INDUSTRIAL AND LABOR

LOCAL MANUFACTURERS ARE HOME FROM NEW YORK.

They Attended the Meeting of the Metal Trades Association—Action Taken by That Body Does Not Give Hope That the Strike Will Soon End—Lackawanna Will Hereafter Not Carry Dynamite—Wreck at Vestal the Cause of This Order. D. L. & W. Board for Today.

Superintendent M. N. MacLaren, of the Allis-Chalmers company's Penn avenue shops; President W. D. Zehnder, of the Bolt and Nut works; W. R. McClave, of the McClave-Brooks company; J. B. Poore, of the Scranton Pump Manufacturing company, and W. N. Gardner, of the Finch Manufacturing company, were all in New York Tuesday and yesterday, attending the meeting of the Metal Trades association, and all of these gentlemen but Mr. MacLaren have now returned.

The latter is expected home this morning. With the exception of the Allis-Chalmers company, the concerns named above are all new comers in the association, being only recently admitted. There has been a general influx into its ranks from the smaller facturers from all over the country, seeking a mutual safeguard and protective league.

Over two hundred concerns were represented, three men from the Pacific coast representing all the manufacturers along the coast. One of the gentlemen who returned declared last night to a Tribune man that the association had not in a spirit of braggadocio thrown down the gauntlet and openly defied not only the machinists' union, but the Federation of Labor, as reported in dispatches in a local evening paper, but that as the machinists had taken the initiative in violating the terms of the original agreement, the association had merely declared that contract null and void as a result of the strikers' own actions.

The principal business done at the session consisted in reaffirming the declaration of principles and resolution adopted by the administrative council at Chicago during the latter part of May. The resolution, adopted May 28, declares the agreement at an end, and in the declaration of principles, adopted May 29, the association fully asserts the attitude which it maintains towards all employes. Two of the most significant clauses are the following:

Employment.—No discrimination will be made against any man because of his membership in any society or organization. Every workman who elects to work in a shop will be required to work peaceably and harmoniously with all his fellow employes.

Disapproving absolutely of strikes and lockouts, the members of this association will not arbitrate any question with men on strike. Neither will this association countenance a lockout on any arbitrable question unless arbitration has failed.

No effort is yet being made by the local members of the association to operate their plants, and while the manufacturers declare that they will not turn aside any men applying to them for positions, still for the present there will be no attempt made to recruit employes from out of the city.

There were no new developments during the day among the strikers themselves. The delegate to the machinists' convention at Toronto is expected back soon, and will submit his report.

Will Not Carry Dynamite.

As a result of the recent wreck on the Lackawanna railroad at Vestal, Superintendent C. J. Phillips, of the Buffalo division, has annulled the order permitting the transportation of dynamite and other high explosives over the road. The order becomes effective at once, except for any explosive materials now actually on trains.

Whether this order will become permanent is not yet known, as the officials have not decided on that. It is possible that some special arrangement will be made for transporting explosives other than the one recently in vogue. An investigation of the damage done to property at Vestal is now being made.

Seven cars were destroyed in the wreck. The engines were of the old type. The coroner has been investigating the matter and will hold an inquest at Binghamton this evening.

It is announced from Elmira that Henry Polhamus, who was injured, will bring suit for damages against the company.

The Sale Ratified.

A meting of the stockholders of the Dickson Manufacturing company was held yesterday morning in the offices of the company officials in the Commonwealth building and the sale of the Cliff street shops to the American Locomotive company notified.

The session was continued from a meeting held some time ago. The sale was unanimously approved. No statement has yet been made as to the price paid for the shops, nor is it likely that there will be any announcement until shortly before the combine takes possession.

D., L. & W. Board for Today.

The following is the make-up of the D., L. and W. board for today:

Scranton, June 13, 1901.

WEDNESDAY, JUNE 12.

Wild Cats, East—8 p. m., O. W. Fitzgerald; 10 p. m., J. H. Masters.

