INCREASE IS RATHER SMALL

STAMP BUYERS HOLDING BACK FOR CHEAPER ISSUE.

Annual Report of Collector T. F. Penman Shows That the Increase for the Year Just Closed Over the Collections of Last Year Was Kept Down Considerably by Close Buying During June-Distant Brewers Put to an Inconvenience by Late Arrival of Stamps.

Accompanying is the report of Revenue Collector T. F. Penman, of the Twelfth district, for the year ending vesterday.

Previous year,	E	June	April	Edmary		1	÷	9	A STATE OF	1	
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	SEL 224 11		1000000		13	A record	į	1	0.00	e K	
		1::			1.70 %			90		*********	Loss.

The increase of 1900 over the preceding year is not as large as it naturally should have been. In anticipation of the reduction in revenues which goes into effect today, the big stamp purchasers, particularly brewery and cigar men have been buying close, the latter confining their purchases to such stamps only as were needed to release hurry-up orders.

BEER STAMPS

The beer men bought \$6,000 worth less of stamps last month than they did the corresponding month last year. It naturally should be just the reverse. Of documentary stamps only \$5,940.33 worth were purchased as against \$13,-262.64 worth in June of last year. In proprietary stamps the purchases of June, 1901, were \$307.74, as against \$307.74 in June, 1900.

What the war revenues amounted to can be judged from the fact that the collections for the year ending June 20, 1898, were only \$894,915.45. In one year they jumped to \$1,877,783.33. The year just closed showed a further increase of \$32,754.31.

Collector Penman and his full force were busy all of yesterday preparing for the issue of the new series of stamps. At midnight the office was opened to accommodate brewers and others who needed stamps for the

The new stamps did not arrive here until 10 o'clock Saturday night. As a consequence they will not be distributed in the Lock Haven and Easton offices until some time this afternoon. This will cause no end of embarrass ment to the brewers in those districts, Some of them, no doubt, bought close during the week with a view of hav ing no old stamps on hand when the cheaper ones were on sale. These brewers will not be able to do business until tomorrow, unless they succeeded yesterday in borrowing old stamps from dealers who have some left over. Even with this expedient they will be put to a hardship as old stamps cost 25 cents on the barrel more than the new ones, the old rate being \$2 with a 7½ per cent. discount and the new rate \$1.60 flat.

The Wilkes-Barre office was supplied with the new stamps last even-The Krantz brewery at Honesdale had to have a man drive over with the stamps needed for today's He left here shortly after midnight.

RECOVERY OF REBATES.

Regarding the recovery of rebates Collector Penman gives out the following circular;

CHRCULAR NO. 506.

REDEMPTION OF DOCUMENTARY AND PRO-PRIETARY STAMPS Treasury Department, Office of the Commission

of Internal Revenue. Washington, D. C., March 22, 1901.

To Collectors of Internal Revenue and Others Unused documentary and proprietary stamps,

issued under the provisions of the "War Revente Act," approved June 15, 1868, for which the own ers may have no use may be redeemed, but in all cases there will be deducted the percentage, any, allowed the purchaser. Application for the redemption of such stamps should be made to the collector of internal revenue from which the same were purchased, who will supply the applicant with Form 28 and necessary instructions relative to the preparation of his claim.

Claims for the redemption of adhesive docu-mentary and proprietary stamps, if purchased from a collector, must contain his certificate as to the date and amount of purchase. If purchased from a dealer in stamps, such dealer's certificate as to the date of sale to claimant, and the certificate of the collector as to date of sale to the dealer must be furnished. Stamps that are not in the same condition as when issued will not be redeemed unless their condi-tion is satisfactorily accounted for.

