THAT IS THE OPINION OF SUP-ERINTENDENT PHILLIPS.

Present Head of the Bureau of En gineering Says Plan Suggested by-Select Councilman Chittenden Will Not Cure the Difficulty. Lackawanna Avenue Sewer as It Stands Today Has Not Sufficient Capacity-Size of the Proposed Additional Sewer.

Select Councilman C. E. Chittenden's arguments against the construction of proposed additional sewer for Lackawanna avenue has in no wise changed the ideas of Joseph P. Phillips, superintendent of the bureau of

engineering.
"Mr. Chittenden ought to be fair in this matter," Mr. Phillips said yesterday. "I proposed to him that the matter be referred to any practical engineer for a decision as to the necessity for this improvement. I have not heard that he has accepted my suggestion. Engineering has advanced materially since the Lackawanna avenue sewer was built and whereas about that time it was thought sufficient by most engineers to plan sewers to carry off an inch of rainfall an hour over a given territory, it is now thought essential to build a sewer that will carry off a three inch rainfall and in some in stances they are designed for an additional inch. Costly experience has taught cites that sewers which do not make provision for unusual and abnormal demands will not do."

Mr. Phillips then went on to explain that the bargest size pipe in the present Lackawanna avenue sewer is eigh teen inches, a section of that size extending from the "Y" to the river. This is capable of carrying off only a litmore than one-quarter of an Inch an hour from the territory it drains above the "Y" the pipe is a fifteeninch one to Wyoming avenue, twelve-inch from that point to Jeffer-

RAILROAD ALLEY SEWER. Supplementing this sewer is one in Railroad alley. This joins the Lackawanna avenue sewer at the "Y." so that at that point two fifteen-inch sew ers are discharging into an eighteen inch pipe, which is supposed to carry the sewerage from both to the river At times of even mild storms, it cannot do it, and as a consequence, even back traps are unable to save the buildings on Lackawanna avenue from damage.

Railroad alley sewer is fifteen inches to Penn avenue, and from there but will go forward fast when the to its terminus in the middle of the conditions call for the movement. block between Washington and Adams avenue a twelve-inch pipe is used. A pipe runs from the end of this sewer to drain the basin at Adams and Lackawanna avenue, which Mr. Chittenden wants to connect with the Tenth district main sewer and thereby cure the

The plan of the city engineer is to allow the present Railroad alley rewer to remain as it is east of Washington avenue. From Washington to Wyoming he proposes to use a fifteen-inch pipe and from Wyoming to Penn concrete and brick arch sewer, 22x33 inches. From Penn to the "Y" it is to be 27x4012 inches. To avoid tearing up the pavement, the sewer will run under the sidewalk on the south side of Lackawanna avenue from the "Y" to the alley between the Duffy & Wentz alley and from the "Y" to this point will be 32x48 inches.

REST OF ITS COURSE.

For the remainder of its length it will be 34x51. The sewer will go down Ratiroad alley to Cliff street, Cliff street to Lackawanna avenue, and in front of Roche & Fadden's empty into the big box culvert through which the sewerage from the present Lackawanna avenue sewer is carried into the river.

The new sewer will be connected with the present Lackawanna avenue sewer at Washington, Wyoming, Penn and Franklin avenues, thus assisting the Lackawanna avenue artery to carry off the water brought to it in times "I do not hesitate to say," was Mr

Phillips' remark yesterday, "that the cutting off of the water from the basin at Adams avenue and Lackawanna would not be of any considerable relief to the condition of affairs that exists in Lackawanna avenue. "I planned the proposed sewer t

avoid the necessity of building a large and costly sewer in Lackawanna avenue which would keep that important thoroughfare tern up for months. Lackawanna avenue has been crying for relief for several years, and I be lieve this proposed sewer will furnish all the relief necessary.

Mr. Chittenden has complained that the basin at Lackawanna and Adams was not connected with the Tenth district sewer, as required by a resolution of councils. That could not b done, for the simple reason that the resolution in question was not signed by the recorder until Friday."

PETITION SIGNED.

