

# NEWS OF THE LABOR WORLD

## BANQUET OF CONTRACTORS AND JOURNEMEN.

Pleasant Event at the Elks—Those Who Attended the Banquet—Officials of the Rapid Transit Railway Company Say the Strike is Broken—Present Status of the Nine Hour Strike—Having Circulars Printed—Make-up of the D. L. & W. Board for Today.

Members of the Mason Contractors' association and the Journeymen Bricklayers' union enjoyed a banquet Wednesday night at the Elks' hall, on Franklin avenue, which was a jolly and enjoyable event.

Present were Contractors Conrad Schroeder, E. S. Williams, John Colligan, Mathias Stipp, Harry R. Sykes, Herman Woelkers, John Sykes, Peter Stipp, M. J. Ruddy, Henry Bellman, and their secretary, B. F. Laudie, and the following members of the Bricklayers' union, No. 18, of Scranton: President Michael Nolan, Vice-President Frank C. Schroeder, Arthur Johnson and William Perry, members of the conference committee, and W. J. Singer, M. L. Duebeler, Charles Saffley, Fred E. Sykes, John L. Rammann, John Longford, Thomas Moran, Gus L. Noll, E. P. Shiffner, F. L. Loftus, Gomer P. Reese, J. T. Siedler, Harvey Cole, M. McDonough, C. W. Kraeclik, William Harley, Frank Briggs, James Shiffner, Edward Saffley, William Lewis, John Hawks, Frank Post, Adam Schroeder, Charles Zell, S. O. Wells, E. Kraeclik, Thomas Gemmill, Joseph Heller, Ira Newton, T. P. Morris, F. J. Noll, Jacob Kunz, Jr., G. Seattie, George A. Lewis, John Izler, Charles Heier, S. H. Sherman, Louis T. Stupp, Elijah Shiffner and Henry Bellman, Jr., Patrick Welsh, and others.

After the substantial part of the banquet had been carefully considered, E. S. Williams was elected toastmaster, and called upon Conrad Schroeder to make the opening address. It was in the nature of a welcome to those present, and he happily responded to by William Perry, of the conference committee. He expressed the hope that the banquet would become an annual affair. John Hawks, a veteran bricklayer, responded to a toast on "Strikes." In his speech he said he believed in banquet strikes. He related how Lackawanna avenue was first fenced with a stumpy fence, built by Mr. Dodge, the stump-puller, when he first commenced to lay back in Scranton. It was listened to with interest.

Bricklayer Gomer P. Reese favored the banquet with a solo, "Contractors in the Past," and Arthur Johnson, secretary of the Bricklayers' union, responded to a toast on "How Lockouts and Strikes Can Be Averted." In his speech he said that lockouts and strikes can be averted by conference committees, with full power to act, chosen from both sides. He said that such committees are now being organized in the city. He stated that he had never been a part of a strike, but that he believed that such committees are now being organized in the city. He stated that he had never been a part of a strike, but that he believed that such committees are now being organized in the city.

# WANT WORMSER TO EXPLAIN

## COUNCILMEN WOULD LIKE TO KNOW ABOUT BIDS.

The Director of Public Safety Requested to Furnish Select Council with His Reason for Awarding Contracts to Highest Bidders. Committee Appointed to Investigate Certain Actions of Controller Howell—Sewer Contract Awarded. Other Important Business.

The select council wants to know why Director of Public Safety Wormser and ex-Recorder Moir awarded the recent contracts for a fire engine and for fire hose to the highest, instead of to the lowest responsible bidder. President Chittenden introduced a resolution at last night's meeting directing Director Wormser to give councils his reasons for this action, and also requesting him to furnish to councils the names of the agents present in the interests of the successful bidders. The resolution was passed unanimously, without discussion.

Council also decided to appoint a committee of three to investigate the alleged neglect of Controller Howell in not furnishing a statement of all deficiencies to the councils at the beginning of the fiscal year, and his action in refusing to obey the councilmanic resolution directing him not to countenance warrants for any bills not approved by the auditing committee. Chairman Chittenden appointed as members of this committee three of the council's outspoken opponents, Messrs. Vaughan, Clemens and Oliver. The matter was brought up by the reading of several communications from the controller. One of these set forth that the amount of unexpended balances not subject to be merged in the fiscal year 1900-1901 amounted to \$161,233. Another communication set forth that there are now on file in the controller's office deficiency bills remaining unpaid to the amount of \$8,794.65, this in addition to the \$15,000 worth of deficiency bills provided for in the mayor's general appropriation ordinance.