Documentary and proprietary stamps can be redeemed only when presented in quantities of \$3 or more face values, and no claim for the rein a box car, on the Mt. Pleasant on of or allowance for such stamps can be

allowed unless presented within two years after

the purchase of said stamps from the govern All claims for the redemption of stamps in

All claims for the recomption of stamps printed on checks, drafts and other instruments must be entered of record and forwarded to this office by the collector of the district in which the order for the improving of the stamps was the order for the impression and istrict other than that in which said order was purchased, his claim should be prepared and deposited with the collector of the district in which he resides, who will examine said claim and see that it is properly prepared in all respects, and cause it to be investigated and certified by one his deputies, so far as practicable in that dis-ict, and will then forward it to the collector trict, and will then forward on of the district in which the order for the im-printing of the stamps was issued, who will furnish the additional evidence required, and for furnish the additional evidence required, ward the claim to this office with proper certificate and recommendation. When claims are presented by any person or firm other than the one for whom the order for imprinting was issued and whose names or title does not uppear upon the papers on which the stamps are imprinted, the collector and deputy collector aforesaid, mist satisfactorily establish the fact of ownership of the stamps and furnish a certificate of sale by each owner of them from the time of their pur-hase from the person or firm for whom the order

or imprinting was issued.

The owners of imprinted instruments, checks drafts, etc., who desire to have the stamps there-ou redeemed must, in addition to filling claims as aforesaid, forward all such imprinted instruments securely packed to this office. Packages containing the same should be addressed to the commissioner of internal revenue. Washington, D. C., and each package should be plainly marked with the name and address of the owner who much the claim for redemption, and a statement of the number and kind of instruments contained in the package. Stamps for each claim should be packed separately, and no package should contain stamps presented for redemption on more than one claim. Under the law and regulations all stamped instruments and all imprinted checks, draits, etc., presented for the redemption of the stamps thereon must, when the stamps are redeemed, be retained with the claim; therefore, no such instruments can be re-

urned to the owners thereof.
All packages of stamps papers and stamps for warded to this office for redemption should be transmitted by express or registered mail, and all expense of forwarding same must be paid the claimants, as the government is not an thorized under any circumstances to pay soc expenses or any part thereof. Collectors are instructed to see that claim

are completed in full compliance with law and regulations before the same are forwarded to this office.

J. W. Yerkes.

CIRCULAR NO. 603. REDEMPTION OF STAMPS BY BANKS OR STA-TIONERS.

Treasury Department, Office of the Commissione of Internal Revenue. Washington, D. C., June 18, 1901.

As stationers or the officers of banks cauno generally make affidavit that their customers are not indebted to the United States, that they are the bena fide owners of the stamps presented to redemption, or to such other facts as are necess sary to the support of claims, they cannot be recognized as duly qualified agents for the presentation of claims for their customers. Banks of stationers may, however, purchase imprinte-stamps which they procured and sold to their customers, and, as the bona fide owners thereof, present claims in their own names for the retemption of auch stamps without regard to the number purchased from each customer.

In all cases where claims are made by banks

or stationers for the redemption of stamps thus purchased, it will be necessary, in addition to evidence now required in support of claims, for each claim to be accompanied by a certificate duly signed by the party from whom the stamps were purchased, setting forth the absolute sale and transfer of said stamps to the claimant. Also a substitute prepared by the claimant showing, as to the stamps purchased from each customer. the name of the person from whom the stamp-were purchased, the date of the order upon which they were imprinted, in whose favor the order was issued, he name of the collector who issued the same, and or the contractor who im-printed the stamps, and the number of stamps in acia lot purchased. Any number of such pur chases may be covered by one claim, but each lot of stamps purchased from a customer should be wrapped separately, and the package so marked that it can be identified on the schedule and by In the V the certificate of sale, and all the stamps cov-ered by one claim should be placed together in one package and be marked for identification and

orwarded as in other cases. Stamped checks may, when it is desirable, by claims for the redemption of the stamps thereon and the stubs be retained by the owners.

Adhesive documentary and proprietary, or other

evenue stamps, should not be included in presented with claims for the redemption of inprinted documentary stamps

J. W. Yerkes, Commissioner, REDEEMING STAMP.

Documentary and proprietary stamps can be redeemed only when presented in quantities of \$2 or more, face value, Beer stamps can be redeemed in any quantity.