The following have signed a petition the tin and terms plate by the black urging that the proposed sewer be plate works and the dipping works built: John Jermyn, James Linen for the First National bank; Victor Koch, Cleland & Simpson, H. G. Dunham, fo the Dime bank; C. S. Woolworth, Myer Davidow, Krotosky Brothers, J. D. Williams & Bro., John Lohman, Samter Brothers, Fred Durr Casey Brothers, M H. Higgins, William Kelly, Goldsmith

Brothers and P. H. Coyne. The ordinance providing for the construction of this sewer, which will cost about \$12,000, has passed select council and will come up in common next Thursday night.

UNITED AFTER 20 YEARS.

Rich Farmer in Nebraska Weds Old

Pennsylvania Sweetheart. By Exclusive Wire from The Associated Press. Omaha, Neb., July 21.-To be joy

ously united after a lover's quarrel a score of years ago, fell to the lot of William Harris and Miss Prudence Hathaway last week. Twenty years ago their friendship

ripeped into love near Chambersburg. John Baster. Pa. One day there was a trivial misunderstanding and young Harris came West. A year later a letter from his sweetheart set aright the misunderstanding, but it was too late, for Harris had married in the meantime the daughter of a Gage county farmer. He toiled along, cherishing the memory of his Pennsylvania sweetheart until

eighteen years had passed. Then Harris wife died, leaving a on and daughter. He mourned for

the mother of his children many months, but at length his thoughts turned to the girl he had loved long ago. A correspondence ensued, which resulted in the meeting in Omaha last week. Though Harris is 45 and his bride 42, the years have not lessened their ardor, and the young Pennsylvanian has accumulated broad acres at Beatrice, Neb., upon which als wife may live an easy life.

WANT ANOTHER CHANCE.

Vespers Believe They Can Defeat the Canadians.

By Exclusive Wire from The Associated Press. Philadelphia, July 21.-The senior eight-oared shell crew of the Vesper Boat club, which was defeated yes-terday by the crew of the Argonaut Rowing club, of Toronto, Canada, is not satisfied with its showing in the race and wants to meet the Canadians a second time. Arrangements for a second meeting are now under way, and unless a hitch occurs they will measure oars at the Canadian regatta early in August. Captain Barker, of the Argonauts, was at the Vezper boat house today, and consented to arrange a special race for the two

The Vespers have not been training as faithfully as they did when they won the world's championship at Paris last year, and this lack of interest caused "Pap" Dempsey, their coach, to resign his position some time ago. The members of the crew think they can make a better showing if they train properly.

INDUSTRIAL JOTTINGS.

Strike Has Injected Considerable Activity Into Anthracite Coal Trade-State Statistics.

A strike of many of the firemen employed at mines in the Wyoming and Lackawanna regions has injected considerable activity into what would otherwise be a rather quiet market. Demand during the previous two weeks, though holding up remarkably well. was weaker, and the companies had prepared to restrict production, the proposed output for July being but 3,500,000 tons. The strike, however, is relieving the companies from the responsibility of keeping down the tonnage, and at the same time is bringing orders from those consumers and dealers who fear a long shut-down,

Trade in Lake Superior territory has been quiet. Receipts at the docks are not heavy, and retail demand is light In Chicago territory likewise retail buying has cut little figure, while reccipts by lake are only of fair volume. Chicago is due to take at least 2,000,000 tons of anthracite this year. That means a lot to be shipped there yet,

In the East the suspension of work at the Wyoming and Lackawanna mines has caused some excitement in the trade, but the weather is too warm and winter too far off for the strike to cause a general rush to buy. Moreover, the conditions are against the strike lasting long. The Firemen's union, though it has had the sympathy of some of the leaders of the United Mine Workers, is a separate organiza-The leaders of the United Mine Workers, it is understood, agreed last April to show the coal companies that they could restrain the men in the anthracite regions from going out on unauthorized strikes. Many of the firemen are members of the United Mine Workers. These men have not struck, Evidently the United Mine Workers cannot afford to have men working Instore and the Lackawanna road. It one colliery and idle in another ad-will run along this alley to Railroad joining. That would be a confession of lack of control, and the leaders ire against a general strike as they wish to have a good basis for a demand for recognition next spring. A large number of mines are idle, but the wild stories of mines being flooded which have appeared in certain New York papers are utterly without foundation

A curious feature of the trade in the East is that shipments to Boston to June 1st just about equalled those of last year, in spite of all the talk this spring of shipments being unusually heavy.

