## INDUSTRIAL AND LABOR

MINE WORKERS TO MEET HERE NEXT WEEK.

Their Convention Will Be Held in Music Hall and at It the Choice of the Members of the District for Officers Will Be Made Known. United Glass Company of Syracuse Is Absorbed-Coal Trade Is in Good Shape-D, L. & W. Board for Today.

In Music hall, at 10 o'clock next Monday morning, will open the annual convention of the United Mine Workers of District No. 1, which includes the Lackawanna and Wyoming valleys. The number of delegates will be about 400, and they will be called to order by District President T. D. Nichells. It is expected that William B. Wilson, of Indianapolis, the national secretary of the organization, will be present. If he is, he will deliver an address.

The election of officers will be the most important work of the convention. The balloting is done at the meetings of the local unions, and at the coming convention the choice of the miners of the district will be made known. The officers to be elected are a district president, vice-president, secretary-treasurer and eight members of the executive committee, two from each of the four inspection districts. The candidates for office are:

For President-T. D. Nicholls, Nanticoke; T. D. Haven, Dickson City.

D. Hayes, Dickson City.

For Vice-President Adam Ryscavage, Plymouth; Frank Berger, Old Forgo.

For Secretary and Treasurer—John T. Dempsey, Scranton; John E. Powell, Scranton.

The following are the candidates for positions on the executive board: First District-John P. Kenrney, Archbald; Lewis Swartsrober, Archibald; E. L. Cuff, May-field; Stephen Resp. Olyphant; Thomas Walton, Jessup; Daniel Coleman, Scranton; William P. Jones, Scranton.

Second District-Robert N. Courtright, Scrap on; M. J. Healey, Scranton; Nicholas Burke, leranton; W. L. Jones, Coyne; William O. Jenline, Scranton: Thomas Price, Scranton: P. W. Pelan, Scranton: John F. Dempsey, Moosie; Thomas Davis, Scranton,
Third District-Thomas Liewellyn, Avora; An-

thony Schlosser, Duryea: Jourse Moran, Pittston; Thomas L. Williams, Duryea: John Reynolds, Pittston; Jethre Richards, Luzerne borough. Fourth District John Fallon, Wilkes Barre: J. H. Hobbs, Plymouth: Daniel J. Reese, Plymouth

For Auditing Committee-Peter Kelly, Jermyn Michael J. Ryan, Avoca; Richard Roberts, Seran ton; Edward Barrett, Scranton; John Shaw, Phy-

#### Work on Spike Mill.

The buildings for the new spike mill on Jackson street, in the Keyser Valare rapidly nearing completion, and the main shop is about ready, Some of the machinery for the plant has arrived and is being installed, and it is expected that everything will be in readiness to begin operations in the course of six or eight weeks.

The promoters of the industry, Messrs Timmes and Heeht, are pushing the work and thus far are well pleased with the progress that has been made The entire plant will consist of five buildings, two of which have been completed. These are the spike and roll-The masonry work was done by Con-

tractor Muldoon, and Mulherin & Judge have the contract for the building work. The promoters will advertise for bids in a few days for the erection of the galvanizing mill, warehouse and office buildings.

The spikes to be turned out from the galvanizing milt will be used in boat and dock construction and other work touching on the water front.

The rolling mill is 200x106 feet, and the spike mill 95x100 feet. The capacity of the plant will be 10,000 tons an-The galvanizing mill will be 30x125 feet, the warehouse 50x100 feet and the office building 60x56 feet.

The firm have already received a large number of applications for work from skilled mechanics, and employment will be furnished for a large number, but how many is not known at present.

## Enjoyed the Holiday.

Comparatively few of the Lackawanna Railroad company's army of employes were at work yesterday, and in consequence miner, laborer, trainman and clerk alike were given an opportunity to enjoy the pleasures of the Only the men who operate the pas-

senger trains and "must" freights were at work. The traffic was rather light over the road, but an extra car was necessary on train No. 3 en route to Buffale. All of the offices in the main station building were closed, and, in the language of the street, there was "nothing doing" to speak of in particu-

## Handling of Baggage.

Owing to the limited accommodations on Lackawanna railroad trains Nos. 3 and 6, it has become necessary for the company to restrict the amount of baggage forwarded by these trains to the

minimum. Baggagemen have therefore been instructed to decline to forward baby carriages and bicycles, also trunks of traveling salesmen, except in cases of urgent necessity, notifying passengers that their baggage will be forwarded on the following trains.