THURSDAY, JUNE 13.

Wild Cats, East—12.30 a. m., M. Golden; 3 a. m., A. H. Rowe; 5 a. m., George Burt; 10 a. m., T. Fitzpatrick; 11 a. m., A. G. Hammitt; 1 p. m., F. Van Wormer; 5 p. m., M. Hennigan; 6 p. m., William Kirby.

Summits, etc.—6 a. m., east, J. Carrigg; 8 a. m., west, G. Frounfelker; 6 p. m., east, J. Hennigan; 8 p. m., east, W. H. Nichols; 7 p. m., east from Nay Aug, E. McAllister; 7 p. m., west from Cayuga, M. Ginley, with Thompson's crew; 7 p. m., west from Cayuga, McLane.

Puller.—10 a. m., F. E. Secor.

Pushers—8 a. m., G. Houser; 10 a. m., S. Finnerty; 11.30 a. m., Moran; 7 p. m., Murphy; 9 p. m., Lamping; 10 p. m., A. Widener.

Passenger Engines—7 a. m., Gaffney; 7 a. m., Singer; 5.30 p. m., Stanton; 7 p. m., McGovern.

Wild Cats, West—5 a. m., J. Baxter; 7 a. m., Ketchum; 10 a. m., E. E. Duffy; 11 a. m., O. Case; 2 p. m., C. Kingsley; 4 p. m., F. L. Rogers; 5p. m., J. H. McCann; 6 p. m., John Gahagan.

NOTICE.

J. W. Devine and crew will run 6 a. m. wild cat Thursday, June 13, in place of place Gerrity and crew, one round trip.

J. Gerrity and crew will report at superintendent's office at 10 a. m. Thursday, June 13.

FIRE ON HARRISON AVENUE.

Two Story Ablaze for Third Time in a Year.

A fire which was very probably of incendiary origin broke out this morning shortly before 1 o'clock on the ground floor of a two story unoccupied building at 508 Harrison avenue, owned by Thomas Young, of Dunmore.

An alarm was turned in from box 128 at the corner of Prospect avenue and Vine street, and the Crystals and Reliefs responded. The flames were kept confined to one or two rooms. There was a strong smell of kerosene about the place and this, coupled with the fact that this is the third time within a year that it has been afire, gives rise to the theory of incendiarism. The damage done will not amount to over $100.

DECKER'S EYE INJURED.

Part of the Covering of Torpedo Did the Mischief.

George N. Decker, of 328 North Sumner avenue, suffered an accident Tuesday night in the Delaware, Lackawanna and Western yard, which will cost him the use of his right eye.

He was oiling his engine when a torpedo on an adjoining track was exploded and part of the tin covering flew and struck him in the eye, cutting it severely. He is veing treated at the Lackawanna hospital.

BATTLE WITH BURGLARS.

Station Agent Chase and Two Companions Had an Exciting Time at Parsons.

F. N. Chase, station agent at Parsons, had an exciting battle with burglars at the station early yesterday morning. Mr. Chase lives a short distance from the station, and the buildings are connected by a burglar alarm. Early yesterday morning the ringing of this alarm woke him up, and dressing he aroused two of his neighbors who accompanied him to the station. All were armed with shot guns.

An examination of the station showed that two men were in the building and Chase and his aids determined to capture them. A noise was made and the burglars alarmed, made their exit by way of a window.

Upon gaining the platform they were told to surrender, but the thieves drew their revolvers and fired several shots at Chase and his two comrades, who returned the fire with their shot guns at close range. Yells of rage and groans of pain followed the volley from the shot guns, but both men succeeded in the excitement that followed in making good their escape. Chase and his companions are positive that at least one of the burglars was wounded. The thieves were at work upon the freight and express matter when surprised by Chase. The burglars, in their haste to escape, took nothing with them, but left several articles as souvenirs for the agent.

Each burglar left a new umbrella, two bags to carry away their plunder and a pint bottle containing a small quantity of whiskey.

