

Laces and Neckwear

Few houses in the larger cities carry the line of Laces found in our Lace Department...

Linen Torchon Laces

From 1 inch to 5 inches wide with insertings to match. Your choice, per yard, at...

Silk Ties

Hemstitched and tucked, were 60c, now 50c. Colored neckties, 75c. Hemstitched and tucked, were 60c, now 50c.

Fine Embroideries

At Clearance Sale prices.

Wash Fabrics

Quantities of beautiful Wash and other thin dress materials. All the choice fabrics of the best manufacturers of today.

Scotch Gingham

Large selections of styles and colorings, 25c quality, now 15c.

Pique and Duck Suitings

In stripes and other fancy effects, 12 1/2-2c quality, now 8c.

Pongee Suitings

Select assortment of choice figures, 25c quality, now 15c.

Scotch Gingham

Large selections of styles and colorings, 25c quality, now 15c.

Lace Effects

In Scotch gingham, new line of popular stripes, 40c quality, now 25c.

Satin Stripe Batiste

Best quality in choice new patterns, all the new shades. Clearance Sale price 30c.

Satin Liberties

Choice array of very handsome patterns in small, neat figures, as well as the most elaborate designs, \$1.00 quality; now 75c.

Mouseline de Soie

Very light and airy, just the fabric for hot weather wear; beautiful floral designs, 65c quality; now 40c.

Corsets

We have a number of broken lines of Corsets, not many of any one style, but in the lot you will find all sizes; regular 75c and \$1.00 qualities. Clearance price 50c.

Babies' Bonnets

You can always find the daintiest headgear here for little folks.

Children's Hats

\$1.00 Lawn Hats for 75c. \$1.65 Lawn Hats for \$1.35. \$2.00 Lawn Hats for 1.50. \$3.50 Lawn Hats for 2.70. \$5.00 Lawn Hats for 4.00.

Silk Gloves

At Clearance prices, former prices cut in half. Come in black and color. 50c quality, now 25c. \$1.00 quality, now 50c.

Hosiery

Most complete and extensive lines, are up to the minute in style and qualities that give satisfactory wear and great bargains at our Clearance prices.

FINLEYS Mid-Summer Clearance of Seasonable Merchandise

Experience teaches us the necessity of cleaning up all residue stocks at the end of each season. To thoroughly and effectively accomplish this in the most expeditious manner we have placed a clearance price on every item of merchandise of a summerish character, and cut the price so deep that we feel assured our expectations will be quickly realized.

- Hosiery: Ladies' Black Hose, drop stitch, were 25c, now 15c. Light Weight and Fast Black Hose, were 30c, now 23c. Ladies' Lisle Hose, in plain and fancy stitch, were 35c, now 29c. Ladies' Fancy Colored Lisle Hose, were 50c, now 39c. Ladies' Fancy Hose, also plain, were 25c, now 19c. Men's Fancy Hose, were 35c, now 25c. Children's Hosiery: Special lot of twenty-five dozen. Child's Hose, were 25c, now 15c. Boys' Extra Value Seamless Hose, a bargain, 12 1/2-2c. Misses Fine Ribbed Black Hose, extra value, were 45c, now 35c. Ladies' Lisle Vests, 15c, now 10c. Ladies' Lisle Vests, 30c, now 21c. Ladies' Silk Vests, 55c, now 42c. Men's Balbriggan Shirts and Drawers, 35c, now 22c. Men's Balbriggan Shirts and Drawers, 45c, now 37 1/2-2c. Men's Negligee Shirts, no collars, were 50c, now 29c. Men's Monarch Shirts, \$1.00, now 87 1/2-2c. Men's Monarch Shirts, \$1.50, now \$1.25. Men's Monarch Shirts, \$2.00, now \$1.50.

Sale Began Saturday Morning, July 6th. 510-512 LACKAWANNA AVENUE.

INDUSTRIAL AND LABOR

CONVENTION OF MINE WORKERS OPENS TODAY.