## Coal Trade in Good Shape.

The time has arrived for another advance in the price of anthracite, and the scheduled list is now subject to a discount of 20 cents a ton on the deliveries made during July. Thus the programme laid out early in the yeareven if an old-fashioned idea-is being adhered to strictly, and much emolucarrying companies thereby. It is peculiarly fortunate for those in control of the anthracite properties that they superintendent's office, have the improved conditions in the country at large to aid them. There mer years, but the possibilities of production were too great, and the country had not grown up to the "billion idea." Those who have long looked forward to a profitable era in anthracite coal ought to be cheered at the

So far as market demand is concerned for anthracite, that seems to continue unabated, and it is not a question of price in securing tonnage. The usual trade at this season of the year seems to be distanced, and there is no particular anxiety as to the future. If the tonnage which may be had during the next sixty days should by any means be more than any current requirements might come to, it salt tears, entered the city hall one day it is now."

will no doubt be found very good stock on hand to have and to hold until there is the fall demand to be supplied. Some people may fancy that there is coal now being distributed which is ordinarily fall tonnage, but the reports had from time to time do not warrant any great value being placed on this .- Saward's Coal Trade

### Are in the Combine.

It is announced that the American Window Glass company of Pittsburg has bought up the stock of the Uni ted Glass company of Syracuse. The United Glass company was formed in 1890 with a capital of \$6,000,000. It owned about twenty factories in New Yerk, Ohio, Penasylvania and Illinois. Attempts to consolidate the two companies have been pending for some time, the stockholders of the United Glass company finally accepting par for their stock, a large part of which is held in Utica. The deeds of the property will be turned over to the Pittsburg company in a few days. Many of the glass plants now in operation will be closed.

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

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

Scranton, July 5, 1991. THURSDAY, JULY 4. Wild Cats, East-S p. m., C. W. Dunn; 10 p. m., George Burt.

FRIDAY, JULY 5.

Wild Cats, East-12:30 a. m., J. H. McCann, a. m., F. L. Rogers; a a. m., H. Doherty; 10 W. Hear, with W. A. Bartholomew crew; 11 a. m., T. McCarthy; 1 p. m., J. Bush 2 p. m., F. Case, with F. F. Stevens' crew; m., F. Fitzpatrick; 6 p. m., A. G. Hammitt, Summits, Etc.-6 a. m., cast, J. H. Nahols; 6 m., east, J. Carring.
Pushers—8 a. m., F. McDenneil; 10 a. m., S.

Firnerty; 11.30 a. m., Moran; 7 p. in., Murphy; 9 p. m., Lamping; 10 p. m., A. Widener, Passenger Engines-7 n. m., Gaffney; 7 a. m.,

P. Singer; 10 a. m., Lattimer; 5.50 p. m., Stanton; 7 p. m., C McGovern. Wild Cats, West-5 a. m., J. Ginley; 10 a. m., O. W. Fitzgerald; 1 p. m., John Gahagan; 4 p. m., John Baxter; 6 p. m., O. Case.

Brakeman E. L. Williams will go out with Kirgsley next trip.

## This and That.

An unusually large amount of coal is stalled on the Bloomsburg siding below Scranton street.

Two more of the Lackawanna Railroad company's new engines are expected today from the Schenectady Locomotive works,

## CITY HALL GOSSIP.

If any person wants to immortalize themselves by giving a swimming pool, or anything else that will assist in the furnishing and finishing of Nay Aug park, he can make known his wishes to Director of Public Works John E. Roche and be assured that his good intentions will not be discouraged. Mr. Roche wants to see that park grow rapidly in beauty and utility, but growth is slow when money is scarce Without money it is hard to do much in the way of beautifying a modern

city park. "That is a magnificent gift Mrs. H. B. Phelps has given to the park," said Mr. Roche yesterday, "We needed a fine drinking fountain as much as anything I can think of, and the George Scranton Throop Memorial fountain will prove a great blessing. It will be a beautiful fountain and a fine ornaetistic way of the comfort and relief it will give to visitors to the park. I would that other Scrantonians might give some substantial consideration to this park. They could help us in many ways."

