INDUSTRIAL AND LABOR

BLACKSMITHS AT CLIFF WORKS CONTINUE TO WORK.

Notice with Reference to Wages Has Been Posted by the Central Pennsylvania Telephone and Supply Company-What a Correspondent Has to Say About the Proposed Rubber Factory Advantages of Such an Industry-D. L. & W. Board as Made Up for Today.

The result of the meeting of the blacksmiths employed at the Ciff street shops of the American Locometive company was shown yesterday morning, when the blacksmiths, hammersmiths, helpers and other employes of the shops returned to work.

Superintendent Delaney stated to a Tribune man that all the hands at work in the shops last week were there again yesterday. A number of the strikers were present when the men resumed work, but there was no demonstration of any sort upon their parts.

President James O'Connell is now in New York, and local machinists are eagerly awaiting the results of his General Superintendent T. E. Clarke left for the metropolis Sunday night, and his presence there is believed to be significant by the strikers, who are in hones that a conference was held with President Truesdale and the other Lackawanca officers by their chief executive.

The striking car builders, after carefully investigating the attempted disruption of the union in South Scranton, which took place a few weeks ago, have acquitted Jacob Weisman of all blame in the matter. Bartley Fuller and John Schreder, however, were each fined \$100 and suspended until the sum is paid.

Eugene Dwyer, one of the striking car builders, was arrested yesterday at the instance of a workman named Weingle, who has been employed at the car shops since the strike began Weingle claimed that Dwyer followed him on the street and called him "seab." Magistrate Howe, after hearing the evidence, discharged Dwyer, saying no testimony had been offered to show that he had been disorderly. John McGraw, a well-known character in police circles and a man who has no connection with the strikers, took it upon himself yesterday afternoon to intimidate several bridge builders who were putting a new crossing in place at the South Washington avenue railroad crossing, near the car shops. He called them vile names and threatened

a hand and ordered him away. McGraw became more abusive at this and, picking up a small saw-horse, was about to throw it at Ferber when the latter proceeded to knock him down. This took all the fight out of McGraw, who slunk away. He will be arrested

them, until Deputy H. L. Ferber took

Wages of Linemen.

The trouble between the Central Pennsylvania Telephone and Supply company and its employes has been settled, the company having posted the following notices with reference to the payment of wages;

NOTICE TO EXCHANGE LINEMEN. will pay the following rate of wages to experienced and competent linemen, who may be employed on exchang maintenance at Wilkes-Barre and

"Wages to be at the rate of \$2.25 a day for each day of ten hours, and to include half holiday on Saturday after-

"The Saturday half holiday to remain in effect from date thereof until October 31 inclusive, 1901, and from May

1, 1902, until June 30, 1902. NOTICE TO CONSTRUCTION LINE-MEN. "On and after this date this company

will pay the following rate of wages to experienced and competent linemen, who may be employed from time to time on general construction work at Wilkes-Barre and Scranton: "Men to be employed from day to day

as circumstances may determine, and to be paid at the rate of \$2.50 a day for each ten hours. When on country work, or where board is provided by the company, the rate shall be \$1.75 per day for each day of twelve hours.

"From date thereof until October 31, 1901, and from May 1, 1902, to June 20 1902, each lineman who shall be in the employ of the company at the time shall receive a half holiday on Saturday afternoon at full time at rates

That Proposed Rubber Mill. Concerning the rubber plant which

there is a possibility will locate in Scranton, a reader of The Tribune

writes as follows: "I understand that there is a projecon foot to bring a rubber mill, for reclaiming and manufacturing all kinds of mechanical rubber goods, to Scranton. It should be consummated if possible, for it is one of the best paying and largest of the industrials at work today. It is to be hoped that our investors will not be as slow in taking advantage of this opportunity, for the welfare of our city, as they were with the tin plate, and have it go elsewhere. We quote here a report given in the Literary Digest of May 18, by Charles It, Flint, of the rubber trust. Mr. Flint meets with figures Mr. Sage's warning that the industrial consolidations are overcapitalized. He refers Mr. Sage to a list of forty-seven of the most promi-

