

THE MODERN HARDWARE STORE.

Honest Values

This is what we propose giving you every time you buy from us. If it's GARDEN HOSE you wish we will give you more than your money's worth. Prices 10 to 15% per foot.

Foot & Shear Co. 119 N. Washington Ave.

THE ORIENTAL.

Dinner Sets For Summer Cottagers.

We call them Cottage Sets, because they are exactly suited for that purpose. You have probably experienced the inconvenience and loss attending the removal of your choice china to and from your summer home. Well, you will appreciate the lack of necessity for so doing when you find that we are offering

SPECIAL OFFERS OF PORCELAIN—hot-pipes—kittles and green decorations—that never before sold for less than \$11.00.

\$8.50.

Gruener & Co. 205 Wyoming Avenue.

The Baby's Trousseau

It is one of the most interesting subjects to mothers. The whole line is made with particular reference to the whims of the fastidious parent.

The patterns are the simplest and most attractive to be had.

Our designers are the exclusive of their profession. The celebrated ARNOLD knit goods are manufactured by the Knit and Knit Co., Scranton, Pa.

The Baby Bazaar, 510 Spruce Street.

Repairing Done Gratis.

LACKAWANNA "THE" LAUNDRY.

THIS AND THAT.

There is every reason to believe that it will be a long time before any of the police magistrates will receive salary. Common council can be expected at its next meeting to rush through with a wild the amended ordinance fixing the salaries at \$400 each, but select council can be expected to put the measure back in its original form, graduating the salaries according to the volume of work done. To show just how much politics had to do with the equalizing of the magistrates' salaries, on Thursday night, it is interesting to note a remark made by a prominent Democratic member of common council on that occasion. The member in question is a level-headed and sensible young man, and it could be seen by the way he smiled indulgently at Mr. Phillips' wild hurrah in favor of equal salaries, that he was opposed to that gentleman's line of argument. Some time before the vote was taken on Mr. Phillips' amendment, this member strolled over to the reporters' table, and, as if to satisfy himself, said, "Magistrate Store is a Republican, isn't he?" Magistrate Store, it might be mentioned, is the South Scranton magistrate, who, under the original arrangement, was to receive \$200. The newspaper man hastened to remark that Magistrate Store was a Democrat and had been elected alderman on the straight Democratic ticket. "My goodness, is that so, I thought he was a Republican," remarked the member in question, who immediately proceeded to have himself recorded as voting in favor of the amendment.

The last number of "Mountain Sunshine," the attractive periodical published at Colorado Springs, contains the following sketch, written by W. P. Douglas, the leading architect of that region, concerning the late E. C. G. Robinson, the son of Rev. Dr. and Mrs. C. E. Robinson, of this city, who so deeply mourn and must ever grieve because of his untimely death. Mr. Douglas says:

"It must have been a sad blow for the late Mr. E. C. G. Robinson to leave New York, where he would have undoubtedly made a great reputation, to cast his lot in a small town, which when he came to it could not have had more than 1,200 inhabitants. However, his poor health necessitated the change and so unconsciously did he apply himself to his new surroundings that in a very short time the colonial style, of which he was a veritable master, seemed by common impulse to be the recognized one for nine-tenths of the house builders in Colorado Springs.

"Mr. Robinson arrived here just about the time that several of our moneyed citizens were contemplating building, so that he had from the start an opportunity to show his marked ability in his favorite style. Every one interested in the subject must have noted the graceful lines, the perfect proportions and the exquisite delicacy of detail which invariably pervaded his work. Another striking feature that marks Mr. Robinson's houses is their variety in design. Although nearly all were kept to Colonial lines, the result was always successful, and while his clients were, of

course, the more fortunate beneficiaries by the refinement embodied in all his work, the building public in general were at any rate to be congratulated in having such an example set them, an example the excellence of which was so plain to see that it has from his day wonderfully influenced the character of the buildings which were to be and are still erected in Colorado Springs."

R. E. Wallace has not left the show, as stated in yesterday's Tribune, to go to his home. Although not a well man, he says his condition is not such as to make it necessary for him to leave the show, which he has built up to its present magnitude.

Walter E. Gunster, who is an applicant for a lieutenant's commission in the regular army, has been requested to report at Governor's Island for examination.

At the meeting of the Society of the Army of the Potomac in Utica, N. Y., Thursday, Captain P. DeLoay was elected one of the vice-presidents.

WAS A GREAT SHOW.

There Were Not Seats Enough to Accommodate All Who Went to See the Wallace Circus.

The circus men have found Scranton a ripe harvest field this year. The Wallace show, which exhibited here yesterday, was the third circus within two weeks, yet it drew the largest crowds in proportion to the size of the tents of any.