Officers to Be Chosen and a Number of Important Matters Considered. Meeting of the Central Labor Union Yesterday Afternoon—Strike Is at a Stand Still—The Anthracite Coal Trade—Officers for the Delaware Valley Railroad Appointed—The Board for Today.

At 10 o'clock this morning the quarterly session of District No. 1, United Mine Workers of America will be opened in Music Hall, with President F. D. Nicholls of Nanticoke in the president's chair.

Foremost among the matters to be noted upon by the convention will be the annual election of officers, and as there are two or more candidates for every position some pretty lively balloting is expected.

The action taken at the convention of District No. 7, regarding the necessity for adopting measures to shorten the men's working hours, by causing the companies to reduce the weekly output of the collieries will come up before No. 7's delegates, and it is likely that reports will be heard from the committees which waited upon the superintendents of the big coal companies of the district with focal grievances, according to the action taken at the last convention.

Meeting of the Central Labor Union. A large amount of business was transacted at the meeting of the Central Labor Union yesterday afternoon, foremost among which was the annual election of officers and the drawing up of a resolution endorsing the strike of the car builders.

The old officers were re-elected, in spite of a brisk opposition made by opposing candidates. They are: President, Walter Jones; vice-president, Stephen Price; corresponding and recording secretary, E. C. Patterson; treasurer, George H. Gother; sergeant-at-arms, J. E. Lavery; trustees, Joseph Oliver, W. A. Stanton and P. H. Buckley; auditors, P. D. Coyne, T. J. Quinlan and Nicholas Burke; organizer, Hugh Frayne.

A special committee was appointed to take action regarding the car builders, and drew up the following resolution: At the meeting of the Central Labor Union held July 7, 1901, the following preamble and resolutions were adopted: Whereas, Car Builders' union, No. 7201, has been on strike for a period of nine weeks; and Whereas, their conduct up to this time deserves the commendation of all honorable men, and Whereas, they are struggling for better conditions, a strike is therefore in it.

Resolved, By the Central Labor union that we heartily endorse the stand taken by Car Builders' union, No. 7201, and further be it Resolved, That we offer them our moral and financial support, and be it further Resolved, That a committee of five be appointed to frame an appeal to all affiliated unions and other organizations for moral support for the Car Builders' union.

All contributions shall be paid or be made payable to Captain P. J. McAndrew, 714 Lackawanna avenue. The action taken at the convention of stationary firemen in Wilkes-Barre, June 16, where it was decided to ask for the eight-hour day, was also endorsed by the Central Labor union. The committee in charge of arrangements for the American Federation of Labor convention, which is to be held here in December, reported awarding the contract for souvenirs, Fadden Bros. were awarded the lunch contract for the Labor day demonstration at Lake Lodi.

Strike Situation. The strike situation is now practically at a standstill. The car builders met Saturday night in Schimpf's Hall and took a test vote on the question of resuming work. The vote was unanimous for remaining out. There were many wild rumors in the air yesterday regarding the strike, and one of these was to the effect that the Allis-Chalmers men had decided to resume work this morning. Chairman Campbell denied all knowledge of any such intention on the part of the Penn avenue shop employees.

Officers Appointed. Howard A. Worman, of Bath, has been elected general superintendent of the Delaware Valley railroad. C. H. Rutter, of Easton, is freight and passenger agent. Positions of brakemen, conductors, firemen and engineers and other employees will be filled by superintendent Worman in a few days. Howard A. Worman, the new superintendent, has for the past eighteen years been the station agent for the Lehigh and Lackawanna railroad at Bath. He resigned to accept the position of Delaware Valley railroad, C. H. Rutter, of Easton, freight passenger agent and auditor, has been connected with the Pennsylvania railroad in Philadelphia. Mr. Worman will move to Stroudsburg and have his office in East Stroudsburg. It is that that the road will be in operation this month.

Anthracite Coal Trade. Considering the terrific heat that has prevailed over all anthracite-burning territory the past week, the demand for coal has been really phenomenal. In spite of predictions of a slack market later on, there is as yet no sign of overproduction. What coal is mined goes to dealers at once, and as large consumers continue to lay in supplies, dealers' stocks grow but slowly. The June shipments from the mines were much heavier than was expected when the new scale of discounts went into effect on April 1st, and the July movement is likely to be no less remarkable.