In the matter of the rebate on cigar and tobacco stamps, attached to unbroken packages, the claim for rebate -not face value-must equal \$10. The reduction in tobacco stamps is 2 4-10 cents on each pound, and on cigar stamps 60 cents per thousand. Based on these reductions, a dealer would have to show at least 416 pounds of stamped tobacco or 17,000, stamped clears for any rebate. If his attached tobacco and cigar stamps added together will call for a \$10 rebate he is entitled to the same, just as if cigars or tobacco alone were equivalent to

The inventory of stamped cigars and tobacco must be made today, and the claim for rebate must be in Washington within sixty days. The inventory can be made by any two disinterested citizens of the dealers' selection. They must not be employes or relatives or in any way interested in the dealer's business.

The new stamps were placed on sale at midnight when the offices were opened with the full clerical force in attendance. Several brewers' representatives were on hand and purchased a large number of stamps. The last customer was served about 12.20 o'clock.

DEAD MAN NO GOOD.

Dunmore Man Allowed His Suicide Father's Remains to Go to Potter's Field.

Three weeks ago George Guzig, aged 60, and his son, Anton, aged 30, arrived in this country from Austria and took quarters in a boarding house in Dunmore. One week ago, today, the father left the boarding house and nothing was heard or seen of him until Saturday morning, when he was found hanging by a thin leather belt from a

tree in Gypsy Grove. The remains were given in charge of Undertaker Golden. The undertaker prepared them for burial and sent word to the son that they were ready be conveyed home. The son sent back word that he would not receive the remains. Accordingly they were buried in the Potter's field of a local cemetery Saturday evening.

TO SEND EDNA AWAY.

Application was made to Judge Edwards Saturday by W. B. Hunt, of West Scranton, to have his daughter. Edna Hunt, sent to the House of Refuge as an incorrigible. A hearing will be had on the application July 3 This is the 13-year-old girl who was arrested in the company of six youths

INDUSTRIAL AND LABOR

END OF STRIKE SEEMS A LONG WAY OFF.

Effort to Have a Conference with President Truesdale of Lackawanna Was Not Successful-Men at the Cliff Street Shops Held a Meeting on Saturday-The D. L. & W. Board for Today-Figl ti ug Fire in Jersey Mine-Hard Coal Trade. Other Industrial Noter.

The striking car builders of the Delaware, Lackawanna and Western Rallroad company met yesterday afternoon in Economy hall, and after hearing the report of their delegate, who was in New York the greater part of last week, decided by unanimous vote not to return to work. The report of their delegate was a full and explicit one, and revealed the following state of

On Monday, President Truesdale was waited upon by a committee representing the striking machinists and car builders of the Lackawanna. It consisted of President James O'Connell, of the machinists; J. M. Ford, a member of the machinists' executive board and himself superintendent of constructing for J. A. Robling's Sons' Wire company, of Treaton, N. J., and a member of the board of civic federation. John M. Mulholland, president of the Allied Metal Workers, was also present, and the car builders' local delegate was in close touch with the committee.

They saw President Truesdale and were informed that a conference would be impossible before Saturday. Nothing more passed until Saturday morning. when the committee received a message at 11 o'clock to the effect that President Truesdale refused to meet the committee, as they had been guilty of breach of confidence and conspir-

Beginning today the local car buildrs will make an effort to enlist the ald of the Lackawanna railroaders, and

if necessary the men at the collieries. A special meeting of the striking employes of the American Locomotive company's Cliff street shops was held Saturday afternoon in Hulbert's hall, Salem. and a vote taken on the matter of returning to work. It resulted in a ballot in favor of remaining out until the demands have been complied with. There was an attendance of abou tifty per cent, of the shop's employes,

the greater part of those present being machinists. The boilermakers, who, it was rumored Friday, would return to noon and evening, and a large at-work today, were only meagrely rep-tendance was present. resented at the meeting. A large num ber of pickets were appointed to watch the shops today. Chairman Campbell yesterday received a letter from Chicago, bearing the news that the Goss Press company had settled with its

The Hard Coal Trade.