At both performances yesterday, but especially at night, the main tent was so crowded that straw had to be strewn on the hippodrome track to accommodate with squatting places the hundreds who were unable to obtain seats.

The crush was terrific when the show was over and if there were any pick-pockets on hand, and there undoubtedly were many, they had a splendid opportunity to "ply their nefarious calling," as the hack writer says.

The Wallace circus is not as big as the Ringling Brothers' show, having only two rings and a stage, but it is in every respect a first class circus in every respect. The performers are of a high order and the acts given are novel and original and out of the regulation run of circus acts.

The star feature, of course, was the celebrated Nelson family of acrobats, who gave their truly remarkable performance to salutes of tumultuous applause. Each and every one of them from the "old man" down to the wee little mite of a girl who is brought in a carpet bag are clever performers, especially the three between the ages of twelve and fifteen, who tumble on a specially arranged platform.

The young elephant, who rides the velocipede, and his side partner, the spotted pony, who resembles more nearly any pony than might else, repeated their clever performance of last year, as did also the young lady who compresses her anatomy into a ball and then runs the ball up a spiral runway.

The Strick family of bicyclists performed through a series of difficult manoeuvres on old fashioned high-wheel bicycles. Then there were Japanese performers and trapeze artists and so on and so forth.

The "big parade" this morning was bright and altogether the Wallace people are assured of a warm reception whenever they strike the town again.

The Delaware, Lackawanna and Western Railroad Company, Office Superintendent Motive Power and Machinery.

Scranton, Pa., May 24, 1901.

NOTICE.

Former employees in the machinery department of this company who have not reported for duty in accordance with notice dated May 13, are hereby notified that they are no longer in the company's employ. Such persons are further notified that they must keep of the company's premises under penalty of the law concerning trespassers.

Any person or persons affected by this notice desiring to re-enter the company's service, can only do so as individuals, after filing application on the company's standard application blank.

Tools and other private property will be delivered at the company's freight station as soon as practicable, upon request and proper identification.

P. E. Lloyd, Supt. M. P. & M.

The Delaware, Lackawanna and Western Railroad Company, Office of Master Car Builder.

Scranton, Pa., May 24, 1901.

NOTICE.

Former employees in the Car Department of this company who have not reported for duty in accordance with notice dated May 13, 1901, are hereby notified that they are no longer in the company's service. Such persons are further notified that they must keep of the company's premises under penalty of the law concerning trespassers.

Any person or persons affected by this notice desiring to re-enter the company's service, can only do so as individuals, after filing application on the company's standard application blank.

Tools and other private property will be delivered at the company's freight station as soon as practicable, upon request and proper identification.

L. T. Canfield, Master Car Builder.

Public Auction.

On Tuesday, May 28th, next, at 1 o'clock p. m., property of the late Joseph S. Knight, at 322 South Blakely street, Dunmore.

Horses, wagons, sleighs, household property, etc.

Amateur Photographic Finishing—at Schrievers'.

Ask for Kelly's union crackers.

Smoke the new Kleon cigar. 5c.

Miss Emily Marion Colling Will continue her lectures and demonstrations on the

ART OF COOKING WITH GAS or How to Make Cooking Easy, during the week commencing May 27, at

507 Linden Street.

Board of Trade Building.

The Scranton Gas & Water Co.

ALL THE MEN HAVE NOT QUIT

SO SAYS MASTER CAR BUILDER CANFIELD.

He Returned Yesterday from New York and Philadelphia and Declared That at Buffalo, Hoboken, Secaucus and Dover, the Lackawanna Company Has All the Men It Wants—Proposition Made at Bolt and Nut Works—Steps Being Taken by the Strike Council.

Master Car Builder L. T. Canfield, of the Delaware, Lackawanna and Western Railroad company, returned yesterday from New York and Philadelphia, where he has spent the greater part of the week, and in a conversation with a Tribune man yesterday afternoon made a number of remarks regarding the situation.

Mr. Canfield asserts that all the car shops are in operation, and in some instances the complement of men is larger than before the strike occurred. He declined to discuss the local situation, but freely spoke of the other shops. Said he:

"I suppose you have heard here that all the men at the Hoboken and Secaucus shops are out on strike, since Monday. Well, I'll give you the facts in the case. At Hoboken eleven car cleaners and four car repair men quit work, and within fifteen minutes we had their places filled. At Secaucus we had eighty-seven men at work, and of this number seventy-two went out. In twenty-four hours from the time they stopped work we had one hundred and three men at work, and this morning we sent away from the office seventy-two applicants for positions, for whom we had no places.

NUMBER AT WORK.