Martin Crippen, detective for the Delaware and Hudson, was notified and is now working upon the case.

SURETY COMPANY BONDS.

Ordinance Making Them Necessary to Be Introduced Tonight.

There will be introduced in council tonight an ordinance providing that in the future all bonds filed with the city by contractors, tax collectors and others shall be surety company bonds.

The ordinance has been prepared by City Solicitor Watson, who believes that it is about time the city demanded bonds from a responsible company, thus reducing to a minimum the possibility of not being able to recover in case of an emergency.

SCRANTON FILES DEMURRER.

Water Rates Case Now Goes Into Argument Court.

President W. W. Scranton, of the Scranton Gas and Water company, filed a demurrer yesterday, in Prothonotary Copeland's office, to the bill brought by Conrad Schroeder to test the validity of the city ordinance which attempts to regulate the water rates.

This throws the case into argument court. M. E. Olmstead, of Wilkes-Barre, and Willard, Warren & Knapp represent the defendant.

LIST OF ADVERTISED LETTERS.

List of letters remaining uncalled for at the Scranton postoffice, Lackawanna county, Pa., June 13, 1901. Persons calling for these letters will please say advertised and give date of list.

Ezra H. Ripple, Postmaster.

George Archer.

M. Brenner, W. C. Blount, Patrick Butler, Mrs. A. Bowers, Mrs. Anna Brennan, Mrs. S. Barrett, Mrs. M. Boelin, E. W. Bryantt Mrs. James Byrd, Mrs. Jane Brennan, John T. urns, John Baker.

Mrs. Annie Coyne, Thomas Carroll, J. W. Christie, Mike Cocforam, James Conway, John Cooney, Mrs. Collins, M. Cosgrove, Julian Coyne, Andrew Colman, Mrs. Carney, Mrs. Collins.

Joseph Davis, Mr. Dougherty, Joseph M. Davis, Mary Duffy, James Donnelly, C. Dunmore, John Davis, Anthony Dean.

Mrs. E. Emmerson, Mrs. Frank E. Fagen, Elsie Edwards, Mrs. Minnie English, George Eapley.

John Forester, Michael Fahl.

James Gilloly, Merritt Gardner, W. H. Griffith, Rudolph Geyer, Mary Gaynhun, William Gilholly, Charles Gallagher, Henry Gaddin, R. Goden, M. F. Gaintv.

Owen Hughes, Thomas Doman, Sarah Healey, J. M. Harris, T. D. Hays, W. W. Hines, David Haines.

Mrs. Iabo.

Mrs. T. J. James, Miss Lizzie Jones, Mrs. Ed. Jones, Patrick Jenkins.

Annie Kearney, Thomas M. Kinney, William Kelly, T. W. Knapp, John Keaney, M. Kelly, R. Kelly.

John Loughlin, Thomas Longmore, Mary Langan, Arthur Ludwig, Miss May Lewis, Lyle Lee, Mrs. Eliza Levey, Miss Mary Leary, G. W. Larson, M. M. Livingston, Mary Logan.

Mrs. W. McNamanay, M. J. McLoughlin, Patrick McIntyre, K. McKennon, David McDermott, Mrs. Clara McDermott, Kate McCann, Robert McNeal, Thomas McCue, P. E. Morton, Mrs. M. Mack, Mrs. James A. Morgan, Mary Murray, William N. Mott, John Mackvis, Thomas Ming, Thomas Morris, Charles J. Morgan, John Meck.

A. H. Nancy, Margaret Nellar, N. Noone, Maggie Nadlus.

Edward T. Osman, John A. O'Kennell.

Thomas Padden, Mrs. L. Pardee, W. W. Palmer, John Quinnan.

John R. Ritz, Arthur Robinson, M. Ryan, A. Ready, E. Richards, Albert Russell, William Rafferty, Mrs. Alonzo Robinson, J. Russell.