The demand for hard coal, particularly at Eastern points, shows as yet but little of the "midsummer duliness" so prevalent at this season in forner years. A heavy tonnage is going from the mines, and practically all of this is taken, the roads as yet stocking very

In the West, trade shows little improvement at Lake Superior points and it is plain that a lot of anthracite will be needed there before navigation closes. In Lake Michigan territory demand from dealers is strong, but as yet this demand has not resulted in a proportionate increase in arrivals at docks. At lower take points dealers and large onsumers continue to lay in supplies. The movement up the lakes from Buffalo is not more than normal. Freight rates are thirty-five cents to Lake

Superior points. In the East, demand is still strong, articularly from points beyond Cape 'od, and shipments from Philadelphia and New York harbor points are heavy, though there is less new business than last month. Demand is likely to fall off more after July 1, when prices will be only twenty cents below the fall figures, and dealers who have not bought

will think of waiting awhile. The July prices for free-burning white ash coal, f. o. b. New York harbor ports, will be: Broken, \$3.80; egg. \$4.05; nut and stove, \$4.30. At present egg and stove are the sizes in most demand and dealers frequently find these sizes very hard to get for immediate delivery .- Engineer and Mining Jour-

Another Raise in Price.

According to rumors, there are to be some important developments in the general anthracite situation in a very short time-probably during the week that Mr. Morgan returns to this country. In addition to a further advance of ten cents a ton in the price of coal. there is to be, so the story runs, a readjustment of the capital stock of a number of the coal roads.

Erie second preferred stock is slated or retirement, while in some manner there are to be changes in the Lehigh Valley and the Jersey Central of advantage to the other coal roads .-Philadelphia Stockholder,

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

The following is the make-up of the D., L. and W. board for today: Scranton, July 1, 1901.

SUNDAY, JUNE 30.

Wild Cats, East-8 p. m., H. Doherty; 16 p. m., William Hoar, W. A. Bartholomew's crew.

MONDAY, JULY 1.

Wild Cats, East—12.30 s. m., T. McCartin; a. m., F. F. Stevens; 5 a. m., M. Staples, T. litrpatrick's crew; 10 a. m., J. A. Bush; 11 s.

M. Golden; 2 p. m., J. H. Masters; 6 p. m., A. G. Hammitt. Summits, Etc.-6 s. m., east, J. Hennigan S a. m., west, G. Frounfelber; o. p. m., east, J. Carrigg; S p. m., east, W. H. Nichols; 7 p. m., east from Nay Aug, E. McAllister; 7 p. m., west

Cayuga, McLane. Pushers-S a. m., F. McDonnell; 10 a. m., S Finnerty: 11.50 a. m., Moran, 7 p. m., Murphy 9 p. m., Lamping: 10 p. m., Widener. Passenger Engines—7 s. m., Gaffney; 7 a. m., Singer; 10 s. m., Lattimer; 5.30 p. m., Stan-ou; 7 p. m., C McGovern.

om Cayuga, Thompson; 7 p. m., west from

Wild Cats, West-10 a. m., J. Ginley; 11 a. m., Case, with T. Dondican's crew; 2 p. m., O Case; 4 p. m., M. Carmody; 5 p. m., John Bax-ter; 6 p. m., A. E. Ketcham.

· NOTICE.

O. W. Fitzgerald and crew will tun 6 p. munit in place of Castner and crew, June 30. Brakeman Rinebart will go out with Castner i place of D. Harris until further notice.

Plymouth Mine Fire.

Very little headway is being gained n fighting the Jersey fire at Plymouth. There are over fits men employed in the extinguishing of the blaze, but it g.10 p. m.

seems all their efforts only go to keep it at a standstill. The work is so arduous that a num-ber of the fire-fighters quit every day.