nent trusts, and says: " 'He will find the industrials, almost without exception, are worth a great deal more, judged by their earning capacity, than they are selling for in the open market. Some of these industrials are carning over 25 per cent. a year on their market values, and the average for the entire forty-seven is 13.6 per cent. How does this compare with Manhattan Elevated, which Mr. Sage would, no doubt, tell everybody is a good investment? Manhattan Elevated earns 4 per cent. Even more astonishing than the earnings on the market value are the earnings on the par value. A very popular impression exists that industrials are composed principally of water. The best answer to this is that the forty-seven companies included in the appended table show an average earning rate of 7.14 per cent. on their total capitalization

'Mr. Flint also points out that 'overproduction, which is one of the most prolific sources of panic, can be largely prevented under the present system and that without throwing any great body of workingmen out of employment, and he relates the interesting



Itching Piles.

Edward Dunellen, Wilkes-Barre, Pa.: "For seven years I was scarcely ever free from th terrible torture of itching piles. I tried all sortof remedies. Was told a surgical operation might rave. One 50-cent box of Pyramid Pile Cure cured me completely." All druggists sell it. It never fails to quickly cure piles in any form. Free book by mail on piles, causes and cure. Pyramid Drug Co., Marshall, Mich.

fact that during the depression of 1893 to 1897 the factories of his corporation were kept running and their help was regularly employed during all that period, and at the same time the stockholders received a fair return on their investment. He believes that the tendency is to yard high wages, and addis; The records will show that where combinations have been effected, strikes decrease. It is one of the greatest sources of satisfaction to me that none of the industrial combinations with which I have ever been connected has

had a strike." "There is enough waste rubber thrown away here in the valley to keep the mill running, as far as its shoddy is concerned, and one mill could not take care of all the local trade. But we understand that these parties bring a fine trade with them. We sincerely hope that the company may be formed, thus opening a new industry in our midst and one that has never failed."

The Locomotive Combine.

The American Locomotive company, which recently purchased the Dickson Locomotive works, is considered by authorities to be one of the greates combines of the industrial world. It is capitalized at the neat sum of \$6,-000,000 and includes eight locomotive

making concerns. The largest of these are the Schenectady and Brooks works, while the Providence, R. L. and Dickson companies are among the smalely components. Strong efforts were made to bring into the company the Baldwin works, of Philadelphia, which are the largest in the country, and the Rogers works, of Paterson, N. J., but these and the Porter company, a smaller concern in Pittsburg, are the only manufacturers who remained inde-

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

MONDAY, JUNE 21.

Wild Cats, East S p. m., J. W. Devine; 10 p m., M. Staples, with W. Kirby's crew. TUESDAY, JUNE 25.

Wild Cast, East-12:30 a. m., D. Wallace; 5 a. m., O. Kearney; 10 n. m., W. W. La Baer; 1 p. m., It. Gilligan.

Summits, etc.-6 a. m., east, James Carriegi; a. m., west, G. Fronnfelker 6 p. m., east, Hennigan; 8 p. m., east, W. H. Nichels; 7 m., east from Nay Aug. F. McAllister; 7 p. m., west from Cayaga, Thompson, 7 p. m. west from Cayuga, McLane, Pushers—8 a. m., F. McDonnell; 19 a. m., 8,

Finnerty: 11.50 s. m., Moran; 7 p. m., Murphy 9 p. m. Lamping; 10 p. m., Wildener. Passenger Engines-7 a, m., J. Gaffney: 7 s. m., P. Singer; 10 a. m., F. E. Secor; 5.50 p. m., Stanton; 7 p. m., C. McGovern.

Wild Cast, West, 5 a. m., O. Case; S a. m., M. Carmody; 10 a. m., O. Bandelph; 11 a. m., M. Ginley, with O. W. Fitzgerald's crew; 2 p. John Baxter; 1 p. m., J. Ginley; 6 p. m.,

NOTICE.