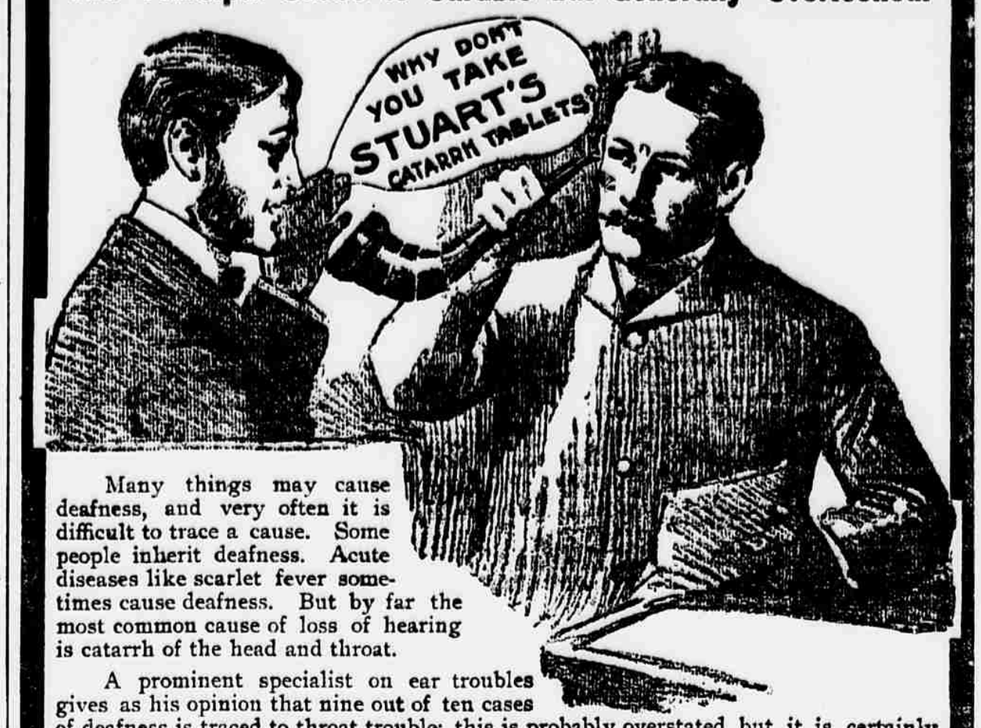
Mrs. Mary Scott, Mrs. M. Sullivan, Frank Schweiburg, E. Smith, Kate Smith, Mrs. B. Stokes, Joe Shorty, L. Simmenson, Mrs. E. Simmenson, P. Sweeney, Mrs. Irene Stevens, John Smith, Michael Shay, James Sullivan, Elizabeth Sullivan, Nellie Slack, Mary Schinker, John Staff, William Springer, Lucy Sullivan, William P. Schwartz.

Joseph Toll, William Tunner, Lewis Trifely, William Vorton.

Mrs. Margaret Williams, J. M. Walton, William Wadelvisch, Fred Wehne, Mrs. David Welsh, Mrs. Jacob Wease.

WHAT CAUSES DEAFNESS.

The Principal Cause is Curable but Generally Overlooked.



Many things may cause deafness, and very often it is difficult to trace a cause. Some people inherit deafness. Acute diseases like scarlet fever sometimes cause deafness. But by far the most common cause of loss of hearing is catarrh of the head and throat.

A prominent specialist on ear troubles gives as his opinion that nine out of ten cases of deafness is traced to throat trouble; this is probably overstated but it is certainly true that more than half of all cases of poor hearing were caused by catarrh.

The catarrhal secretion in the lungs and throat finds its way into the Eustachian tube and by clogging it up very soon affects the hearing and the hardening of the secretion makes the loss of hearing permanent, unless the catarrh which caused the trouble is cured.

Those who are hard of hearing may think this a little far fetched, but any one at all observant must have noticed how a hard cold in the head will affect the hearing and that catarrh if long neglected will certainly impair the sense of hearing and ultimately cause deafness.