A swimming pool is comething that cannot be constructed this year and possibly not next with city funds. It would be a great boon to thousands, and any man who wants to do a philanthropic act need go no further in looking for an opportunity to do something that will benefit his fellow-man.

. . .

There is all kinds of speculation in the city hall as to who the fortunate individual will be who will succeed John W. Moir as city detective. The men on the force look upon this as quite the most desirable berth in the iepartment, and none of them would wave it aside if it was properly tendered to them. It is a position that requires a superior order of ability to that demanded of a patrelman, but one in which the drilling and experience a patrolman gains in his daily routine are almost indispensable.

Recorder Connell and Director Wormser are silent as the proverbial clam about the identity of the next city detective, but about city hall there is a rumor which names Lieutenant Lona Day as the man who may be selected for the post. It would be a good appointment. Mr. Day has served faithful apprenticeship on the force with a record that is unexcelled. When the recent reorganization of the force under the Ripper bill took place, Patrolman Day's record for efficiency under all kinds of conditions won for him a lieutenancy, and since then he has had charge of the North Scranton precinct. His work during the short time he has been there demonstrates that he has talent for better things than swinging a club.

A man who has been a member of the force for a number of years gives the opinion that one detective is of little practical service in Scranton.

"The number of complaints turned over to the city detective for investigation will average at least ten a day," he said. "Of course, it is not possible for one man to give these the consideration they deserve, for oftentimes one case will give him all he can do for a day or longer. There ought to be at you?" asked Solicitor Watson. least three plain clothes men connected with the department. Then if one man was assigned to a big case, or had to ment accrues to the producing and leave town on duty, there would be someone on hand to give attention to the complaints recorded daily in the

"If councils persist in refusing to grant the necessary number of men. I were equally able people who tried to believe it would be to the advantage make this trade a profitable one in for- of the force if a half-dozen of the patrolmen were mounted for suburban service. They could easily cover more ground in the suburbs than ten patrolmen on foot, and this would give additional men for plain clothes duty and at the same time, I believe, give better protection to the isolated parts of the city which, under the present arrangement, can receive only a very small amount of attention, inadequate as the force is to cover the city. Two mounted officers in North Scranton, two in West Scranton and two in South Scranton would add wonderfully to the

efficiency of the police force," A youth, who was shedding great,

# Plain Tales from Plain People Straw



"I lost 28 lbs. in three months."

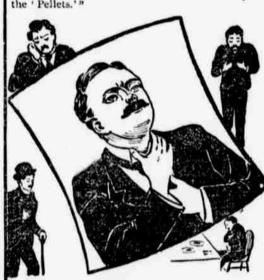
"Your medicines have done so much for me that "Your medicines have done so much for me that I cannot thank you enough for advice and kindness shown me," writes Mrs. Warren E. Parker. of Orange St., Nantucket, Mass. "Three years ago I was taken sick with what the doctor called nervousness and indigestion. He gave me medicine for the trouble, but I could not eat even a little toast or oattrouble, but I could not eat even a little toast or oatmeal without suffering severely. I felt hungry but
hardly dared eat anything. In a few months I
began to have distressing spells right in the pit of
my stomach. After the distress passed away it
would leave my stomach so sore that I was obliged
to lie in bed several days. I called the doctor again
and he said I had catarrh of the stomach; gave me
medicine but it did not do any good. I lost 28
pounds in three months. At last I was so bad that
I thought I was beyond help. One of my friends
loaned me Dr. Fierce's Common Sense Medical
Adviser to read, and when I read that many people Adviser to read, and when I read that many people had been cured by his medicines I made up my mind to write to him, although I was so bad

#### I THOUGHT THERE WAS NO HELP

for me. I wrote and received a prompt reply. He told me I had indigestion, associated with a torpid liver, and he advised me to take his 'Golden Medical Discovery' and also his 'Pellets,' if constipated. I commenced taking his medicines immediately, and soon began to feel better. I have taken six bottles of 'Golden Medical Discovery,' two of 'Favorite Prescription,' and six vials of Dr. Pierce's Pellets. I have gained ten pounds. Am able to do all my work, and have not had a distressing spell for five months. Can eat everything. I cannot express thanks enough for the good the medicines have done me. If anyone who is suffering, no matter what the case may be, would only write to Dr. Pierce for advice, I know he could help them.