KNIGHTS OF MALTA.

St. John's day, June 24, the \$53 anniversary of the institution of the Order, was celebrated by many commands in different states, Chosen Knights commandery, No. 174, of York, Pa., gave a fine entertainment in Malta Temple, at which Rev. Sir James G. Boughter, Grand Prelate, delivered an address on "The Day We Celebrate," Grand Warder Sir Horace W. Crider extended the address of welcome. A drill by the uniformed companions, under command of Sir Major A. H. Baber, was a most picturesque feature of the program Recitations, vocal and instrumental music, and songs by the Malta Male Quartet, were admirably rendered, and the event proved to be one of the most interesting evr given by this enthusiastic body.

Fidelity Commandery, No. 171, o. Contsylle, Pa., on June 22, admitted class of forty companions into the higher degrees, after they had all traveled the first degree. The cere nonies were conducted by Grand Recorder Sir George H. Pierce., and a delightful collation was spread at midnight. The Order of the Red Cross and Sepulchre will be conferred in full form on an early date in the Grand Opera House, when the class will com plete their admission ceremonies. The membership of this active and influential command now numbers over one hundred and sixty, and anothe class is being considered.

St. John's Day having ben set apart as donation day for "Knights of Malta hospital" fund, many contributions are being sent in at this time. Among those received on the eve of that day, vere annual contributions from Chosen Knights Commander, No. 174, of York; Editor Sir C. Arthur Lutz, P. C., of 'The Illustrious Knights of Malta;" Sir John S. Mundorf, P. C., and wife, of York; Genrard Commandery, No. 59, of Weatherly; and Sir John Gowland, Past Grand Commander, of No. 88, at Phillipsburg, Pa.

Massachusetts celebrated St. John's Day in great style. Thirty-six of the fifty-four commanderies stationed in that state contributed to a common fund, and visited the Willows at Salem. Three bands of music took the parade, and Emmanuel commandery of that place acted as the escort. Athletic sports and a ball game were features of the day. Delegations were present from Maine, Rhode Island, Connecult and New Hampshire. A beautiful display of fireworks occurred both in the after-

John Knox Commandery, No. 12, at Wilkes-Barre, Pa., also celebrated the founding of the order, by attending church on Sunday, June 23, and a large number of its 354 members were i ine, in uniform, Rev. Sir William H. Hiller delivered a most interesting special sermon to his fraters.

Sir William Wallace Commandery, No. 305, will be stationed at Ironwood, Michigan, on July 8, by Sir William B. Young, assisted by the degree staff of Eureka Commandery, No. 199, of West Superior, Wisconsin.

RAILROAD TIME TABLES. Delaware, Lackawanna and Western

In Effect Dec. 2, 1900. In Effect Dec. 2, 1800.

South—Leave Scranton for New York at 1.10, 3.00, 3.50, 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 accommodation at 3.40 p. m. Arrive at Heboken 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 2.00 a. m.; 1.65, 5.48 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 Montasse at 9.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 and 6.15 p. m. For Hinghamton 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 Wicholson at 7.50 a. m. and 6.00 p. m. From Wicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 8.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 8.00 p. m. From Scranton for Northumberland, at 6.45, 10.05 a. m.; 1.55 and 5.50 p. m. For Plymouth at 1.05, 8.40, 8.50 p. m. For Kingston at 8.10 a. m. Arrive at Northumberland at 9.35 a. m.; 1.10, 5.00 and 8.45 p. m. For Kingston at 1.10, 5.00 and 8.45 p. m. For Plymouth at 7.55 a. m.; 3.20 and 5.35 p. m. Examples at 1.00 a. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.35 p. m. Examples at 1.00 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 and 5.30 p. m. From Plymouth at 7.55 a. m.; 3.20 South-Leave Scranton for New York at 1.10, 00, 5.50, 8.00 and 10.05 a. m.: 12.55, 3.24 p. m.