Conductor E. A. Ketchum and crew will rep. m., west, June 21, in place of E. E. Duffy strondsburg on No. 40, Monday, June 24, and

eport to yardinaster. William Kirby will run No. 57, Monday, Jones Brakeman William Marinian will call at train

Brakeman P. Hennigan reports for H. Gilligan,

TUNKHANNOCK.

special to the Scranton Tribune. Tunkhannock, June 24.-Mrs. Charles Goodrich is entertaining her sister,

Miss Scureman, of Wilkes-Barre, There will be a regular meeting of J W. Reynolds' Women's Relief corps this (Tuesday) evening at 7.30 o'clock. The contract for carrying the mail from Nicholson to Tunkhannock has been let to G. L. Davis, the present con-

tractor, for the term of four years, from July 1, for an annual sum of \$420, Walter Kipp, an employe of the Montrose railroad, and Mrs. Elizabeth Bell were married at the home of the bride, on East Tioga street, by Rev. G. M. Chamberlain, on Saturday evening.

John W. Brown will open a steam laundry here in the near future. Mr. Brown is a young man of excellent habits, and deserves to be successful in his new business.

Mr. McClosky, traveling agent for the Wilkes-Barre Record, was looking after the interests of his paper at this point on Monday.

The recent heavy rains have made the hill roads in this vicinity well-nigh antit for travel, and it will necessitate a large expense to put them in as good condition as they were prior to these

The Manhattan Fire Insurance company, which recently failed, caught several victims in this county. There are practically no assets.

Arthur Ide, who has been employed Wilkes-Barre for some time past, has returned to this place, and taken position with Fred B. Jennings, the paker and confectioner.

Edward W. Fargo, the newsdealer, accompanied by his family, is visiting

William Kingsley and Susan Rose were united in marriage on Monday morning at 9 o'clock. Justice James T Ketchledge performed the ceremony. Miss Mary Mitchell has returned from a visit with friends at Mansfield,

G. Evans Avery, of Syracuse, N. Y. is spending a short vacation with his parents at this place. Professor and Mrs. Jacob P. Breid-

nger, of the Mansfield State Normal school, are spending their vacation with the family of Capiain W. N. Reynolds, on Tioga street.

WEST INDIAN

Secretary Long Accepts Design with Sampson's Head on the Obverse.

By Exclusive Wire from The Associated Press. Washington, June 24 .- Acting on the unanimous recommendation of the naval board of awards, Secretary Long today approved the designs for the two medals provided for by congress to commemorate the achievements of the United States navy in the campaign in the West Indies during the Spanish-American war. Of these two medals and the second as the meritorious service medal. In its report to Secretary long the board of awards points out that this battle medal is not conferred for services rendered in any one engagement, but is intended for all of the men who participated in the West Indian campaign.

The board says that It has placed cause he was commander in chief of medal will not be known as the Santithe name, rank and ship of the initial battle in which the recipient fought. The additional battles will be represented by separate bars above the suspending ribbon, one bar for each battle. In the case of an officer like Wainwright the bars will be almost as conspicuous as the medal.

The Sampson portrait is a profile taken from a likeness made just before the outbreak of the Spanish war. On the face of this medal the inscription reads: "United States Naval Campaign in the West Indies, 1898, William Thomas Sampson, Commander in Chief." The suspending bar above bears the American eagle over a design in oak leaves.

The reverse of the medal marks the government's recognition of the services of "the man behind the gun." It shows the gun-deck of an American man-of-war in full action, with a warship on the horizon of the background. Surrounding the picture on the rim of the medal is a handsome laurel wreath.

THE READING STRIKE.

Situation at Nicetown Shops Unchanged-Test Will Be Made Today.

By Exclusive Wire from The Associated Press. Philadelphia, June 24.—The situation at the car shops of the Philadelphia and Reading Railroad company at Nicetown, near here, where a strike was inaugurated last week, was unbanged today. Employers and men say the test will come tomorrow.

Superintendent Rankin, of the plant, said today: "One of the strikers returned to work this morning and another man left, so we still are fiftyseven men short. I have given a copy of President Baer's letter to every one of the workmen and have also nailed a number of documents on the walls. The latter gives the men until tomorrow morning to return to work. If they do not do so their places must be filled, as the work must be done."