"For over a year I was troubled with such a rough and pain in my chest that I could not rest at night," writes Omer J. Sennet, Esq., of Pranklin, St. Mary's Par. La., care of Mr. J. W. Foster. "1 tried cough mixtures and other medicines, but they did me no good and I was falling away all the time until I began taking Dr. Pierce's Golden Medical Discovery and 'Pleasant Pellets,' The first bottle made me feel better, so I took eight bottles, and now I feel like another man.

"Many thanks for your valuable medicines. would advise those who are suffering with a cough to take Dr. Pierce's Golden Medical Discovery and the 'Pellets.'"



"I was troubled with a cough."

THE four testimonials given here simply illustrate in a small measure the scope of the curative pow-

er of Dr. Pierce's Golden Medical Discovery. This medicine is primarily designed to cure diseases of the stomach and other organs of digestion and nutrition. Its far reaching effects on organs locally remote from the stomach are due to the fact, that diseases of blood, nerves, liver, heart and kidneys often have their origin in a diseased condition of the stomach and digestive and nutritive systems, and when the diseased condition is removed, the contributing cause of the disease of other organs is taken away also. Human life depends on food. If we don't eat we die. But it is not the fact of eating which makes us live, it is the assimilation by the body of the nutrition that is contained in the food, which sustains life. But this general nutrition is made up of specific elements for the several parts and organs of the body, and unless these specific elements of nutrition are extracted and assimilated in due proportion, there is some part of the body unnourished. For example,

the blood contains about one-tenth of an ounce of iron. Take that iron out of his blood and the man would drop dead. But it is evident that if the loss of all the iron from the blood means death, that, so far as the supply drops below the normal one-tenth of an ounce, it means loss of vital force and physical decay, because the blood



depends on iron to enable it to carry oxygen from the lungs to each part of the body. As the iron decreases there will be a deficiency in the oxygenizing of the blood. Instead of being bright scarlet, it will be dark purple-as it is in forms of lung disease terminating in consumption. If the stomach and organs of digestion and nutrition fail in their work, the health of the body at once suffers. Whether you are weak or strong depends upon the ability of the blood to select and distribute the nutritive elements for the several organs. The blood is

made chiefly in the stomach, and "weak" stomach means "weak" blood, blood deficient in vital energy. The great curative power of Dr. Pierce's Golden Medical Discovery lies in its power to heal diseases of the stomach and other organs of digestion and nutrition, so that the processes by which nature sustains life may be unhampered and unhindered. "Golden Medical Discovery" can't make a drop of blood, can't weave a strand of tissue. It can and does take away the diseased conditions which obstruct these processes of nature, and hence, "weak lungs," "weak nerves," "weak heart," etc., are perfectly and permanently cured by this great remedy.

Persons suffering from chronic forms of disease are invited to consult Dr. R. V. Pierce, by letter absolutely without charge. All correspondence private. Address Dr. R. V. Pierce, Buffalo, N. Y.



"Away back in 1865 I was greatly troubled with "Away back in 1865 I was greatly troubled with catarrh, which I was unable to get rid of for over six years," writes Mr. M. E. Curry, of 252 West 76th Street, New York, N. Y. "I had severe headache three or four times a week, which almost made me crazy. I was unable to look up without having mucous drop in my throat, and always carried five or six handkerchiefs with me. Sitting by an open window was out of the question, as I could not bear the least bit of air to strike my head. the least bit of air to strike my head. I went to a prominent physician, who treated me for over a year with hardly any benefit, and to three others who did not help me at all. I chanced to pick up one of your pamphlets which come with Dr. Pierce's Mediyour pamphlets which come with Dr. Pierce's Medi-cal Discovery, read it carefully, and concluded to try your 'Golden Medical Discovery' and Sage's Catarrh Remedy. I purchased a bottle of each and used them. It did not take me long to find out that they were the medicines I should have had years before. I continued to use your preparation, and

#### I WAS ENTIRELY CURED.

"I have recommended the same remedies to five or six of my friends who have been troubled with catarrh, and they have been cured also. I am satis fied that if anyone will use Dr. Pierce's Golden Medical Discovery and Sage's Catarrh Remedy as directed, they will be able to cure the worst case of catarrh. I find the 'Golden Medical Discovery' the greatest preparation for coughs—one which cures them in a few days."