Central Railroad of New Jersey.

Stations in New York-Foot of Liberty street, R., and South Ferry. TIME TABLE IN EFFECT JUNE 20, 1901. Trains leave Scranton for New York, Newart: lizabeth, Philadelphia, Easton, Bethlehem, Al-entown, Mauch Chonk and White Haven, at 8.5. m.; express, 1.10; express, 4.00 p. m. Sun a. m.; (No. and Witkes Barre, 8.55 a. m.; 1,19 For Pittsten and Witkes Barre, 8.55 a. m.; 1,19 and 4.60 p. m. Sundays, 2.15 p. m. For Baltimore and Washington and points South and West via Bethlehem, 8.55 a. m., 1,40 South and West via herinden, S. S. a. m., 1.40 and 4.00 p. m. Sundays, 2.15 p. m. For Long Branch, Ocean Grove, etc., at 8.55 a. m. (through coach) and 1.10 p. m. For Reading, Lebanon and Harrisburg, via Al-lentown, 8.55 a. m. and 1.10 p. m. Sundays,

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 Through tickets to all points cast, south and west at lowest rates at the station.

C. M. BURT, Gen. Pass. Agt.

J. H. OLHAUSEN, Gen. Supt.

New York, Ontario and Western. Time Table in Effect Sunday, June 23, 1901. NORTH-BOUND. Leave Leave Scranton. Carbondale.

10.00 a. m. 11.10 a. m. 1.00 p. m. 4.00 p. m. 4.44 p. m. 5.00 p. m. 6.10 p. m. 4r Carbondale. 6.46 p. m. SOLTH-BOUND. SOUTH-BOUND.
Leave Leave Arrive
Cadysia. Carbondale. Scrimton.
7.00 a.m. 7.40 a.m.
8.10 a.m. 10.01 a.m. 10.40 a.m.
2.15 p.m. 1.60 p.m. 1.15 p.m.
SUNDAYS ONLY, NORTH-BOUND.

Leave Leave Scranton, Carbondate, Arrive 9.10 s. m. 10.45 a. m. Carbondale . 7.45 p. n No. 9 ... 8.30 a. m. No. 5 ... 7.00 p. m. Ar. Carbone SOUTH-BOUND. Leave

NO. THE BOT ND.

Leave Arrive
Cadosia Carbonilale. Scranton
No. 10 . 1.30 p m. 6.06 p. m. 6.45 p. m.
Trains Nos. 1, an week days, and 9, on Sundays, make main line connections for New York eity. Utica, Oneida, Oswego and intermediate Trains Nos. 3 and 4 make Walton, Delhi, Hamden and Sidney connections.

For further information consult ticket agents,
J. C. ANDERSON, G. P. A., New York,
J. E. WELSH, T. P. A., Seranton.

Erie Railroad, Wyoming Division. Time Table in Effect Sept. 17, 1900.

Trains for Hawley and local points, connecting at Hawley with Erie rattroad for New York, Newburg and intermediate points, leave Scratton at 7.00 a. m. and 2.25 p. m. Trains arrive at Scrunton at 10.50 a. m. and



SUMMER RESORTS

Seashore and Country Combined.

Fenwick, Conn., has them both and 5 he most chaiming spot on Long Island Two and one-half hours from New York,

at mouth of the beautiful Connecticut

Fenwick Hall Has every attraction and convenience; all

Has every attraction and convenience; all the amusements and sports, and everything conducive of bealth and pleasure. Bathing, heating (steam lanuches and sail heats), fishing (the best on the Sound), cycling, driving, private gelf links and tennis courts. Elevators and private baths; rooms or maire. Write to J. E. Chaffield, Proprietor Hotel Jefferson, New York City, for terms and full particulars.

HOTEL CLIFTON, LAKE WINOLA, PA.