PHOTOGRAPHER RUNS AMUCK

to Kill Another, and Commits straws about the absurd conditions in my aunt's will." Suicide.

By Exclusive Wire from The Associated Press, Boston, June 24.-Richard Freedman a photographer shot and killed his sister, Rosa, aged 21; attempted to kill his sister, Helen, aged 17, and then killed himself on Chambers street, this afternoon. It is believed that the man was insane as the result of illness, Freedman and his sisters had lived together for a number of years. Some time ago the young man had a fit of sickness and as he recovered he showed such an ugly temper at times, that friends had advised the girls to leave him. This they did some three weeks ago, taking rooms not far from their former home.

As the young women were on the street today they saw Freedman in a doorway. They endeavored to get out of his way, but he followed They ran and he did the same, loading a revolver. When within a few yards of the elder sister, Rosa, he fired a shot, killing her instantly. He then fired at the younger sister, but missed. She dropped to the pavement, having fainted from fright. Apparently, fired a shot into his chest which did not kill. A second bullet reached the heart and caused death.

Freedman died soon after from his wounds.

PRESIDENTIAL APPOINTM ENT Chandler Hale of Maine Secretary of the Legation in Vienna.

By Exclusive Wire from The Associated Press. Washington, June 24.—The president today made the following appoint-

ments: Chandler Bale, Maine, secretary legation at James J. Bailey, Kentucky, secretary legation,

William L. Gerrish, collector of customs, dis-Charles F. Nesler, New Jersey, Indian inspec-

or (re-appointment). Charles M. Webster, collector of customs, disrict of Montana and Indho. Paymesters, rank of captain, Eugene Coffin and Jeorge E. Pickett.

William D. Wright, United States attorney, astern district of Tennessee (re-appointment). P. M. Mullin, Nelwaska, register of the land ffice at Rampart City, Alaska,

Steamship Arrivals.

By Exclusive Wire from The Associated Press, New York, June 24. Arrived: Amsterdam Hotterdam: Patria, Marseilles und Naples Cleaved: Kaiser Wilhelm Der Grosse, Bromen via berbuirg and Southampton, Moville-Arrived Furnessie, New York, for Glasgow. Gibraltar Arrived: Trave, New York, for Naples and Gene-(and proceeded). Bremen-Arrived: Friedrich Der Grosse, New York, via Southampton. Lizard Passed: Massdam, New York, for Boulogue and

MOOSIC.

Mrs. W. D. Snyder, of Gracedale, is cisiting her son, Charles Snyder, of Diamond avenue. Roy Carpenter, of Susquehanna spent

Sunday with friends in town. Misses Ethel Triegellas and Maud Smith attended the funeral of Mis-Jennie Walker, of Inkerman, on Satur-

Mr. and Mrs. James Hand and sor Bayard are at the Pan-American ex-Mr. and Mrs. Wellington Gates, o. Green Ridge, spent Sunday with friends

The funeral of the late John Jolly who died Tuesday, was held vesterday afternoon at the Methodist Episcopal church. Interment was made in Marcy

MEDAL APPROVED Ethel Wayne's Escapade

VERYBODY declared that Hugh Colewood ought to be the har young, have young, handsome and well edu-cated; then, just as he was preporing to fight his way to fame with the first is known as the battle medal | poverty arrayed against him, he had suddenly been made the sole heir to the fine old estates heir of his eccentric aunt, Miss Bet-sy Colewood, recently deceased, What more was necessary to happiness of a gay young fellow like

Hugh Celewood, However, there were conditions, or one at least, in his aunt's will which Sampson's head upon the medal be- caused him no little uncasiness. He must love and marry the girl of her the West Indian squadron, as Dewey's choice, one whom he had never seen. was placed on the Manila medal. The Hugh Colewood caught up his aunt's last letter to him and read it again ago, as it will bear upon the reverse and again, hoping to find some little lcophole of escape from the galling condition, but it was there in merciless black and white. This is the part that worried him:

"If you cannot comply with my wishes for you to meet Ethe! Wayne and love and marry her, you forfeit your heirship to my estate. Ethel's mother was my dearest friend, and if you marry her daughter it will be fulfilling my fondest desires. You cannot telp loving her. I could not rest peace. fully in my tomb and know that Ethel was not mistress of my estates, and you, dear boy, the master. My lawyer, Mr. Cranston, will arrange for you to meet Ethel, as he is one of her guard-You know how thoroughly I ians. despise old bachelors; therefore I give you warning that I will not allow you

f that disagreeable crusty order." Hugh loved the Colewood estates. nd could not bear to think of giving hem up. Now, if the will had but left the selection of a wife entirely to bimself, Hugh believed that he would have enjoyed the romance of hunting for a bride. He picked up his hat and rushed from his room, going up to the hotel where Mr. Cranston was stopping while he arranged some business matters with Hugh.

o inhabit my houses and lands as one

"Halo, Colewood! Take a seat," said the lawyer, "You are aware of that one peculiar cature in my aunt's will, Mr. Crans-

"To what peculiar feature do you reer, Mr. Colewood?" "The one that absurdly commands me to marry a girl whom I have never seen,

"Oh, that!" returned Mr. Cranston. "You are a lucky fellow, Colewood, That's the best part of the fortune." "It's the most exasperating part." Hugh cried, desperately. "How can a ellow leve and wed to order?" "Well it's a deal of time and bother

saved to the wooer," remarked the lawyer, puffing. "I've no doubt Ethel Wayne will suit you better than any selection you are capable of making." "I'm sure she won't suit me, sir." The estates can go to charity for all I care, I don't love any woman, and I love my freedom too well to marry yet awhile. don't want to be thrust upon any yoman for the sake of a fortune, and I Freedman Kills One Sister; Attempts don't suppose Miss Wayne cares two

"It is very likely, although Ethel had the greatest respect for the late Miss Colewood, and was very careful to humor all her vagaries," Cranston. "However, I hardly feel able to state whether the girl would accept Miss Colewood's last great vagary in the shape of her impulsive nephew or not."

"I shall not give her the opportunity," sald Hugh, nettled at the law ver's words.

"Hold on, Colewood. Let's drop nor ense and come to business You like your aunt's estates, but you cannot retain them without complying with he wishes. You have never met the girl whom your aunt has chosen. Perhaps it will be proved that you are neither of you opposed to fulfilling the condition. At least you wast meet, will arrange that. Ethel will pass the mamer with my sister in the country. and I'll manage it for you to spend a few weeks with them. You can very soon tell whether the condition is wholly obnoxious or not. What do you say?"

"I will do as you advise, thank you. sir," replied Hugh, who had now cooled off, and was trying to take a bust ness view of the strange situation. Four weeks later Hugh

was speeding away from wood Greenville on the morning press, bound for a little the morning extown among the blue hills of Virginia. When he stepped from the train he was disappointed to find no one waiting to convey him to the contry home Mr. Cranston's sister, a distance of eight miles. He was in the act of asking the way to the best hotel when a buggy came rapidly up to the station and halted.

The station master hurried forward to greet the driver, who was a slender young girl, with bright, dark eyes and hair as golden as the June sunbeams touching those hills.

"Is Mr. Colewood of Greenville waiting here to ride out to Mrs. Thurston's?" Inquired the fair driver in a sweet voice, which won Hugh's interest at once.

"I am here and waiting, thank you." returned Hugh for himself, smiling pleasantly, as he came forward on the station platform.

"I came to drive you to Mrs. Thurston's" she answered, simply. "Shall I take the reins?" he asked as they started away. "No, thank you: I like to drive." she

answered. "It was too bad for you to take so ong a drive for a stranger," he remarked, as he stole a side glance of admiration at the girlish form in dain-

"Oh. I don't mind the distance at all: besides I rather had to come," she re-"I did wish to go with the young folks over on Laurel Hill, but Uncle Jerry was sick, and of course he couldn't come for you. Then Mrs. Thurston and Miss Wayne never drive so they made a virtue of necessity and sent the last resort of the place." "It is too bad my coming prevented

you joining the picknickers." he said. That's nothing. I am enjoying myself now too well to think of Laure "Thank you, and at the same time let me assure you that I too am en joying myself excellently well,"

Hugh bowed to the young girl, whose

eyes dropped beneath the warm light admiration in his blue ones. "I hope you will enjoy your visit, Mr. Colewood," she said, to change the subject. "I know Mrs. Thurston and Ethel will do all they can to make your stay pleasant.