The steam sizes have been in plentiful supply, but the present flurry has brought out a demand for them. The July prices for free-burning white ash f. o. b. New York are: Broken, \$3.80; egg, \$4.05; stove and nut, \$4.30.-Englneering and Mining Journal.

Industrial Statistics.

The annual report of James M. Clark chief of the state bureau of industrial statistics, for 1900, shows that during the year Lawrence county produced nearly half of all the black plate for tinning made in Pennsylvania and came within less than one-half of one per ent, of producing all the tin and terne plate made at the black plate works. The capital invested in the black plate plants in the state is \$3,315,600

Their production for tinning last year was 302,928,000 pounds, of which 255,-841,000 pounds were tinned. The total value of the tin production was \$10,-561,760, and the total output of the black plate works was \$12,197,787. There were 7,069 workmen employed, the aggregate amount of wages paid to their being \$3,428,259. The total production of combined was 289,392,000 pounds. The aggregate value was \$12,669,747.

D., L. & W. Board for Today. Following is the make-up of the D.

. & W. board for today:

Scranton, July 22, 1901.

SUNDAY, JULY 21. Wild Cats, East—8 p. m., J. J. Murray, with H. Gilligan's crew; 10 p. m., W. A. Bartholomew, MONDAY, JULY 22. Wild Cats, East—12,30 s. m., O. Kearney; 5 s. m., P. Cavanaugh; 10 s. m., A. H. Rowe; 11 s. m., M. Laughney; 1 p. m., George Thomas; 5 m. William Kirky, 6

p. m. William Kirby; a p. m., Doherty, Summits, Etc.-6 a. m., cast, J. Carrigg; 10 I. Nichols; 7 p. m., Cayuga, McLane; 7 p. m., syuga, Thompson. Pushers-8 a. m. House; 10 a. m., S. Finnerty;

1.30 a. m., Moran; 7 p. m., Murphy; 9 p. m., amping; 10 p. m., A. Widener. Passenger Engines-7 a. m., Gaffney; 7 a. m., f. Nauman; 10 a. m., F. E. Secor; 5.30 p. m., stanton; 7 p. m., McGovern.
Wild Cats, West-10 a. m., M. Carmody; 11 a. m., C. Kingsley; 2 p. m., J. Ginley; 4 p. m., M. Staples, with T. Doudican's crew; 6 p. m.

NOTICE

Conductors G. Thomas, M. Staples and G. T. tuples will report at superintendent's office, 1 m. Monday. Conductor Rafferty will take his run 8 a. m

Monday, July 22. Brakeman J. Chamberlain will go out with Frounfelker, 10 a. m. summit until further no-

Brakeman Fink reports at trainmaster's office, Brakeman E. Harney reports for H. Gilligan. Brakeman A. Aten reports for D. Howley

SUNDAY AT CAMP M'GEE

[Concluded from Page 1.]

completed until after the Thirteenth was almost through with its mess. The death of Dr. Blanchard, assist ent surgeon of the regiment, was early reported, and cast a gloom over the entire encampment. Dr. Blanchard was one of the most popular officers in the regiment and officers and men dike mourned the untimely death of he young physician.

Journey Pleasant. The journey from Scranton was a pleasant one, unmarred by any unpleasant experiences. The train, which left the city shortly after 9 clock, consisted of eleven caches, one change was at Avoca, where we switched from the Delaware and Hudand Reading was taken, and pursued to Lebanon. From there we took the Cornwall

and Lebanon to Mt. Gretna. On the reservation, who are neither mechantrip from Scranton, the train was in ics nor artisans, and who have little the day, and Lieutenant Elmer Berry, shall fail to win a claim. Campers, of Company B, officer of the guard. ind Hudson station, Quartermaster-Sergeant Torrey made a trip through of men present. Shortly afterwards over the prairies and the temperature presented a statement to Captain has averaged above the 100 mark. B. Atherton, regimental adjutant, showing that there were 458 men and officers enroute. These, with Com-pany I, of Easton, which was to join at Allentown, and the advance dethe week, brought the number of men serious conditions. present up to practically the regi-

ment's full quota.