Demand at the head of the lakes is still light, but is bound to improve before long. Coal is accumulating but slowly at the docks, and a lot will be needed before navigation closes. In Chicago territory demand is increasing. Supplies on the docks are scanty and dealers continue to find trouble in getting what they want. In the East, both at the interior

points and along the seaboard, coal is wanted. In past years dealers have begun looking for bargains about this time. This year there are no bargains, and dealers are fortunate who can get coal promptly at the regular figures. Egg and stove sizes continue in best demand. The steam sizes are to be had more easily than a few weeks ago. The July prices for free-burning white ash, f. o. b. New York Harbor ports, are: Broken, \$3.80; egg, \$4.05; stove and chestnut, \$4.30.—Engineering and Mining Journal.

D. L. & W. Board for Today. The following is the make-up of the D. L. and W. board for today: Saturday, July 8, 1901. Wild Cat, East—P. M., J. C. Costello. Monday, July 8. Wild Cats, East—7 a. m., P. Cavanagh; 10 p. m., E. M. Halliday; 1 p. m., George Burt; 2 p. m., J. H. McManis; 4 p. m., F. L. Rogers; 6 p. m., C. W. Dunn; 9 p. m., T. McCarthy. Sunnits, East—10 a. m., west, G. Frenkel; 6 p. m., east, J. Carling; 7 p. m., east from Nap. Aug. E. McAllister; 8 p. m., east, W. H. Nichols; 7 p. m., west from Nap. Tompkins; 7 p. m., west from Nap. Tompkins. Poshers—8 a. m., Houser; 10 a. m., Houser; 11:30 a. m., Moring; 7 p. m., Murphy; 9 p. m., Lumping; 10 p. m., A. Wilkey. Passenger Engineers—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., Scott; 5:30 p. m., Stanton; 7 p. m., Lattimer.

NOTICE. Mr. Staples will not be on duty on 7:30 and 8:30 Monday and Tuesday, July 8 and 9. Bookman Nichols reports for P. A. Neale. Bookman George Whitton reports for John Bystrom. Brakeman Brodwin will go with J. A. Buhl until further notice in place of Norman Haines.

This and That. The linemen of the Scranton Railway company have been granted a Saturday half holiday during the summer. It went into effect Saturday. Calvin Pardee and company have posted notices to the effect that Lattimer, No. 3 breaker and Lattimer strippings near Hazleton will shut down for an indefinite period. The car builders will meet at 5 o'clock this morning on the Orchard street grounds. The meeting is somewhat in the nature of a gathering for the purpose of doing picket duty.

The Carnegie Steel Company has introduced the Mottel process of bar open-hearth steel making in the No. 2 works at Homestead. It is already in use in No. 1 and will soon be installed in No. 3 works. The molten metal and also from the Duganese furnaces. The new plant of the Carnegie Tube company at Carnegie, Pa., will be one of the most complete pipe mills in the country. All the buildings will be of steel-frame construction. Wm. B. Seale & Sons, Pittsburg, Pa., designed the buildings, and also have the contract for their manufacture and erection.

At the meeting of the Team Drivers' union, No. 223, in Raub's hall Saturday night, the following officers were elected: Albert Williams, vice president; A. B. Mott; recording secretary, John Kadegan; financial secretary, W. F. Dimmock; treasurer, Henry Herbert; correspondent, B. Anthony; conductor, Philip Breckstein; warden, George

Kramer; past president, George Edwards; trustees, eighteen months, Oscar Eldred; twelve months, J. F. Kelly; eight months, B. Anthony.

The Rogers Locomotive Works, of Paterson, N. J., is at present employing about 450 men, about 150 of whom are repairing the machinery, buildings, furnaces, tools, etc. When in full operation with present facilities about 1,400 men can be employed. A new 17-ft. gap hydraulic riveter in use pur does 2400 sq ft of riveting and new tools will be put in from time to time. R. Wells is general manager.