"Thank you; I've no doubt I shall

find it pleasant," returned Hugh. "You too are one of Mrs. Thurston's summer

household, I suppose?"
"Yes," with a smile, "You see, I am a distant relative of Mrs. Thurston's: then Miss Wayne is my cousin, and exercises a kind of cousinly guardianship over me, which no doubt is very necessary."

"So you are Miss Wayne's consin? I do not remember hearing Mr. Cranston mention you. I did not expect to have the pleasure of meeting any ladies but Mrs. Thurston and Miss Wayne." "How unkind of Mr. Cranston not to

prepare you for this meeting. I had, up to date, regarded Mr. Cranston as one of my very best friends, but to ignore me so utterly looks like downright, intentional neglect." "You have not given me the pleas-

rue of knowing your name," said Hugh, both amused and pleased with his pretty driver. "Oh, I'm a Wayne, too," she an-wered, laughingly. "Ethel Estelle swered, laughingly. "Ethel Estelle Wayne, variously nicknamed, as you

will observe later on." Two Ethel Waynes! Here was a real surprise for Colewood. Why had Cranston not mentioned that strange fact to him? If the Ethel Wayne referred to in the will was only half as animated and generally captivating as the one by his side, Hugh thought it might be an easy matter after all to obey that condition which had so

vexed him. Colewood received a cordial welome at Mrs. Thurston's pleasant home. He found Miss Wayne to be a tall, dignified girl of about twentythree, with coal black hair and deep gray eyes. She was as unlike her lit tle, merry-hearted cousin as it was possible to be. Yes. Hugh decided, she was just such a woman as his eccentric aunt would be likely to select as the wife of her heir.

In the weeks which followed Hugh's arrival he saw a great deal of of Miss Wayne, although much of her time was divided between her taste for literature and in remonstrating against the innocent pranks of her counsir:

It did not require a long time for the young man to realize that he could never love Miss Wayne as the man should love the girl whom he intends to marry. He made another Important discovery-that his life would be a failure without the little coustn to furnish daily sunshine and wifely cheer for his own home. He resolved to let Miss Wayne have one-half of his aunt's estates and the orphan asylum the other.

Having so decided Hugh set out for stroll along the river, feeling more manly for his resolve. He came suddenly upon a little figure in white, reading, in a little viney nook by the river side.

"Wait, Estelle," he called, for she had started to run away. "I shall leave to-morrow, and I have something to say to you which you must

"I'd be sorry to have you leave us

with any burden on your mind," she "It is needless for me to tell you why it was arranged for me to meet Miss Wayne here," he said, unheeding her light words. "You know, I sup-

"Some slight idea, I believe," she returned, fingering her book. "Well, I may as well tell you that the condition in my late aunt's will can never be fulfilled." "And why not?"

"Because I love another passionate-

ly. Oh, Estelle! Can you not see how tenderly, how ardently I love you? Without you I shall make a failure of ife. Won't you show mercy, Estelle?" "Oh, Hugh! Would you marry a poor girl when you have a chance to win a dignified bride and retain those

princely estates?" she asked.

"Yes, darling. I prefer you with love in a cottage to the wealthfest woman with all the estates in the world." "Rash statement, young man." "It is true. Do not torture me long-

Estelle. Can you not love me a little?" "No, not a little, but very much."