At 12 o'clock every light was put out and old Somnus began to exert his sway over everyone on the train from Colonel Wattes to the humbles drummer boy. The train reached Lebanon at 4.50 o'clock, about forty minutes late, as the result of a long block at Allentown, where the boys of Company I, of Easton, joined the other companies

Feeling Chesty.

The Easton militants are feeling slightly chesty over that great 99.60 percent, showing of theirs, shown by the report of Assistant Adjutant General W. S. Millar, but the other boys forgive them and feel proud themselves that its a Thirteenth regiment ompany which leads in ranking the soldiers of the entire state. At 5.50 o'clock the train rolled into

Mt. Greina station, and the regiment year's encampment, again chosen for half-way, Colonel Watres and the ule and a shorter working day. regiment were accosted by Quartermaster Vandling and a large number of members of the advance, who hurried to meet their brothers in arms. The air at this time was deliciously

ool, a gentle wind was blowing and, with the regimental band playing in the way which has endeared it to every member of the regiment, the combined effect was a most welcome and pleasing one. Throughout the pleasant, and there was moreover an made last year's camp so unbearable. Once the camping ground was order, and mess soon served. The Ninth regiment, as stated above, ar rived only an hour before the Thirteenth, while the Fourth and Eighth arrived during the night. The Twelfth arrived at the same time as the Thir-

teenth's detail. First Guard Mount. At 8.30 o'clock, details from each

nount and at 9 o'clock the camp was Stillwell's battalion was almost directly in front of the brigade commander tary prisoners in Ceylon, and the state and his staff. It presented a most department had special reference to impressive sight, the long, long times their case in addressing the British of khaki-clad men, the small knots of government. regimental commanders and staffs. and the commanding officer standing n silent review.

short order, an aide planted before the headquarters tent a banner, and is the brigade band burst forth into the glorious strains of "The Star ared and every man stood there reverentially, while a loud salute was fired. Camp was open. Captain Foote, of Company D, was appointed officer Davis, of Company L, was chosen of-

heer of the guard. General Gobin was seen by The day for the same remain Tribune correspondent shortly after the arrival of the regiment, and declared himself highly satisfied with this week. the appearance of the Thirteenth's camp, and, in fact, with those of the entire brigade.

NOTES OF THE ENCAMPMENT.

An exceptionally fine meas is being served the cademarters staff and loud are the laudations by lowed upon Inspector of Rifle Practice Lewis arter, who was in charge of the preparations or mess this year. General Gobin breakfasted with the officers Saturday morning. For the first time in some years the non-commissioned staff is running a mess of its own and the

atisfactory. Thomas Murphy, late lieutenant in the Porty seventh Volunteers, is the guest of Major Frank Robling, his old captain in Company C, of the Filtreenth. "The hero of the Philippines," as is is everywhere jocusely hailed, is a member of the cotoric which makes the tent of the nier major of the Thirteenth one of the livelist spots in the encampment,

J. R. Beetem, ex-general manager of the Scranton Traction company, was one of the visitors in amp Saturday. Colonel Watres summarily disposed of the case of two members of Companies G and H Saturday norning. Both men were charged with intoxicaon on the train and were sentenced to thirtyix hours in the guard house.

Company A was the first company to have its

ess tent up and ready for the men. The ince detail of Captain Buss' company certainly ind hustling work. Early as it is Companies F. K and D have oranized base ball teams and stand ready to meet

Company C has a lovely mase of in the shape Company C has considered the control of a large and handsome goat. Thereby bangs a tale. Not to the goat, for we disdain any pun as had as that, but to the assertion. Shortly after the arrival in company the C men disafter the arrival in company the t. men covered that their pet was missing and Sergeant Fahey set out in valorous pursuit. He found poor Billy in the barbers tent, with a large of court, laughing B men, who watched poor Billy in the barbers tent, with a large crowd of cruel, laughing B men, who watched fick, Liverpool. Scilly—Passed: Minneapells, will be brought again the barber shave a large B on each of William's New York for London. Queenstown—Sailed: cr of the buildings.

flanks. This operation was about completed and tears were welling from the goat's eyes, for a B man was industriously sharpening a large knife, and there were heard threats on every side which menaced the safety of William's large and flowing beard. Sergeant Fahey's entrance almost precipitated a riot, but it saved the goat. Major Robling, Quartermaster Vandling and Adjutant Davis have secured the services of Fred S. Stuber, of Philadelphia, who is said to be S. Stuber, of Philadelphia, who is said to be the second best banjoist in the country. Selec-tions by him are being looked forward to upon all sides as one of the features of the week's work's.

