Labor to see to it that no man in their ranks shall in any way assist the men who took the strikers' places. The local claims that the mill firemen are the poorest paid in the state, and their demands were fully justified.

Grievance Committee Meets.

A committee representing the collieries of the Delaware, Lackawanna and Western Railroad company spent yesterday morning and afternoon in secret session at Ancient Order United Workmen's hall, where they decided on a scale of grievances which will be presented to Superintendent E. E. Loomis, of the Lackawanna coal department, either today or later in the week.

Yesterday was the first meeting of the series arranged for committees representing the different big companies' mines. Action is being taken in accordance with the decision of the Wilkes-Barre convention, and each company's employees formulating their own demands to be made on their employers. Today the Delaware and Hudson coal department's committee will send delegates to a meeting of their grievance committee.

At yesterday's session twenty-three locals were represented. Men were present from the following collieries: Avondale, Storey No. 1, No. 2, No. 3, Pyle, Taylor, Sloan, Hyde Park, Cayuga, Manville, Pettibone, Hampton, Dodge, Bliss, Central, Brislin, Continental, Diamond, Woodward, Archibald, Hallstead and Bellevue. Each local was allowed one delegate.

The meeting was called to order at 10:30 o'clock yesterday morning, and the delegates organized by electing officers. Jethro Richards, of Local No. 451, of the Pettibone colliery, was elected president, and John E. Powell, of Local 1656, of Storey shaft No. 3, was chosen secretary. The morning session was over at noon, and the afternoon meeting was opened at 2 o'clock.

It was decided not to give out any account of the proceedings of the day until after the committee officials were visited. The scale formulated and demands made will be entirely independent of those made upon the other companies by their employees.

Work on the Spike Mill.

Work is progressing rapidly upon the plant of the spike-making industry which Thomas & Hoch have brought to this city and are establishing in Keyser Valley. When complete the establishment will consist of five buildings, but up to date work has only been done upon two, the spike and rolling mills.

Their foundations were built by Contractor Muldoon and are now finished, so that Mulhern & Judge, who have charge of the superstructure, have already begun operations. Large quantities of lumber are on the grounds, and work is being done on a strong derrick. As soon as the spike and rolling mills have been completed, work will begin on the other buildings, i. e., the galvanizing mill, the warehouse and the office. The rolling mill is the largest of the three structures, being 200 feet by 125, and the warehouse 50 by 100. The office will be 60 feet by 25.

The establishment will have a capacity for an annual output of 10,000 tons, and will pay \$100,000 in salaries.

To Instruct Young Mine Employees.

National Committeeman Frederick Ditcher and District Organizer R. A. Courtright last night attended and addressed a meeting of the Holden local, held at Odd Fellows' hall, Taylor. The object of the meetings was to fully instruct the breaker boys and younger help regarding the duties of their positions. It is thought that by this means refusals to obey orders through misapprehension will be done away with and many petty strikes avoided. The necessity of this was evidenced in the strike at the Prospect colliery, Wilkes-Barre, which was last night settled. A series of meetings of this nature has been arranged throughout the district.

Scranton's New Industry.

The grounds were staked out Monday, where the Craft Stove Manufacturing company, of Elizabeth, N. J., will establish the plant which it recently decided to move to this city. The site is in Dickson, just beyond the city line, the land being owned by the Dickson City Lumber company. Work will be begun on the buildings within a very short time, as there is a necessity for speed in erecting the structures, which must be ready for occupancy August 1. On that date the Craft company's lease for their present plant expires.

Improvements at Buffalo.

The improvements at the Lehigh Valley station at Washington and Scott streets, Buffalo, are well under way, and will be complete before the opening of the Pan-American exposition.

Additional passenger tracks have been installed, and the capacity of the trainsheds more than doubled.

A Motherhood

The child depends upon the mother for strength and health. No mother can give her child what she herself does not possess. If she is weak she cannot give her child strength. If she is sick she cannot give her child health. Those propositions are self-evident. They need neither explanation nor defence. What does seem to need explanation is the fact that there are thousands of women facing the birth-hour in physical pain and mental anguish, who might, if they would, be healthy of body and happy of mind.

Who might if they would be healthy? What woman does not want to be healthy? What mother does not crave a strong and sturdy child? But wanting is not enough. Suppose you want to go to New York or San Francisco, will you sit down and take it out in waiting? If you do, you certainly will never get to either place. If you want to go and mean to go, you'll buy your tickets and take the train. But suppose a woman says, "How do I know this train goes to New York?" She will have to take the word of others for it. The time-card says the train goes to New York. People who have traveled on the same train say so. How foolish it would be for a woman who wanted to make the trip, to say, "Perhaps these train people are deceiving me, and the women who say the train goes to New York don't know what they are talking about."