"There are now two hundred and three men at work at Hoboken. At Dover we had three hundred and twenty-eight men at work before the strike originated, and today we have two hundred and ten employed there. At Buffalo, where the strikers report all men to be out, we had one hundred and twelve at work before the strike and twenty-two of these refused to go out. We now have ninety-three men there, and I have forbidden the hiring of any more."

"How many men have you at work in the local shops?" interposed the reporter.

"The master car builder smiled and remarked: "We are not saying anything about Scranton." On being asked whether any steps were being taken to remove the shops from this city to Binghamton, Mr. Canfield's countenance again relaxed into a smile and he said emphatically: "Well, the shops here are pretty old ones, and we will have to build new ones some time. We ran through Binghamton, you know."

The work of importing men for the machine shops still goes on briskly, and yesterday morning twenty-five hands were brought in from Binghamton. The striking car builders have practically abandoned their picket service, arriving at the conclusion that it is the better course to pay no attention to who the company brings in or sends out.

PLANS ARE MADE.

The special committee appointed by the council is arranging a systematic method of procedure to be adopted in dealing with this phase of the strike, and within a few days will put into execution a plan of picketing wearing over to their side the men who are working at the shops. Yesterday morning the following notice was posted at the Allis-Chalmers shop on Penn avenue:

All employees of these works failing to report for duty on or before 7 o'clock in the morning will be paid of their work and considered as having left the service of the Allis-Chalmers Company.

M. M. MacLaren, For Allis-Chalmers Company.

Scranton, Pa., May 24, 1901.

Similar notices have been posted by the Finch Manufacturing company, the McClave-Brooks company, and the other concerns whose employees are on strike. The first notice was made made from the Scranton Bolt and Nut company, who offer their blacksmiths the nine hour, with the increase in wages. The men reported this to the council, and were instructed to inform their employers that all the striking employees of the company must return to work together, and that the offer must include the machinists before any consideration could be given it.

A telegram was yesterday shown at local headquarters, which was sent from Washington by President James O'Connell to Edward Bishop, a prominent member of the Wilkes-Barre machinists. In his dispatch, President O'Connell says:

O'CONNELL'S INSTRUCTIONS.

Edward Bishop: I did not give my consent to arbitrate at the Allis-Chalmers shop in Chicago. The men there are not under my orders. Stand by my instructions sent you.

These instructions are understood to also govern the local situation. The Scranton leaders from down the line of arbitration, and Chairman Campbell yesterday remarked:

"We cannot consider any connection of outside persons with this affair as anything but an interference and an unwarranted one. This matter is to be settled between the employers and the men we have chosen to represent us, and we are against arbitration as the officious meddling of a third party."

The committee of citizens which has been at work during the week conferring with strikers and employers, met a number of men belonging to the lodges affiliated with the council Thursday afternoon, but the interview was an unfortunate one, as Chairman Campbell yesterday declared that it had only aroused feelings of distrust among the strikers present, and no mutual understanding was arrived at, as its result.

The council met yesterday afternoon in Huber's hall and considered various matters, among which was a project for raising funds during the strike. The men are preparing for long siege, and a special committee will take charge of the work of securing employment for the strikers during the continuance of the difficulties.

THE FIRE PULLERS.

In addition to the men recruited for the machine shops, nineteen section hands were brought in yesterday morning from Washington to take the places of the striking fire pullers. A large number of them objected to taking the strikers' places, however, and were shipped back again. The fire pullers met yesterday morning and discussed the matter of calling out the men performing work similar to theirs along the line.

It is likely that they will be called out today, or at least in the very near future.

A special meeting of the car builders will be held at 10 o'clock tomorrow morning in Economy hall, and it is understood that business of the greatest importance will be transacted. The car builders yesterday admitted that for a time the chances of settlement looked bright, but they declare that everything has now fallen through.

The majority of delegates out of city lodges who were here Thursday have already left for their homes.

There was a report yesterday to the effect that the Scranton Steam Pump company had offered to grant its employees the nine-hour day at the increase, with the proviso that if men employed by the other companies went back to work the Pump company's men should do likewise. President J. B. Poore, however, denied that any such proposal was made, and stated that notices were posted at the works yesterday similar to those at the other places where the men are on strike.

CITY ENGINEER'S REPORT

Contains Some Interesting Statistics About the Work Done During the Year by City.

The city engineer's report for the fiscal year ending on April 1 last is a most interesting document and contains a number of statistics and tables which are well worthy the careful and intelligent study of every taxpayer in the city.

The table giving the asphalt pavement in use in the city shows that there are 18,379 yards of that pavement now laid at a total cost of \$522,698.49. The oldest asphalt pavement in the city is shown to be that on Franklin avenue, between Spruce and Lackawanna avenue, on Lackawanna avenue, from the "Y" to Wyoming avenue, on Wyoming avenue, from Lackawanna avenue to Railroad Place, and on Washington avenue, from Lackawanna avenue to Olive street, all of which was laid in 1886. Of the asphalt pavement in use in the city there are 18,379 yards out of bond and entirely paid for.