He would have caught her to his breast, but she cluded his arms, cry-'Oh, there's Uncle Cranston!" and

she rushed forward to greet the little

lawyer, who had approached them un-"It is useless for me to ignore fact." said Mr. Cranston pleasantly. "I did not mean to overhear your conversa tion, but I arrived unexpectedly, and thought I'd hunt up my sprite here

and surprise her. I see you understand each other pretty clearly." 'Yes, sir." said Hugh bravely. have decided to enjoy love in a cottage with this dear girl rather than keep the estates with Miss Wayne." Love in a cottage! Oh, that's too

good! And Mr. Cranston broke into a hearty laugh, in which the girl finally joined him. Will you have the goodness to explain what amuses you so much in my

statement?" asked Hugh, not a little "Pardon me, Colewood, but really you are the victim of you own blun-

"Blunder! I don't understand you,

sir," returned Hugh. "Of course not." and the lawyer laughed again. "This sprite, whom you took to be the unimportant little cousin, is in reality the Ethel Wayne referred to in your aunt's will. I not tell you that there were two Ethels, so while she was driving you over here you jumped to the conclusion that Miss Wayne at the house was the Ethel. You see I have been told all about your amusing mistake. Ethel would not explain her real identity with the girl whom your aunt had selected for you, and as the other ladies believed you knew, you have remained the victim of your own mistake." months later the condition of Miss Colewood's will was cheerfully

obeyed.—Woman's Life. RAILROAD TIME TABLES. New York, Ontario and Western.

Time Table in Effect Sanday, June 25, 1901, NORTH-BOUND, Leave Scranton, Carbondale. 10. State 11.10 a. m. 11.10 a. Leave Leave
Cadesia, Carbondale, 7.00 a. m. 10.01 a. m. SUNDAYS ONLY, NORTH BOUND. Leave Leave Scranton, Christophile,

No. 5 ... 7.00 p. m. Ar. Carban. SOUTH BOUND. Leave SOL THEOLETIC
Leave Leave Leave
Carlesia, Carbondate.
7.00 a. m.
No. 10 4.30 p.m. 6.00 p.m.
Trains Nos. 1, an week days, and (make main line connections for New York Utica, Oneida, Oswego and intermediate

Trains Nos. 3 and 4 make Walton, Bellic, Ham-For further reformation consult ticket agents.
J. C. ANDERSON, G. P. A., New York.
J. E. WELSH, T. P. A., Scranton.

Hayes & Varley,

424-426 Spruce St.; Between Washington and Wroming

WARM WEATHER SHIRT WAISTS.

Exclusiveness, Style and Price are 3 points of strength we acknowledge as levers to the great success of this department. The high standard established by us in all points which tends to make the Perfect Waists is manlestly appreciated, for a customer who once purchases our waists, cannot be induced to go elsewhere.

worth the world over \$3.00. Our price while they last 2.00

White Lawn Walsts-With cluster of tucks, back d front with embroidery trimming, worth \$2.00..... White Lawn Waists-Sailor collars with embroidred edging and white tie, worth \$2.25.....

White Lawn Walsts-With rows of lace inserting, lusters of tuck, collars and cuffs to match, worth \$2.50 White Lawn Waists-With embroidery inserting, back and front, and tucked sleeves, a waist that is

RAILROAD TIME TABLES. PENNSYLVANIA

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. 38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and Pittsburg and the West.

8 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 ves-tibule train from Wilkes-Barre. Pullman buffet parlor car and

mediate stations. 4.27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburg. J. B. HUTCHINSON, Gen. Mgr.

J. B. WOOD, Cen. Pass, Ag

coaches to Philadelphia via Potts-

ville. Stops at principal inter-

Delaware, Lackawanna and Western

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 6.10 p. m.

Milk accommedation 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 1.06, 3.23, 6.00 and 8.22 p. m. Arrive from New York at 1.10, 6.32 and 10.23 a. m.; 1.00, 1.52, 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, 6.48 and 11.35 p. m. For Oswego and Syracuse at 6.35 a, m. and 1.55 p. m. For Utica at 1.16 a. m. and 1.55 p. m. For Utica at 1.16 a. m. and 1.55 p. m. For Wontross 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 10.29 a. m. Arrive in Scranton from Buffalo at 10.29 a. m. Arrive in Scranton from Buffalo at 1.25, 2.55, 5.45 and 10.00 a. m.; 3.30 and 8.00

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 Hitea at 2.55 a, m.; 12.38 and 3.39 p, m. From Nicholson at 7.50 a, m. and 6.00 p, m. From Montrose at 10.00 a, m.; 3.29 and 8.00 p, m.