This is just the position of the prospective mother who is weak and sickly and wants to be strong and well. Dr. Pierce's Favorite Prescription is offered to women as a means of health and strength. Thousands of women who have used the medicine affirm that it does all that is claimed for it. If the sick woman wants to be well, if the weak mother wants to be strong, she has the same means open to her in "Favorite Prescription" which have been so successfully used by thousands and tens of thousands of other women.

It would be ridiculous for a train advertised to run regularly to New York to run its passengers away out on some prairie and leave them. It would be equally ridiculous to suppose that passengers would take that train day after day and year after year and after being deceived and disappointed return home and tell their neighbors that the train is all right and does what it is scheduled to do.

It is equally absurd to suppose that Dr. Pierce's Favorite Prescription could for nearly a third of a century deceive and disappoint women, and that these deceived and disappointed women would praise this medicine as the greatest boon to the weak and sick of their sex, affirming that it made them well and cured them after every other means had failed to give permanent benefit.

As a matter of fact and of record, nothing is more sure than that Dr. Pierce's Favorite Prescription has been the means of giving perfect health to women of all ages, and all conditions of ill-health, and that the use of this medicine has robbed maternity of its pangs and given the mother strength and health to give her child.

"When I wrote to you in March asking advice as to what to do for myself," writes Mrs. Ella Reynolds, of Guilf, McLean Co., Ky., "I was expecting the baby's coming in June, and was sick all of the time. Had been sick for several months. Could not get anything to stay in my stomach, not even water. Had female weakness for several years. My hips, back and lower bowels hurt me all the time. Had numbness from my hips down. Had several hard cramping spells, and was not able to do any work at all. I received your answer in a few days, telling me to take Dr. Pierce's Favorite Prescription. I took three bottles, and before I had taken a week I was better, and before I had taken it a month I was able to help do my work. On the 27th of May my baby was born, and I was only sick three hours, and had a easy time. The doctor said I got along nicely. We praise Dr. Pierce's medicine for it has cured me. I am better now than I have been for thirteen years. I hope all that are afflicted will do as I have done and be cured."

Mrs. Carrie B. Donner, of Dayton, Green Co., Wis., writes: "I can highly recommend Dr. Pierce's Favorite Prescription—having taken it for nine months previous to confinement. I suffered scarcely any compared with what I had at other times."

Dr. Pierce's Favorite Prescription is essentially a woman's medicine. It establishes regularity, dries weakening drains, heals inflammation and ulceration, and cures female weakness. It is the best preparative for maternity and as a tonic for nursing mothers is absolutely unrivaled.

Sometimes a dealer, tempted by the little more profit paid on the sale of less meritorious preparations, will offer a substitute for "Favorite Prescription" as "just as good." Judged by its record of cures of womanly ills, there is no other medicine just as good as "Favorite Prescription."

A MOTHER'S BOOK. The things that mothers most need to know discussed in Dr. Pierce's Common Sense Medical Adviser, containing 1008 large pages of valuable medical information. This great work is sent FREE on receipt of stamps to the publisher. Price 25 cents. Send 31 one-cent stamps for the cloth-bound volume, or only 21 stamps for the book in paper-covers. Address: Dr. R. V. PIERCE, Buffalo, N. Y.

The enlarged baggage room will be used solely for outgoing baggage; all incoming baggage being handled in an additional baggage room established on Scott street, adjoining the station building.

To facilitate the rapid unloading of excursion trains, a twenty-foot walk has been constructed to the north of the station, projecting over the Hamburg canal. This will obviate the necessity of having excursionists walk through the main waiting-room. A commodious parcel-room has been established, the space assigned to the ticket agent increased, and the improvements, now almost completed, will, it is thought, be ample to take care of the largely increased passenger business which this line expects to transmit.

The total expenses of the alterations and enlargements will exceed twenty thousand dollars.

D. L. & W. Board.

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

TUESDAY, APRIL 23.
Wild Cat, East-8 p. m., P. Caranough; 10 p. m., C. Bartholomew.

WEDNESDAY, APRIL 24.
Wild Cat, East-8 p. m., W. W. LeBarry; 8 p. m., A. Bower; 10 p. m., J. Costello; 11 p. m., K. Keating; 1 p. m., P. L. Rogers; 2 p. m., H. Bishop; 3 p. m., George Hart; 4 p. m., E. M. Heller.