DONATIONS FOR THE HOME. The managers of the Home for the Friendless acknowledge with gratitude gifts from the following donors: H. A. Pierce, vegetable; Mrs. E. A. Willard, case; Nolan Brothers, plumbing fixtures; J. L. Quick, paint; Fouts & Shear, splunkers; First Presbyterian church, quantity sandwiches and cakes; Lackawanna Dairy company, milk; Locomotive Works, 400 lbs. coal; Mrs. W. B. Kennedy, stock; Mrs. Carrie Bennett, boxes; Mrs. A. H. Nichols, vegetables; Mrs. W. Powell, candy; Mrs. R. J. Williams, clothing; Mrs. S. B. Clark, clothing and gloves; Mrs. Preston Robinson, Vetter, net cake; Mrs. E. L. Fuller, quantity sandwiches and cake; Mrs. W. W. Watson, quantity; Dr. N. V. Lee, box of sample food; Mrs. Susan Williams, cream; Lewis & Reilly, quantity rice crackers; Mrs. E. H. Ripple, two large chocolate cakes; Mrs. Ella Shauer, sugar, lemons and cheese; P. Bell, orange; D. Holmes, fireworks; Dr. S. C. sleeping on Lehigh Valley bridge; Dr. S. C. sleeping on Lehigh Valley bridge; St. Agnes Guild of St. Mark's church, Dunmore, gave a delightful social for the old ladies on June 29. Miss Hildebrand recited several selections and delicious refreshments were served. Thanks are due to J. C. Warner, Sam Fuhrman, Wm. Rosser and Edward Evans for favors received.

HE WAS PROUD OF IT. McGrath Admitted That He Beat His Cousin. Neighbors telephoned to the central station yesterday morning that a young man named McGrath, living at 513 Luzerne street, was destroying the life of his household furniture and more-over beating his mother. The patrol wagon, with Patrolmen Malott, Joiner and Potter, responded. They found McGrath very intoxicated and very pugnacious. He had been engaged in struggling with a cousin, and when his aged mother attempted to interfere, it is claimed, her son struck Mrs. McGrath a very severe blow. The son proudly admitted that he "had licked the cousin," but denied chastising his parent.

On the way from the house to the patrol wagon he suddenly broke away from Joiner and Potter and attempted to foot his way to freedom. He wasn't in condition for a sprint, however, and was easily caught and bundled into the wagon.

RAILROAD TIME TABLES.

PENNSYLVANIA RAILROAD

Schedule in Effect June 2, 1901. Trains Leave Scranton: 6:45 a. m., week days, through vestibule train from Wilkes-Barre, Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the West. 9:38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. 2:18 p. m., week days, (Sundays, 1:58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. 3:33 p. m., week days, through vestibule train from Wilkes-Barre, Pullman buffet parlor car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations. 4:27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

Lehigh Valley Railroad.

In Effect June 2, 1901. Trains Leave Scranton: For Philadelphia and New York via D. & H. R. R., at 6:45 and 9:38 a. m., and 2:18, 4:27 (Black Diamond Express), and 11:30 p. m. Sundays, D. & H. R. R., at 6:45, 9:38 a. m., and 2:18, 4:27 p. m. For White Haven, Hazleton, and principal intermediate stations via D. & H. R. R., at 6:45, 9:38 a. m., and 2:18, 4:27 p. m. For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D. & H. R. R., at 6:45, 9:38 a. m., and 2:18, 4:27 p. m. For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., at 6:45, 9:38 a. m., and 2:18, 4:27 p. m. For Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., at 6:45, 9:38 a. m., and 2:18, 4:27 p. m. For Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., at 6:45, 9:38 a. m., and 2:18, 4:27 p. m.

Delaware and Hudson.