"Your medicine helped me so much that I cannot praise it too highly," writes Mrs. C. L. Brooks, of Poland, Androscoggin Co., Maine. "The first dose I took helped me. I cannot forget how I felt when I took it; I was suffering everything with indiges-tion, and my stomach was so bloated that it seemed as though it must burst. My husband said he was as though it must burst. My husband said he was going for the doctor, but I said if he would get me a bottle of the 'Golden Medical Discovery' I would try that. I had not taken it long when I felt relieved and have not had a touch of indigestion or stomach trouble since. I had been sick for four years, and less than four bottles cured me. Some people that have me before I began to take the people that knew me before I began to take the 'Golden Medical Discovery' tell me that they never saw such a change in anyone, and they also say they don't see how I can do such large washings as do now, when I had not done a washing for se



"I can do such large washings."

# SOMETHING YOU CAN'T BUY .\_\_ Dr. Pierce's Common Sense Medical Advisor is not sold to any one. It is a gift, and one of the most

valuable gifts over presented to any family. This great work containing 1008 large pages and over 700 illustrations, treats of biology, physiology, hygiene, and medicine, in plain English. Dr. H. F. Philbrick, of South Weare, Hillsbore Co., N. H. (Box 24), says: "I have received the copy of the Common Sense Medical Adviser you sent me, and am very much pleased with it. I think it is a very important book, and it would be a God-send to every family throughout the whole world to have one of them." The book is sent FREE on receipt of stamps to cover expense of mailing ONLY. Send 31 casement stamps for cloth-bound book, or 21 stamps for the book in paper covers. DR. R. V. PIERCE, Buffalo, N. Y. Address:

## Erie Railroad, Wyoming Division.

Trains for Hawley and intermediate points leave scranton as follows: No. 2, 7,10 a. m.: No. 4, 50 a. m.: No. 6, 2.25 p. m.; No. 8, 3,20 p. n. Sost 6 and 8 are through trains for New York. Soc. 6 and 8 are 3 modell realist for New York.

Arrivals—No. 1, 815 a. m.; No. 2, 10.29 a. m.;
No. 5, 2.15 p. m.; No. 7, 10.15 p. m. Trains Not,
6 and 7 are through traffic from New York.

SUNDAY TRAINS.

Departures—No. 20, 2 a. m.; No. 22, 2 p. m.

Arrivals—No. 24, 12.15 p. m.; No. 23, 8.15 p. m.

this week and sought the city solicitor. He had a tale of wee to relate. His mother sent him out with a horse and wagen to do some hauling, and while going over a crosswalk in the Twentieth ward, which was badly set, the wheel of the wagon became fast, and in tugging to free it the horse broke part of the harness.

way I'll get a whipping," sobbed the "And what do you want me to do for "I'd like to have the city sued, so I can get the harness fixed," promptly

replied the boy. "It wasn't my fault

"If I go home with the harness that

that it broke. It was all the fault of that big stone in the street." "It wouldn't hardly do for me to sue the city for you," protested the solicitor, "but I'll take you up to see Mr. Roche, the director of public works, and we'll see what we can do for you." Up they climbed to the third floor to Mr. Roche's office, and the boy's grievance was laid before the director. "This is a sad case," commented Mr. Roche, "and as the city has made no provisions to meet emergencies of this kind, I don't see just what I can do,

unless we settle this claim ourselves,"

he said, turning to the solicitor That suggestion impressed Mr. Waton favorably, and the two officials ontributed a sufficient sum to have the harness repaired, and sent the boy away with dry eyes and a cheery smile. "I'll get the harness fixed and mother will never know about it." said the boy, "I tell you, I'd get it good if I went home with this harness the way

## Lehigh Valley Railroad.

In Effect June 2, 1901. Trains Leave Scienter:
For Philadelphia and New York via D. & H.
R. R., at 6.45 and 9.35 a. m., and 2.18, 4.27
(Black Diamone Laptese), and 11,30 p. m. Sandays, D. & H. R. R., L58, 8.27 p. m.
For White Haven, Barleton and principal
points in the coal regions, via D. & B. R. K.
6.45, 2.18 and 4.27 p. m. For Pottsville, 6.45 a.