Bloomsburg Division—Leave Scranton for Northumberland, at 6.15, 10.05 a, m.; 1.35 and 6.50 p, m. For Plymouth at 1.95, 3.49, 8.50 p, m. For Kingston at 8.10 a, m. Arrive at Northumberland at 9.55 a, m.; 1.10, 5.00 and 8.45 p, m. Arrive at Kingston at 8.52 a, m. Arrive at Plymouth at 2.00, 4.32, 9.45 p, m. Arrive at Kingston at 8.52 a, m. Arrive at Thymonth at 2.00, 4.32, 9.45 p, m. Arrive at 11.00 a, m.; 1.75 a, m.; 1.35, 4.50 and 8.45 p, m. From Kingston at 11.00 a, m. From Plymouth at 7.55 a, m.; 3.20 and 5.35 p, m.

LOO a, m. From Figure and 5.35 p. m. SUNDAY TRAINS, SUNDAY TRAINS.

South-Leave Scranton at 1,40, 3,00, 5,50, 10,05

i. m.: 3,31 and 3,40 p. m.

North-Leave Scranton at 1,15, 6,35 a. m.;

L55, 5,48 and 11,35 p. m.

Bloom-long Division-Leave Scranton at 10,05 m, and 5.50 p. m.

Lehigh Valley Railroad.

In Liffeet June 2, 1901. 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., R., 6.45, 2.18 and 1.27 p. m. For Pottsville, 6.45 a.

i., 2.18 p. m. For Beihlebem, Easton, Reading, Harrisburg 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. in. For Tunkhamnork, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D., L. & W. R. R., 8.98 a. m.; 1.05 and 8.40

For Geneva, Rochester, Buffalo, Niagara Falls, For Geneva, Roohester, Ruhaio, Magara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 11.55 a. m., 1.28, 3.35 (Black Diamond Ex-press), 7.48, 10.41, 11.39 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 Sus-tension Biblic.

pension Bridge ROLLIN II. WILBUR, Gent. Supt., 26 Cortland street, New York. CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland NONNEMACHER, Div. Pass. Agt., South Bethlehem; Pa. For tickets and Pullman reservations apply to 09 Lackawanna avenue, Scranton, Pa.

Central Railroad of New Jersey. Stations in New York-Foot of Liberty street, TIME TABLE IN EFFECT MAY 19, 1901.

Trains leaves Stranton for New York, New Elizabeth, Philadelphia, Laston, Bethlehem, lentown, Mauch Chomk and White Haven, at a. in.; contest, 1.10; express, 4.00 p. in. days, 2.15 p. in. days, 245 p. m.

For Pittston and Wilkes-Barre, 5.55 a. m.; 1,10 and 4.00 p. m. Sondays, 2.15 p. m.

For Rahimere and Washington and points South and West via Bethielem, 8.55 a. m., 1.10 and 4.00 p. m. Sondays, 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. Sondays, 2.15 p. m.

15 p. m. For Pottaville, 8.55 a. m., 1 to p. m. For Mountain Park, 8.55 a. m., 1 to and 4.6 Through tickets to all points east, nouth and lowest rates at the station.
C. M. BURT, Gen. Pass. Agi.
J. D. OLHAUSEN, Geo. Supt.

Delaware and Hudson.

In Effect, June 9, 1601. Trains for Carbondale leave Scianton at 6.70, 100, 8.531, 10:15 a. m., 15:00, 17:20, 2:44, 3:52, 20, 6:25, 7:57, 9:15, 11:20 p. m., 1:16 a. m. For Honesdale and Lake Lodote, 6:20, 10:13 a. 31 and 4:27 p. 10. For Alberty and all points north-6:30 a. m.

and 3:52 b. m. SUNDAY TRAINS. For Curbondale 52 and 10:52 p. m. For Willes Barro 5:58 a. m., 12:00, 1:58, 3:28, For Albany and points north—3:52 p. m. For Albany and points north—3:52 p. m. For Honesdale and Lake Lodone—8:50, 11:33 a. m. and 5:52 p. m.

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