In Effect June 9, 1901. Trains for Easton leave Scranton at 6:30, 8:25, 10:15 a. m., 12:50, 2:14, 3:52, 5:29, 6:25, 7:57, 9:15, 11:20 p. m., 1:10 a. m. For Hazleton and Lake Fort, 8:25, 10:15 a. m., and 4:52 p. m. For Wilkes-Barre—6:45, 7:45, 8:51, 9:58, 10:45, 11:30 p. m., 1:20 a. m., 2:18, 3:15, 4:12, 5:09, 6:06, 7:03, 8:00, 8:57, 9:54, 10:51, 11:48 p. m. For Pennsylvania R. R. points—6:45, 9:25, 2:18, 4:27 and 4:27 p. m. For Albany and all points north—6:30 a. m., 2:18 p. m. For Carbondale—6:15, 11:25 a. m., 2:14, 3:52, 5:29 and 10:52 p. m. For Wilkes-Barre—6:58 a. m., 12:00, 1:55, 3:25, 6:22 and 8:47 p. m. For Albany and points north—4:52 p. m. For Hazleton and Lake Fort—6:50, 11:30 a. m. and 2:25 p. m.

Erie Railroad, Wyoming Division.

Trains for Hazleton and intermediate points leave Scranton as follows: No. 2, 7:10 a. m.; No. 4, 8:50 a. m.; No. 6, 2:25 p. m.; No. 8, 4:30 p. m.; No. 6 and 8 are through trains for New York. Arrivals: No. 1, 8:15 a. m.; No. 3, 10:30 a. m.; No. 5, 3:15 p. m.; No. 7, 9:15 p. m. Trains No. 1 and 7 are through trains from New York. For SUNDAY TRAINS: For Carbondale—6:15, 11:25 a. m., 2:14, 3:52, 5:29 and 10:52 p. m. For Wilkes-Barre—6:58 a. m., 12:00, 1:55, 3:25, 6:22 and 8:47 p. m. For Albany and points north—4:52 p. m. For Hazleton and Lake Fort—6:50, 11:30 a. m. and 2:25 p. m.

RAILROAD TIME TABLES.

Delaware, Lackawanna and Western

In Effect Dec. 2, 1900. South-Leave Scranton for New York at 1:40, 5:00, 5:50, 8:00 and 10:05 a. m.; 12:55, 3:35 p. m., and 6:25 p. m. For Stroudsburg at 4:10 p. m. Milk accommodation at 5:40 p. m. Arrive at Hoboken at 6:30, 7:18, 10:28, 12:38, 2:15, 4:48, 6:00 and 8:22 p. m. Arrive from New York at 1:10 a. m., 4:35 and 10:25 a. m.; 1:00, 1:25, 3:45, 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, 6:20 and 9:00 a. m.; 1:55, 5:45 and 11:55 p. m. For Owego and Syracuse at 6:35 a. m. and 1:53 p. m. For Utica at 1:10 a. m. and 1:55 p. m. From Montreal at 9:00 a. m., 1:05 and 5:15 p. m. For Nicholson at 4:00 and 6:15 p. m. For Binghamton at 10:30 a. m. Arrive in Scranton from Buffalo at 12:38 and 3:40 p. m. From Utica at 2:50 a. m.; 1:55, 2:35, 6:45 and 10:00 a. m.; 2:50 and 8:00 p. m. From Owego and Syracuse at 2:55 a. m.; 12:38 and 3:40 p. m. From Nicholson at 7:50 a. m., and 6:00 p. m. From Binghamton at 10:00 a. m.; 7:50 and 6:00 p. m. Bloomsburg Division—Leave Scranton for Northumberland at 6:45, 10:05 a. m., 1:35 and 4:50 p. m. For Pottsville at 1:05, 5:40, 8:20 p. m. For Kingston at 8:10 a. m., Arrive at Northumberland at 9:55 a. m., 1:10, 5:00 and 8:15 p. m. Arrive at Pottsville at 11:00 a. m., Arrive at Plymouth at 2:00, 4:25, 9:45 p. m. Arrive in Scranton from Northumberland at 5:15 a. m., 12:10 p. m., 4:50 and 8:45 p. m. From Kingston at 11:00 a. m., From Plymouth at 7:55 a. m.; 3:30 and 4:55 p. m.

SUNDAY TRAINS.