CONTROLLER HAS KNOWLEDGE. Mr. Vaughan claimed that the controller had no knowledge of large number of these bills, which the committee was meeting and he censured him for not sending them in at that time. It was finally decided to refer this matter and still another communication in which the controller signified his intention of resigning warrants for bills not approved by the head of the proper department only, to the above mentioned select committee for investigation.

In this connection it is interesting to note a resolution offered by Mr. Merriman. One of the bills was counterbalanced by the controller upon the mere approval of the head of the proper department was a warrant for \$10 drawn in favor of Dr. W. E. Allen, superintendent of the bureau of health, the money to be used by him in paying parties who had been dead.

After setting forth these facts and noting that the payment of this money was an advance payment, Mr. Merriman's resolution directs the director to pay back the money into the city treasury and further directs the controller to certify any such warrants in the future. It was passed unanimously.

Council also awarded a contract, the first awarded by any but the heads of departments since the "ripper" bill went into force. This contract was for the construction of a sewer on Broadway, Moran court, Fourth avenue, etc., and was awarded to Donohue & O'Boyle, whose bid of \$161 per linear foot was the only one received. The bids for this were asked for some time ago by council.

TAX ORDINANCE. Mr. Cosgrove introduced the license tax ordinance prepared by City Solicitor Watson, under the direction of ex-Recorder Moir, a resume of which appeared in the Tribune some weeks ago. It was referred to the license committee without comment.

Other resolutions introduced and passed are as follows: By Mr. Melvin—Providing for the payment of a portion of Spruce street, between Franklin and Penn avenues, at the expense of the city and the abutting owners.

By Mr. Schindler—Directing the director of public works to have a hydrant erected at the corner of Beech street and Sloam avenue.

By Mr. Oliver—Directing the city assessor to file with the city clerk a list of all the owners of property in the city, with the names of the assessors in each ward.

By Mr. Clemens—Providing that a pavement be laid on South Washington avenue between Lackawanna avenue and the Lackawanna cat slope, extending the time limit for the construction of the sewer in Section A, Fourth sewer district, sixty days, directing the city controller to contract with the contractor for the construction of the sewer upon the receipt of a certificate from the city solicitor setting forth that the Lackawanna iron and steel company has delivered to him a release of ground rent properly executed.

NEW ORDINANCES. The following new ordinances were introduced: By Mr. Melvin—Providing for the grading of Taylor avenue between Mulberry and Vine streets.

By Mr. Vaughan—Providing for the construction of a sewer in the Seventeenth sewer district.

By Mr. Merriman—Providing rules and regulations for the government of the sinking fund investments.



# The Buyers

On whom all merchants depend, demand a good dollar's worth for a good dollar, and that condition is a reality here always. Our Bamboo Porch Shades are priced so low it's like finding money to buy them.

Size	Inside	Outside
Meat	Meat	Bark
6x8	60c	
6x8	75c	\$1.25
8x8	1.00	2.00
10x8	1.25	2.40
9x12		3.25

# Foot & Fuller Co

Nears Building. RAILROAD TIME TABLES.

Delaware, Lackawanna and Western In Effect Dec. 2, 1900.

South-Leave Scranton for New York at 1.40, 3.00, 6.50, 8.00 and 10.05 a. m.; 12.35, 3.35 p. m. Philadelphia at 8.00 and 10.05 a. m.; 11.55 and 3.35 p. m. For Stroudsburg at 6.10 p. m. Milk accommodation at 3.40 p. m. Arrive at Hoboken at 6.30, 7.05, 12.05, 2.15, 4.45, 7.19 p. m. Arrive at Philadelphia at 1.06, 2.51, 6.00 and 8.25 p. m. Arrive from New York at 11.32 and 10.23 a. m.; 1.00, 1.52, 2.45, 3.45 and 11.30 p. m. From Stroudsburg at 8.05 a. m.

North-Leave Scranton for Buffalo and Intermediate stations at 1.15, 6.35 and 9.00 a. m.; 1.45, 5.45 and 11.35 p. m. For Oswego and Syracuse at 6.35 a. m. and 1.55 p. m. For Utica at 1.10 a. m. and 1.55 p. m. For Montrose at 9.10 a. m.; 1.05 and 5.45 p. m. For Nicholson at 4.00 and 6.15 p. m. For Binghamton at 10.20 a. m. Arrive in Scranton from Buffalo at 1.25, 2.55, 4.25, 5.55, 7.25, 8.55, 10.25 and 11.55 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.28 and 8.00 p. m. From Utica at 2.25 a. m.; 12.38 and 3.20 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 8.00 p. m.