There are 26,100 yards of stone block pavement in use, which cost to lay just \$18,744.09. Since 1889, when the first block pavement was laid, there have been 25,977 yards constructed, at a cost of \$100,169.

The total number of miles of traveled streets in the city is 149.54, and the number of miles of traveled courts is 29.62. The city had on April 1 just 57,928 miles of sewers and 29,246 miles of paved streets. The latter are classified as follows: Asphalt, 11,611 miles; brick, 3,925 miles; stone block, 1,545 miles; cobble, 2,192 miles. The city according to the city engineer's survey, comprises 12,342.24 acres. Its original extent was 11,874 acres, so that its increase in this direction has not been very large.

The length of the city from north to south is 7.2 miles. Its narrowest portion, east and west, is 2 miles, while its widest portion, east and west, is 5.3 miles. The elevation above tide water at its south corner is 1,015 feet; at its north corner, 1,100 feet; at its east corner, 1,200 feet, and at its west corner, 1,470 feet. Its highest elevation in the city, on the west mountain, is given as 1,470 feet.

There are 322.4 miles of street railways in the city, which is lighted by 626 electric arc lights, says the report. Comprised in its parks are no less than 97.75 acres of land. The amount of water consumed by the city during the year is estimated at 77,000,000 gallons.

The amount of money expended during the fiscal year recently ended by the city engineer's department was \$145,295.99. Mr. Phillips estimates that the city will be laid during the coming year about eighteen miles of sewers.

The total cost of streets graded during the year was only \$1,921. There were 10,206 square feet of flagstone sidewalks laid during the year by city contract at a cost of \$1,296.92. The only street opened was Wyoming avenue, between Pine and Ash streets, at a cost of \$57,712.50.

There were 35,848 lineal feet of sewers laid at a total cost of \$97,957.18. The amount of masonry of various kinds laid was 21,899.22 square yards at a total cost of \$13,414.75.

LEGAL BATTLE IS ON.

Injunction Proceedings Against the New Trolley Company.

Judge Ferris, at Wilkes-Barre Thursday, granted a preliminary injunction restraining the Scranton and Northwestern Electric Railway company from taking possession of the streets of Avoca borough. The petitioners allege that the charter of the company was not secured in good faith and that the corporation does not propose to live up to the act of assembly governing electric roads.

United States Senator Quay, State

Attorney General

MILES GAINS ON LEADERS

HE IS HARD AT WORK FOR FIRST PLACE IN CONTEST.

Miss Vida Pedrick, of Clark's Summit, the Latest Contestant to Appear in the List of Leaders—Two More Applicants Enrolled Yesterday—It Is a Favorable Time to Begin.

Standing of the Leading Contestants

- | | |
|--------------------------------------|----|
| 1. Henry Schwenker, South Scranton | 80 |
| 2. Meyer Lewis, Scranton | 78 |
| 3. William Miles, Hyde Park | 45 |
| 4. J. Garfield Anderson, Carbondale | 36 |
| 5. August Brunner, jr., Carbondale | 30 |
| 6. W. H. Harris, Hyde Park | 23 |
| 7. Frank Kemmerer, Factoryville | 18 |
| 8. Miss Norma Meredith, Hyde Park | 14 |
| 9. Miss Vida Pedrick, Clark's Summit | 5 |
| 10. R. Leo Huber, Scranton | 3 |

William Miles, of Hyde Park, who is now in third place in The Tribune's Educational Contest, gained on the two first leaders yesterday. He is making good progress and is sanguine as to his ability to catch up with those above him.

New contestants continue to make returns of points daily. A new name in the table above this morning is that of Miss Vida Pedrick, of Clark's Summit, who starts out with five points.

The new applicants for enrollment yesterday were Miss Amy Davies, of Moscow, and James Ryan, of 322 South Wyoming avenue, this city.

The daily increase in points by the leading contestants should convince hesitating young men and women to enter and begin. Any one has a good chance, as is demonstrated by the returns made daily by these young men and women.

This is a most favorable time for any one to enter. The present leaders have only been at work for a few days and may be easily caught and passed. For example, a contestant who begins today, by securing seven subscribers, at one year's end, would be at the very head of the list. Better begin now.

For a full description of the contest read the advertisement appearing to-day on the fourth page. For further information, or if desirous of obtaining a book of subscription blanks, address "Editor Educational Contest, Scranton Tribune, Scranton, Pa."

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CASEY BROTHERS, Wholesale Liquor Dealers