South-Leave Scranton at 1:40, 5:00, 5:50, 10:05 a. m., 3:35 and 6:25 p. m. North-Leave Scranton at 1:15, 6:55 a. m.; 1:55, 5:45 and 11:55 p. m. Bloomsburg Division—Leave Scranton at 10:05 a. m., and 5:50 p. m.

Central Railroad of New Jersey.

Scranton in New York—Foot of Liberty street, N. E. and South Ferry. TIME TABLE IN EFFECT JUNE 30, 1901. Trains Leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven, at 8:55 a. m., express, 1:01, express, 4:00 p. m., Sunday days, 8:15 p. m. For Pittston and Wilkes-Barre, 8:55 a. m.; 1:10 and 4:00 p. m., Sundays, 2:15 p. m. For Baltimore and Washington and points South and West via Bethlehem, 8:55 a. m., 1:10 and 4:00 p. m., Sundays, 2:15 p. m. For Long Branch, Ocean Grove, etc., at 8:55 a. m., (through coach) and 1:10 p. m. For Reading, Lebanon and Harrisburg, via Allentown, 8:55 a. m. and 1:10 p. m., Sundays, 2:15 p. m. For Pottsville, 8:55 a. m., 1:10 p. m. For Mountain Park, 8:55 a. m., 1:10 and 4:00 p. m. Through tickets to all points east, south and west at lowest rates. C. M. BURT, Gen. Pass. Agt. J. H. OHLBACH, Gen. Supt.

New York, Ontario and Western.

Time Table in Effect Sunday, June 24, 1901. SOUTH-BOUND. Leave Scranton. Arrive. No. 1, 10:30 a. m., 11:10 a. m., 1:40 p. m. No. 2, 1:00 p. m., 4:14 p. m., 6:00 p. m. No. 7, 6:10 p. m., 8: Cantonsville, 6:45 p. m. NORTH-BOUND. Leave. Arrive. No. 6, Cantonsville, 7:00 a. m., 7:10 a. m. No. 4, 8:40 a. m., 10:01 a. m., 10:40 a. m. No. 2, 2:15 p. m., 4:00 p. m., 4:15 p. m. SUNDAYS ONLY, NORTH-BOUND. Leave. Arrive. No. 9, 8:30 a. m., 9:40 a. m., 10:45 a. m. No. 8, 7:00 p. m., 8:40 p. m., 9:45 p. m. SOUTH-BOUND. Leave. Arrive. No. 6, Cantonsville, 7:00 a. m., 7:10 a. m. No. 10, 4:30 p. m., 6:00 p. m., 6:45 p. m. Trains No. 1, at week days, and No. 2 on Sunday, make up the connections for New York, Utica, Onondaga, Oswego and intermediate points. For further information consult ticket agents, J. E. WELSH, T. F. A. Stanton.

E. Robinson's Sons

Lager Beer Brewery. Manufacturers of OLD STOCK PILSNER. 485 to 455 N. Ninth Street, SCRANTON, PA. Telephone Call, 2333.

THE MOOSIC POWDER CO. Rooms 1 and 2, Com'lth B'l'd'g. SCRANTON, PA. Mining and Blasting POWDER. Made at Moosic and Bushkill Works.

LAFIN & RAND POWDR CO.'S ORANGE GUN POWDER. Electric Batteries, Electric Exploders, exploding bombs, safety fuses and Repauno Chemical Co.'s EXPLOSIVE. HIGH EXPLOSIVE.

Not in Nature. For anyone to always feel tired. There is no need to drag out an existence without ambition. Weak nerves are responsible for languor, depression, debility and various diseases, whether due to overwork, over-indulgence or any other cause, can be made strong as steel by the use of

Sexine Pills. They tone and invigorate every organ of the body, soothe and strengthen the nerves and transform broken down men and women into strong, healthy, vigorous, fully-checked persons. If you find this isn't so, you get your money back. \$1.00 per box, 6 boxes (with guarantee), \$5.00. Book free. PEAL MEDICINE CO., Cleveland, Ohio.

For sale by John H. Phelps, Pharmacist, corner Wyoming avenue and Spruce street.