Bloomburg Division—Leave Scranton for Northumberland at 6.45, 10.05 a. m.; 1.35 and 5.30 p. m. For Plymouth at 1.05, 3.40, 8.50 p. m. For Pennsylvania at 8.10 a. m. Arrive at Northumberland at 9.25 a. m.; 1.10, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 a. m. Arrive at Bloomsburg at 2.00, 4.30, 9.45 p. m. Arrive at 12.35, 4.50 and 8.45 p. m. From Kingston at 7.00 and 11.40 p. m. From Plymouth at 7.55 a. m.; 3.20 and 8.35 p. m.

SUNDAY TRAINS. South-Leave Scranton at 1.40, 3.00, 5.50, 10.05 p. m.; 3.35 and 4.10 p. m. North-Leave Scranton at 1.15, 6.35 a. m.; 1.45 and 11.35 p. m. Bloomsburg Division—Leave Scranton at 10.05 a. m. and 5.50 p. m.

Central Railroad of New Jersey. In New York—Foot of Liberty street, N. R., and South Ferry. TRAINS IN EFFECT MAY 19, 1901. Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven, at 8.55 a. m.; express, 1.10; express, 4.00 p. m. Sundays, 2.15 p. m.

For Patuxent and Wilkes-Barre, 8.55 a. m.; 1.10 and 4.00 p. m. Sundays, 2.15 p. m. For Baltimore and Washington and points South and West via Bethlehem, 8.55 a. m.; 1.10 and 4.00 p. m. Sundays, 2.15 p. m. For Long Branch, Ocean Grove, etc., at 8.55 a. m. and 1.10 p. m. For Reading, Lebanon and Harrisburg, via Allentown, 8.55 a. m. and 1.10 p. m. Sundays, 2.15 p. m. For Pottsville, 8.55 a. m., 1.10 p. m., 4.00 and 8.15 p. m. For Lehigh Valley Railroad, 8.55 a. m., 1.10 and 4.00 p. m. Through tickets to all points east, south and west at lowest rates at the station.

# Summer Shirts Straw Hats

THE NEWEST STYLES. THE LOWEST PRICES. Louitt & Isaac 412 SPRUCE STREET. Have you tried our Special 10c Linen Collars? We have them in all the latest shapes.

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# 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 Pittsburg and the West. 9.35 a. m., week days, for Hazleton, Philadelphia, Baltimore, Washington and Pittsburgh and the West. 2.18 p. m., week days, (Sundays 1.53 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. HUGHESON, Gen. Mgr. J. B. WOOD, Gen. Pass. Agt.

# Lehigh Valley Railroad.

In Effect June 2, 1901. Trains Leave Scranton: For Philadelphia and New York via D. & H. R. R. at 6.45 and 9.35 a. m. and 2.18, 4.52 (Black Diamond Express), and 11.30 p. m. Sunday, D. & H. R. R., 1.58, 8.27 p. m. For Wilkes-Barre, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.45, 2.18 and 1.27 p. m. For Pottsville, 6.45 a. m., 2.18 p. m. For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 9.35 a. m.; 2.18, 4.52 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 9.38 a. m.; 1.58, 8.27 p. m. For Tonkhamack, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D. & H. R. R., 6.45 a. m.; 8.05 a. m.; 1.00 and 3.40 p. m. For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.45, 11.53 a. m.; 1.28, 4.27 (Black Diamond Express), 7.45, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 11.55, 8.27 p. m. Pullman parlor and sleeping car on Lehigh Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Susquehanna Bridge. ROLLIN H. WILBUR, Gen. Supt., 29 Cortland street, New York. CHARLES S. LESTER, Gen. Pass. Agt., 28 Cortland street, New York. A. W. NONNEMACHER, Div. Pass. Agt., South Scranton, Pa. For tickets and Pullman reservations apply to 300 Lackawanna avenue, Scranton, Pa.

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Porch Rugs Porch Curtains Fibre Carpets Straw Mattings Summer Draperies

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MAHE UNDER ARREST. He is Charged with Using the Mails to Defraud. Deputy United States Marshal J. W. Snyder made an important arrest yesterday when he served a warrant upon George P. Mahle, at Wilkes-Barre, and later arraigned him before Commissioner Hahn on the charge of using the mails for fraudulent purposes. Mahle was held in \$1,000 bail for a hearing this afternoon.

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