New and modern, Beautifully sitnated. 1500 feet above sea level. No mosquitoes. Orchestra, tennis, boating. Culsine first-class. Write for rates.

ATLANTIC CITY HOTELS.

GRAND ATLANTIC HOTEL AND ANNEX Virginia Ave. and Beach, Atlantic City, N. J. Virginia Ave, and Beach, Atantic City, N. J.
Sixth year; 350 beautiful rooms ensuite, single
and with bath; hot and cold sea-water baths
in hotel and annex. Lecation select and central,
within free yards of the Steel Pier. Orchestra,
Offens special spring rates, \$12 to \$15 by week;
\$2,50 up by day. Special rates to families. Coaches
uncet all trains. Write for booklet.

CHARLES E. COPE.

HOTEL OSBORNE.

Atlantic City, N. J. One square from beach, New 75-room annex. Modern appointments. Un-excelled service. Bates, by the day, \$1,50 and up-ward. By the week, \$8 and upward. Capacity, 400. R. J. Osborne.

RAILROAD TIME TABLES. RAILROAD

PENNSYLVANIA Schedule in Effect June 2, 1901. Trains leave Scranton:

6.45 a. m., week days, through ves-tibule 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, Wash-ington and for Pittsburg and the

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

2.18 p. m., week days, (Sundays, 1.58 p. m.), for Sunbury, Harris-burg, 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 coaches to Philadelphia via Potts-Stops at principal intermediate stations. 1.27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadel-

phia and Pittsburg.
J. B. HUTCHINSON, Gen. Mgr.
J. B. WOOD, Gen. Pass. Agt.

Lehigh Valley Railroad.

he Effect June 2, 1991.

Trains Leave Scrintoni
For Philadelphia and New York via D. & H.
R. at 6.45 and 2.38 a, m, and 2.18, 4.2
(Black Diamone Express), and 11.39 p, m, Sun
days, D. & H. R. R., 1.58, 8.27 p, m.
For White Haven, Hazleton and principa
points in the coal regions, via D. & H. R. R.
6.45, 2.18 and 4.57 p, m. For Pottsville, 6.45 a
m, 2.18 p, m.

it.45, 2.18 and 4.07 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), 11.39 p. m. Sundays, D. & H. R. R., 9.38 a. m.; 1.58, 8.77 p. m.

For Tunkhannock, Towanda, Elmira, Ithacs, Geneva and principal intermediate stations, via D., L. & W. R. R., 8.08 a. m.; 1.05 and 3.40 p. m.

p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 11.55 g. m., 1.28, 3.35 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundaya, D. & H. R., 11.55, 8.27 p. m.

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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, 1:29, 2:44, 3:52, 5:29, 6:25, 7:57, 9:15, 11:20 p. m. 1:16 a. m. For Homesdale and Lake Lodore, 6:20, 10:13 a. m. 1:24 and 5:20 p. m. For Wilkes-Barre-6:45, 7:48, 8:41, 9:38, 10:41 a. m. 12:06 1:28, 2:18, 3:30, 4:27, 6:10, 7:18, 10:41 13:00 p. m. For Wilkes-Barre—6:15, 7:48, 8:41, 9:38, 10:41, a. m., 12:06 1:28, 2:18, 3:35, 4:27, 6:10, 7:48, a. m., 12:06 1:28, 2:18, 3:35, 4:27, 6:10, 7:48, a. m., 12:07, b. m.

For L. V. R. R. points—6:45, 9:38 a. m., 2:18, 4:27 and 11:36 p. m.

For Permsylvania R. R. points—6:45, 9:38, 2:18, 5:33 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, 11:35 a. m., 2:44, 3:52, 5:52 and 10:52 p. m.

For Wilkes-Barre—9:38 a. m., 12:03, 1:38, 3:28, 6:32 and 8:42 p. m.

For Albany and points north—3:52 p. m.

For Hotesdale and Lake Lodore—8:50, 11:33 a. m., and 3:52 p. m.

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