If the nose and throat are kept clear and free from the unhealthy secretions of catarrh, the hearing will at once greatly improve and anyone suffering from deafness and catarrh can satisfy themselves on this point by using a fifty cent box of Stuart's Catarrh Tablets, a new catarrh cure, which in the past year has won the approval of thousands of catarrh sufferers as well as physicians, because it is in convenient form to use, contains no cocaine or opiate and is as safe and pleasant for children as for their elders.

Stuart's Catarrh Tablets is a wholesome combination of Blood root, Guaiacol, Eucaluptol and similar antiseptics and they cure catarrh and catarrhal deafness by action upon the blood and mucous membrane of the nose and throat.

As one physician aptly expresses it; "You do not have to draw upon the imagination to discover whether you are getting benefit from Stuart's Catarrh Tablets; improvement and relief are apparent from the first tablet taken.

All druggists sell and recommend them. They cost but fifty cents for full sized package and any catarrh sufferer who has wasted time and money on sprays, salves and powders will appreciate to the full the merit of Stuart's Catarrh Tablets.

OLYPHANT.

The Browns are jubilant over their defeat of the Olyphant base ball team at Lake Lodore on Tuesday. The rivalry between the two teams has been very keen of late, and the game was exciting from start to finish. For the Browns, Morgan pitched the first half of the game, when he was released by Cleary. Curtis and Sheridan did the twirling for their opponents. The score by innings was as follows:

Olyphant B. B. C. .....1 0 0 3 0 0 1—5
Browns .....2 0 2 0 1 1 x—7

Mr. and Mrs. Henry Dearie, of Delaware street, and Miss Charity Crippen left Tuesday to attend the wedding of Miss Emma Dearie to William J. Evans, at Bethlehem.

Prof. John O'Hara, Thomas Hanahue, Joseph Regan and Prof. Cummings returned home last evening, after spending the day fishing at Lake Lodore. They report a good catch.

A quiet wedding took place at the residence of the Rev. Ellis Roberts on Susquehanna street, Tuesday evening, when Dinah Evans, of Fourth street, Blakely, and William Evans, of the West Side, were united in marriage, David J. Owens and Miss Rachel Evans were the attendants. They have the best wishes of a host of friends. They will reside at the home of the bride.

Children's day will be observed in the Congregational church Sunday evening. The following programme will be rendered: Opening song, "Building, Daily Building," Sunday school; Scripture reading and prayer, Rev. Peter Roberts; song, "Christ, the Sure Foundation," Sunday school; recitation, "Introducing Faith," five little girls; solo and chorus, "The Shield of Faith," Blanche Williams; recitation, "Introducing Virtue," five little boys; recitation, "Helping Mother," Jennie Davis; duet, Lizzie Lewis and Hannah Morgan; recitation, Mary Morris; song, "Grow in the Knowledge of Jesus," Sunday school; dialogue, by ten little ones; temperance song, "Living for Jesus Here," Sunday school; recitation, May Evans; quartette, "Father, Make Us Loving"; recitation, "Yonder Mighty Ocean," Mamie Davis; dialogue, by four girls; recitation, "Somebody's Mother," Mary M. Davis. An address will be delivered by Rev. Peter Roberts, who will have charge of the exercises. Closing song, "Love of God," by the Sunday school.

Miss Clara House, of Scranton, is the guest of Mrs. J. A. Hull, of Blakely.

TAYLOR.

At the Green Ridge Presbyterian church Mr. William T. Davis, a prominent young man of this place, and Miss Bessie Wade, an estimable young lady of the Sibley, were united in holy wedlock yesterday by the Rev. L. R. Foster, formerly of this place. The bride looked very charming, being gowned in a gray suit with silk trimmings. At the conclusion of the ceremony the contracting parties enjoyed a sumptuous dinner and then left on an extended wedding tour, taking in the Pan-American exposition.