Genera and principal intermediate stations, via D., L. & W. R. R., 8.08 a. m.; 1.05 and 5.49

10. 1. & W. K. R., e. S. W. H., 1.00 and 3.40 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 (Hlack Distanced Express), 7.48, 10.41, 11.20 p. m., Sundays, D. & H. R. R., 11.55, 8.27 p. m.
Pullman parlor and sleeping or Lehigh Volley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge. pension Bridge.
ROLLIN II. WILBUR, Gost. Supt., 25 Cortland street. New York.
For tickets and Puliman reservations apply to

00 Luckawanna avenue, Scranton, Pa.

New York, Ontario and Western.

Time Table in Effect Sinday, June 23, 1901.

NORTH-BOUND.

Leave Leave Arrive
Frains. Scianton, Carbondale. Cadosin
No. 1 . 10.30 a. m. 11.10 a. m. 1.00 p. m.
No. 3 . . 400 p. m. 4.44 p. m. 6.00 p. m.
No. 7 . . 6.19 p. m. Ar. Carbondale. 6.46 p. m.
SOUTH-BOUND. 0.10 a. m. 10.45 a. m. Ar. Carbondale., 7.45 p. m. 7.00 p. m. Ar. Carbonia SOUTH-BOUND. Leave

SOUTH-BOUND,
Leave Leave Arrive
Cadesia, Carlendale, Scrapton
No. 5 ... 7.09 a.m. 7.40 a.m.
No. 10 . 4.50 p.m. 6.00 p.m. 6.45 p.m.
Trains Nos. 1. an week days, and 9, on Sondays, make main line connections for New York
city, Utica, Oncida, Oswego and intermediate Trains Noz. 3 and 4 make Walton, Delhi, Ham-Iran No.

len and Sidney connections.

For further information consult ticket sgents,

J. C. ANDERSON, G. P. A., New York.

J. E. WELSH, T. P. A., Scranton.

## Delaware, Lackawanna and Western

n. 2.18 and 4.3 p. m. For rotestille, c.h. 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. Sandays, D. & H. R. R., 9.38 a. m.; 1.58, 8.27 p. m.
For Tunkhamock, Towarda, Elmiya, Uthanock, Towarda, and principal intermediate stations, via

Delaware, Lackawanna and Western

In Effect Dec. 2, 1900.

South—Leave Scranton for New York at 1.40, 3.06, 5.56, 8.60 and 10.05 a. m., 12.55, 3.33 p. 0.

I. For Philadelphia at 8.00 and 10.05 a. m., 12.55 and 2.32 p. m. For Strondsburg at 6.10 p. 10.

Milk accommodation at 8.10 p. m. Arrive at Hoboken at 6.30, 7.18, 10.28, 12.08, 2.15, 4.48, 7.10 p. m. Arrive at Philadelphia at 1.06, 3.25, 6.00 and 8.22 p. m. Arrive from New York at 1.10, 6.32 and 10.33 a. m.; 1.00, 1.52, 5.45, 8.43, and 11.30 p. m. From Strondsburg at 8.05 a. m. North—Leave Scranton for Buffalo and inter mediate stations at 1.15, 6.33 and 0.00 a. m.; 1.65, 5.48 and 11.30 p. m. From Strondsburg at 8.05 a. m. North—Leave Scranton for Buffalo and inter mediate stations at 1.15, 5.33 and 0.00 a. m.; 1.65, 5.48 and 11.35 p. m. For Mosego and Synatomes at 9.30 a. m. and 1.55 p. m. For Uliva at 1.19 a. m. and 1.55 p. m. For Michela sen at 4.00 and 6.15 p. m. For Buffalo at 1.25, 2.55, 5.45 and 10.00 a. m.; 8.20 and 8.00 p. m. From Scranton from Buffalo si 1.25, 2.55, 5.45 and 10.00 a. m.; 8.20 and 8.00 p. m. From Scranton at 2.55 a. m.; 1.238 and 8.00 p. m. From Vicioloson at 7.50 a. m. and 6.00 p. m. From Nicholoson at 7.50 a. m. and 6.00 p. m. From Montrose at 19.00 a. m. Bloomsburg Disisten—Leave Scranton for Northumberland, at 6.45, 19.05 n. no.; 1.55 and 1.50 p. m. For Kingston at 8.10 a. m. Arrive at Plymouth at 2.55 a. m.; 1.13, 5.00 and 8.15 p. m. From Northumberland at 9.35 a. m.; 1.13, 5.00 and 8.15 p. m. Arrive at Kingston at 8.25 a. m. Arrive at Plymouth at 2.56, 4.22, 9.35 p. m. Arrive in Scranton from Northumberland at 9.35 a. m.; 1.13, 5.00 and 8.15 p. m. Arrive at Kingston at 8.52 a. m. Arrive at Plymouth at 2.56, 4.22, 9.45 p. m. Arrive in Scranton from Northumberland at 9.42 a. m.; 12.33, 4.50 and 8.45 p. m. From Kingston at 1.40, a.00, 5.50, 40.05 a. m., 3.30 and 6.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 2.00, 5.50, 40.05 a. m., 3.30 and 6.40 p. m.