Somerville, East-8 p. m., east, J. Benjamin; 7 p. m., west, G. Frothingham; 8 p. m., east, J. Caridge; 7 p. m., east, M. Golden; 8 p. m., west, M. Nichols; 8 p. m., west from Cayuga, McLean; 7 p. m., west from Cayuga, Tomlinson; 7 p. m., east from Cayuga, Edward McCallister; Puller-10 a. m., F. E. Secor; Pottsville-8 a. m., Hanes; 10 a. m., S. Filmer; 11:30 a. m., Moran; 7 p. m., Murphy; 9 p. m., Lamping; 10 p. m., Wilder. Passenger Engines-7 a. m., Gaffney; 7 a. m., singer; 5:30 p. m., Stanton; 7 p. m., McQueen. Wild Cat, West-5 a. m., Cashner; 7 a. m., O. Handlight; 9 a. m., A. J. Hammit; 10 a. m., Bondick; 11 a. m., T. McCarthy; 1 p. m., J. Moulter; 2 p. m., M. Carrozza; 3 p. m., J. Kingsley; 4 p. m., Frank Wall; 5 p. m., J. Burkhardt.

This and That.

Master Car Builder L. T. Canfield, of the Lackawanna road, is in Pittsburg. Air Brake Inspector P. J. Langan, of the Lackawanna railroad, was in Binghamton yesterday. A large number of mechanics yesterday critically examined the construction work on the new locomotive just turned out of the Cliff works for the Intercolonial railroad. The officers elected Monday night by the Brotherhood of Railroad Trainmen claim that an impostor is soliciting aid for the lodge, which is unauthorized, and warn the public against the fraud. They claim that the fellow obtained \$10 from the Dickson Manufacturing company without authority. No. 980, one of the new type of Lackawanna railroad passenger engines, built at the Schenectady Locomotive works, has been undergoing experimental tests on the road for several days. A number of Cornell students were on the engine yesterday when it passed through Scranton. They are acquainting themselves with the practical workings of the locomotive. National Committeeman Frederick Ditcher, of the United Mine Workers of America, yesterday journeyed to Wilkes-Barre, and when he left the city the strike at the Lehigh Valley coal company's big Prospect colliery was over, and this morning the two hundred men and boys employed will resume work. The mine has been idle for several days, as was stated in yesterday's Tribune, on account of difficulties which arose from the refusal of an engine boy to obey orders, and his subsequent dismissal. The colliery is the largest operated by the Lehigh Valley Coal company.

Organs for Sale Cheap.

You can buy a good second hand Organ as low as \$10.00 at Guernsey Hall, J. W. Guernsey, Prop., 311 Washington avenue, Scranton, Pa.

Ask for Kelly's union crackers. **



TRY THE CLOCK'S BEST

Union Made Tobacco

A Good Smoke or Chew.
A Trial Solicited.
Satisfaction Guaranteed.

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Flining and Blasting POWDER

Made at Moosic and Rush Lake Works.

LAPLIN & RAND POWDER CO.'S
ORANGE GUN POWDER
Electric Batteries, Electric Exploders, exploding Blasts, Safety Fuse and

Repago Chemical Co.'s 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 Pittsburgh and the West.

9:38 a. m., week days, for Hazleton, and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the West.

2:18 p. m., week days, (Sundays 1:58 p. m.) for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and the West. For Hazleton, week days only.

4:27 p. m., week days, for Sunbury, Hazleton, Pottsville, Harrisburg, Philadelphia and Pittsburgh.

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

Lehigh Valley Railroad.

In Effect March 5, 1901.

For Philadelphia and New York via D. & H. R. R. at 6:45 and 11:55 a. m., and 2:18, 4:57 (Black Diamond Express), and 11:30 p. m. Sun- days, D. & H. R. R. HITCHCOCK, Gen. Mgr.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6:45, 9:47 and 11:55 a. m., and 2:18, 4:57 (Black Diamond Express), 11:30 p. m. Sundays, D. & H. R. R., 1:58, 8:27 p. m.

For Tunkhannock, Towanda, Elmira, Haver, Geneva and principal intermediate stations, via D. & H. R. R., 8:08 a. m.; 1:05 and 4:30 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 11:55 a. m., 2:52 (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 parlor 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.

A. W. NICHOLS, CHIEF, Div. Pass. Agt., South Bethlehem, Pa.

For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa.

Delaware and Hudson.

In Effect Nov. 25, 1900.

Trains for Colchester and Scranton at 4:30, 7:50, 8:50, 10:15 a. m., 12:00, 1:30, 2:41, 3:52, 5:03, 6:52, 7:57, 9:15, 11:15 p. m.; 1:10 a. m. For Homestead-8:25 a. m., 11:54 and 4:29 p. m.