The funeral of John, 8-months-old child of Mrs. John Connolly, occurred from the home on Taylor street yesterday afternoon. Services were held at the house, Rev. Dr. H. H. Harris officiating. Burial was made in the Forest Home cemetery. The pallbearers were Laura Sperber, Annie Phillips, Gertrude Healey and Ethel Reese.

Funeral Director J. E. Davis is adding an addition to his residence on North Main street.

Lackawanna Valley council, No. 81, Junior Order United American Mechanics, will convene in regular session this evening, when nomination of officers will be held.

Miss Rebecca Williams is visiting relatives in Olyphant.

Mrs. James Thompson, of Main street, was the guest of relatives in Pittston yesterday.

PECKVILLE.

John Montish, a Hungarian, whose home was at Priceburg, was struck and instantly killed by engine 322, southbound, on the Delaware and Hudson railroad, at about 2.30 o'clock yesterday afternoon. The accident occurred just south of the Peckville station. Montish, who was partly demented, was walking the tracks and failed to hear the approaching train. He was hurled many feet in the air and when the trainmen went to him he was dead, his both legs having been severed at the ankles. He had no relatives in this country. The body was taken in charge by J. N. Lillibudge, the local poormaster, who in turn placed the body in the hands of Undertaker Swallow, of Olyphant.

Mrs. Mace, Mrs. Moules and Miss Vandervoort gave a very enjoyable outing to their Sunday school classes in White's addition yesterday.

Herbert Frear leaves Saturday for Niagara Falls, where he will make his future home.

RAILROAD TIME TABLES.

Delaware, Lackawanna and Western

In Effect Dec. 2, 1900.

South—Leave Scranton for New York at 1.40, 3.00, 5.50, 8.00 and 10.05 a. m.; 12.55, 3.33 p. m. For Philadelphia at 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m. For Stroudsburg at 6.40 p. m. Milk accommodation at 3.40 p. m. Arrive at Hoboken at 6.30, 7.18, 10.28, 12.08, 3.15, 4.48, 7.19 p. m. Arrive at Philadelphia at 1.00, 3.22, 6.00 and 8.22 p. m. Arrive from New York at 1.10, 6.32 and 10.23 a. m.; 1.00, 1.42, 5.43, 8.45 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.; 1.55, 5.18 and 11.55 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 9.00 a. m.; 1.05 and 5.48 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, 5.45 and 10.00 a. m.; 3.30 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.38 and 8.00 p. m. From Utica at 2.55 a. m.; 12.38 and 3.30 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.30 and 8.00 p. m.

Bloomsburg Division—Leave Scranton for Northumberland, at 6.45, 10.05 a. m.; 1.55 and 5.50 p. m. For Plymouth at 1.05, 3.40, 8.50 p. m. For Kingston at 8.10 a. m. Arrive at Northumberland at 9.35 a. m.; 4.10, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 a. m. Arrive at Plymouth at 2.00, 4.32, 9.15 p. m. Arrive in Scranton from Northumberland at 9.42 a. m.; 12.35, 4.50 and 8.15 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.55 a. m.; 3.20 and 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 3.00, 5.50, 10.05 a. m., 3.33 and 5.40 p. m.

North—Leave Scranton at 1.15, 6.35 a. m.; 1.55, 5.18 and 11.55 p. m.

Bloomsburg Division—Leave Scranton at 10.05 a. m. and 5.50 p. m.

Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.53, 10.13 a. m., 12.00, 1.20, 2.41, 3.52, 5.20, 6.25, 7.57, 9.15, 11.20 p. m., 1.10 a. m.

For Honesdale, etc., 6.20, 10.13 a. m., 2.41 and 5.20 p. m.

For Wilkes-Barre—6.15, 7.18, 8.11, 9.38, 10.43 a. m., 12.00, 1.28, 2.18, 3.25, 4.27, 6.10, 7.18, 10.41, 11.30 p. m.