South—Leave Scranton at 1,40, 2,00, 5,50, 10.05 a. m., 3,33 and 2,40 p. m. North—Leave Scranton at 1,15, 6,35 a. m.; 1,55, 5,48 and 11,35 p. m. Bloomsburg Division—Leave Scranton at 10,05 a. m. and 6,30 p. m.

Central Railroad of New Jersey. Stations in New York-Foot of Liberty street, 41, and South Ferry. TIME TABLE IN EFFECT JUNE 30, 1901. Trains leave Sciunton for New York, Newart, Righeth, Philadelphia, Easten, Bethlehem, Al-ntown, Manch Chunk and White Haven, at 8.53 lentown, Mauch Chunk and White Haven, at 8.55 a. m.; espense, 1.10; capress, 4.00 p. m. Sundays, 2.15 p. m.
For Pittaton and Wilkes-Barre, 8.55 a. m.; 1.10 and 4.00 p. m. Sandays, 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. Sandays, 2.15 p. m.
For Long Branch, Ocean Grove, etc., at 8.55 a. m. (through casch) and 1.10 p. m.
For Reading, Lebanon and Harrisburg, via Allectown, 8.55 a. m. and 1.10 p. m. Sundays, 2.15 p. m.

15 p. in. For Pottaville, 8.55 a. m., 1.10 p. in. For Mountain Park, 8.55 a. m., 1.10 and 4.00

RAILROAD TIME TABLES. RAILROAD TIME TABLES. RAILROAD TIME TABLES. 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, Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the

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, 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 Pottsville. Stops at principal intermediate stations. p. m., week days, for Hazleton,

Sunbury, Harrisburg, Philadelphia and Pittsburg.
J. B. HUTCHINSON, Gen. Mgr. J. B. WOOD, Gen. Pass. Agt.

# Delaware and Hudson.

Delaware and Hudson.

In Effect June 9, 1990.

Trains for Curbondale leave Scranton at 5:20, \$100, \$2.35, 19:13 a. m., 12:90, 1:29, 2:44, 3:57, 5:29, 6:25, 7:57, 9:15, 11:29 p. m., 1:16 a. m.

To Homestale and Lake Ledore, 6:20, 10:12 a.

m.: 2.44 and 5:29 p. m.

For Wilker-Barre-0:45, 7:48, 8:41, 9:58, 19:43 a. m., 12:93 1:28, 2:18, 3:33, 4:27, 6:10, 7:48, 19:41, 11:39 p. m.

For Lind 1:20 p. m.

For Pennsylvania R. R. points-6:43, 9:38, a. m., 2:18, 4:27 and 1:20 p. m.

For Pennsylvania R. R. points-6:43, 9:38, 2:18, 3:31 and 4:27 p. m.

For Pennsylvania R. R. points-6:43, 9:38, 2:18, 3:31 and 4:27 p. m.

and 3:52 p. m. SUNDAY TRAINS, For Carbondale—8:30, 11:53 a. m., 2:44, 3:52, 55 and 1032 p. m. For Wilkes-Barre 9:38 a. m., 12:00, 1:38, 2:28, For Mountain Park, 8.55 a. m., 1.10 and 6.00 gast and 8.52 p. m.

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

For Honesdale and Lake Lodon - 8.50, 11.37

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