For Wilkes-Barre-6:45, 7:48, 8:47, 9:58, 10:47, 11:55 a. m., 1:28, 2:35, 4:27, 6:07, 6:49, 10:41, 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, 9:58 a. m.; 2:18 and 11:30 p. m.

SUNDAY TRAINS.

For Carlisle-9:00, 11:30 a. m.; 2:14, 3:52, 6:47, 10:52 p. m.

For Wilkes-Barre-9:58, 11:57 a. m.; 1:58, 3:58, 6:57 p. m.

For Albany and points north-8:50 p. m.

For Homestead-8:25 a. m., and 4:29 p. m.

Low rates to all points in United States and Canada.

H. BRIDGES, G. P. A., Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Pa.

NEW YORK, ONTARIO & WESTERN

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

STATIONS	AM	PM
Scranton	6:45	11:30
Lehigh Valley	7:15	12:00
White Haven	7:45	12:30
Hazleton	8:15	1:00
Scranton	8:45	1:30
Lehigh Valley	9:15	2:00
White Haven	9:45	2:30
Hazleton	10:15	3:00
Scranton	10:45	3:30
Lehigh Valley	11:15	4:00
White Haven	11:45	4:30
Hazleton	12:15	5:00
Scranton	12:45	5:30
Lehigh Valley	1:15	6:00
White Haven	1:45	6:30
Hazleton	2:15	7:00
Scranton	2:45	7:30
Lehigh Valley	3:15	8:00
White Haven	3:45	8:30
Hazleton	4:15	9:00
Scranton	4:45	9:30
Lehigh Valley	5:15	10:00
White Haven	5:45	10:30
Hazleton	6:15	11:00
Scranton	6:45	11:30

Additional trains leave Scranton for Maxella Yard 6:45 p. m. except Sundays, and 7:30 p. m. Sunday only, arriving at Maxella Yard at 8:00 p. m. Trains leaving at 7:15 p. m. for Maxella Yard for Carlisle at 8:45 p. m. daily arriving at Carlisle at 9:15 p. m.

Rates 2 cents per mile.

Lowest Rates to All Points West.

C. C. ANDERSON, Gen. Pass. Agt., New York City.
J. A. WELSH, Gen. Agent, Scranton, Pa.

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Canned Fish	Flour
Imported Sardines—Mancerrelles, in oil, per can..... 9c	'Jonas Long's Sons' Best.' Beautiful color, fine quality, superior in lightness. Every sack guaranteed. Per barrel..... \$4.49
Petite Parisiennes..... 12c	
Albert Roche..... 12c	
Comete..... 13c	
Smoked..... 15c	
In Tomato Sauce..... 33c	
Domestic Fish	Cereals
Sardines in Mustard..... 9c	Cook's Flaked Rice, package 13c
Sardines—Spiced..... 12c	Ralston Breakfast Food..... 13c
Checkered Mackerel in wine sauce..... 10c	Ralston Barley Food..... 13c
Kipperd Herring..... 19c	Ralston Hominy-Grits..... 13c
Coffee	Ralston Health Food..... 25c
Guadileri High Grade Mocha and Java..... 3 lbs \$1.00	Malt Breakfast Food..... 13c
Per lb, 35c	Shredded Wheat Biscuit..... 11c
Mexican Java—our own special blend..... 5 lbs \$1.10	Cream of Wheat..... 13c
Per lb, 23c	Vitos..... 12c
Mexican Java..... 5 lbs \$1.50	Maze Flakes..... 12c
Per lb, 32c	Breakfast Malt..... 13c
Arabian Mocha..... 5 lbs \$1.50	Hooker's Breakfast Food..... 10c
Per lb, 32c	Friends' Oats..... 9c
Combination Java..... 5 lbs 98c	Century Pancake Flour..... 9c
Per lb, 21c	
Aurora—1 lb package..... 15c	Cheese
Santos High Grade..... 5 lbs 75c	Fronage de Brie
Per lb, 16c	Neuchatel
Teas	Camembert
An excellent line of high grade Formosa Oologs, English Breakfast, Ceylons, Young Hysons, Open Powder Japan and Choice Mixed, per pound..... 38c	Swiss
Seeds	Pineapple
We have a complete assortment of NEW SEEDS, some to come up and grow and grow, like Mr. Finney's Celebrated Turnips. See our stock from the famous firms of D. M. Ferry & Co. and the Lake Shore Seed Company, of Dunkirk, N. Y.	Miller's Paragon in Jars
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Connecting for All Points South and West.

Through Tickets returning from Washington by rail or water.

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