For L. V. R. R. points—6.15, 9.38 a. m., 2.18, 4.27 and 11.30 p. m.

For Pennsylvania R. R. points—6.15, 9.38, 2.18, 3.25 and 4.27 p. m.

For Albany and all points north—6.20 a. m. and 3.52 p. m.

SUNDAY TRAINS.

For Carbondale—8.50, 11.33 a. m., 2.41, 3.52, 5.52 and 10.52 p. m.

For Wilkes-Barre—9.38 a. m., 12.00, 1.58, 3.25, 6.32 and 8.42 p. m.

For Albany and points north—3.52 p. m.

For Honesdale, etc.—8.50, 11.33 a. m. and 3.52 p. m.

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 9.38 a. m., and 2.18, 4.27 (Black Diamond Express), and 11.30 p. m. Sundays, D. & H. R. R., 1.58, 8.27 p. m.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.45, 2.18 and 4.27 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, 9.38 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 9.38 a. m.; 1.58, 8.27 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D., L. & W. R. R., 8.08 a. m.; 1.05 and 5.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 11.55 a. m., 1.28, 3.33 (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 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.

CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.

A. W. NONNEMACHER, Div. Pass. Agt., South Bethlehem, Pa.

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

Central Railroad of New Jersey.

Stations in New York—Foot of Liberty street, N. R., and South Ferry.

TIME TABLE 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 Pittston 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.

For Mountain Park, 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.

C. M. BURT, Gen. Pass. Agt.
J. H. OLDHAUSEN, Gen. Supt.

New York, Ontario and Western Railway

Time Card in effect Dec. 30th, 1900.

SCRANTON DIVISION.

807 Excep't Sun.	803 Sun. only	801 Excep't Sun.	STATIONS	800 Daily	806 Excep't Sun.	808 Sun. only
		PM			AM	
		7 10	Ar. N.Y., W. 42d St. Lv.		8 00	
	AM	PM			PM	PM
.....	10 55	1 05	Ar. Cadosia Lv.		3 05	4 50
.....	10 49	12 46	Hancock "		3 14	4 55
.....	10 31	12 42	Starlight "		3 22	5 05
.....	10 23	12 31	Preston Park "		3 31	5 22
.....	10 15	12 22	Winwood "		3 41	5 35
.....	10 00	12 10	Pointella "		3 50	5 44
.....	9 50	11 58	Avoca "		3 60	5 53
.....	9 40	11 48	Pleasant Mt. "		4 05	6 30
.....	9 25	11 43	Uniondale "		4 15	6 38
.....	8 30	11 35	Forest City "		4 19	6 40
PM	8 14	11 25	Carbondale Yd "	AM	4 26	7
6 40	9 10	11 20	Carbondale "	7 00	4 34	5 54
6 38	9 07		White Bridge "	7 02		
6 34	9 00	11 14	Mayfield Yd "	7 05	4 45	6 10
6 32	9 00	11 11	Mayfield "	7 07	4 50	6 01
6 29	8 55	11 09	Jermyn "	7 09	4 56	6 03
6 24	8 51	11 04	Archbald "	7 13	5 16	6 08
6 22	8 49	11 01	Winton "	7 18	5 16	6 12
6 18	8 46	10 57	Peckville "	7 23	5 26	6 16
6 15	8 42	10 55	Olyphant "	7 27	5 36	6 21
6 11	8 40	10 50	Priceburg "	7 30	5 37	6 26
6 03	8 34	10 48	Throop "	7 34	5 42	6 31
6 00	8 30	10 45	Providence "	7 38	5 46	6 31
5 53	8 20	10 43	Park Place "	7 44	5 53	6 39
5 50	8 20	10 40	Lv. Scranton Ar.	7 48	5 56	6 45
PM	AM	AM		AM	PM	PM

Additional trains leave Carbondale for Mayfield Yard 6.45 pm except Sunday, and 7.50 pm Sunday only, arriving at Mayfield Yard 7.00 pm and 8.00 pm.

Additional trains leave Scranton at 7.00 pm Sunday only, stopping at all stations to Carbondale, arrive at 7.45 pm, and train leaves Mayfield Yard for Carbondale at 6.45 am daily, arriving at Carbondale at 6.55 am.

Rates 2 cents per mile

Lowest Rates to all Points West.

J. C. ANDERSON, Gen'l Pass'r Agent, New York City.

J. E. WELSH, Trav. Agent, Scranton, Pa.

SUMMER FURNISHINGS

Our new stock of fabrics specially adapted for this season, is now complete and comprises all the new novelties in

Porch Rugs Porch Curtains

Fibre Carpets

Straw Mattings Summer Draperies

WILLIAMS & McANULTY

Temporary Store—126 Washington Ave.

Carpets. Wall Paper. Draperies.

The Eastern Consolidated Oil Co

Of California,

Have placed their prospectus in the hands of the undersigned, and can be seen by all who have a desire to acquaint themselves with the true and unbiased statements of the facts set forth.

The following clipping, etc., may interest the reader, but for full details we must refer you to the prospectus of the company, which will be found intensely interesting as well as instructive:

First—The officers are from the East, and are incorporated under the laws of Maine.

Second—The capital stock is $5,000,000.

Third—The par value of stock is $1.00 per share.

Fourth—The price of shares are 25 cents each.

Fifth—The property owned and controlled by the company is 19,686½ acres, all underlaid with oil, which has been critically examined by test wells and oil may be seen on surface of land as well as floating out for miles on the ocean.

Sixth—One hundred and ten acres of this vast tract lies in the southwestern field of Los Angeles. Upon this portion are three wells now producing oil in sufficient quantities to pay a handsome dividend upon the allotment of capital stock now offered for sale.

Seventh—The fourth well was to be finished by June 1 (probably producing now).

Eighth—Orders have been given for seven more to be finished by August 1 and five more by September 1, which will make sixteen producing at that time. These (at low estimate) should bring to the treasury over $20,000 a month.

Ninth—The company propose to sink one well to each acre on this 110 acre plot. Now, if sixteen wells will produce $20,000, 110 acres would produce $137,500 a month, and twelve times that would be $1,650,000 in one year, and 19,686½ acres at the same ratio would yield a revenue of $288,024,772, when in full operation. Now, suppose we deduct from the above for expenses in equipping this vast acreage, including salaries, etc., $88,024,772, we would then have $200,000,000 a year for dividends. And as we have only 5,000,000 shares, it would give every one $40 for every share he owned, after paying for the equipment.

$25 will now purchase 100 shares.
$50 will now purchase 200 shares.
$100 will now purchase 400 shares.

400 shares at $40 each would be $16,000 a year, which cost you today only $100.

The latest news, 8th of June, is that the officers are on the way to California to purchase another very valuable property that is producing large quantities of oil. If the directors make this purchase, the price of stock must advance.

W. G. Doud,
315 Franklin Ave. Scranton, Pa

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OF SCRANTON.

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Accept no substitute for it. It is sold almost everywhere. If not, we will send sealed by mail, full particulars and directions, illustrated book—sealed—it takes no room in valise. Most valuable to ladies. MARVEL CO., Room 669, Times Bldg., New York.

RAILROAD TIME TABLES.

Erie Railroad, Wyoming Division.

Time Table in Effect Sept. 17, 1900.

Trains for Hawley and local points, connecting at Hawley with Erie railroad for New York, Newburg and intermediate points, leave Scranton at 7.05 a. m. and 2.25 p. m.

Trains arrive at Scranton at 10.40 a. m. and 9.10 p. m.

RAILROAD TIME TABLES.

PENNSYLVANIA RAILROAD

Schedule in Effect June 2, 1901.

Trains leave Scranton:

6.45 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the West.

9.38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.

2.18 p. m., week days, (Sundays, 1.58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.

3.33 p. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations.

4.27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

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