The men of Company D are feeling highly clated over the fact that the recently published standing of the companies of the brigade shows them to rank second among the guardsmen of the Leon Levy.

TROUBLE IS FEARED.

The 13,000 Claims of Indian Lands

Will Not Go Around. Exclusive Wire from The Associated Prest. Fort Sill, O. T., July 21.-Disorder and distress will, it is feared, follow the actual opening of the Klowa-Comanche lands on August 6. It is now estimated that fully 150,000 peo-ple will have registered for a chance freight and one horse car. Our first the actual opening of the Kiowason to the Lehigh Valley, and the next at Allentown, where the Philadelphia to secure one of the 13,000 claims to be awarded by lottery when the registration booths close on July 26.

charge of Captain W. A. Raub, of or no money, announce their intention Co. L. who was appointed officer of of locating around Lawton if they who came in prairie schooners by the Shortly after we left the Delaware thousands generally brought with and Hudson station. Quartermasterfive to ten days. Continued drought the cars and received reports of the has caused the water to be restricted, different companies as to the number and for days a hot wind has blown over the prairies and the temperature With these conditions before them, many are already beginning to grum ble and when this shall be followed by disappointment through failure to draw a lucky number, the hopes of tail of eighty men sent on earlier in many will doubtless give way to more

GARMENT WORKERS' STRIKE.

Thirty Thousand of Them Are Now Idle.

By Exclusive Wire from The Associated Press. New York, July 21 .- The tailors in the sweat shops all over the East Side were called out on strike today in accordance with the decision of the Carment Workers' Trade council. The strike committee, which consisted of three hundred men, selected from the various unions affected by the strike started out at 6 a. m. and formed it self into groups, each group assigning itself to a separate section of the East Side. It was estimated that 30, 000 workers quit today and that tomorrow 20,000 more would refuse to This estimate includes the Brooklyn and the Newark. N. J., shops A meeting of the Garment Workers Trade council was held in the afterquickly left the pars and, forming noon and it was said that the demand rapidly by companies, marched for the abolition of the contractors or through the field to the site of last middlemen will not be enforced until next year. The demands in the presthe Thirteenth's resting place. When ent strike include a new wage sched-

MINISTER WU TALKS.

Addressed the Jewish Chautauqua at Atlantic City.

By Exclusive Wire from The Associated Press. Atlantic City, N. J., July 21.-Wu Ting-fang, the Chinese minister at Washington, was today a guest of the m. Jewish Chautauqua society, which is day, in fact, the weather continued now holding its summer assembly here. Mr. Wu, at the afternoon session, deibsence of the terrible dust, which livered an address, which was well received. His address was devoted principally to a comparison of the Chinese and Jewish religions.

At the conclusion of the session, Mr Wu was tendered a reception. Later a dinner was given in his honor by the officers of the society.

WON'T RELEASE AMERICANS.

British Refuse to Liberate Men Who Fought with Boers. empany were called out for guard By Exclusive Wire from The Associated Press.

Washington, July 21.-In response t formally opened. General J. P. S. the representations to the state de jobin and his staff, stood in front of partment, the British government has headquarters, and a short distance declined to release any of the Amerifrom them was stationed the brigade cans who were captured while servband. The brigade was drawn up in ing in the Boer army. The only extwo long lines, the Ninth, of Wilkes- ceptions will be in the case of prison-Barre, extending far down the parade ers whose health is such as to make ground over the hill. Colonel F. W. their confinement dangerous. Some Americans are among the mili-

UNCHANGED AT READING.

Suddenly General Gobin gave a Situation Same as Before-Settlement Negotiations Expected.

By Exclusive Wire from The Associated Press, Reading, Pa., July 21.-The Philade! Spangled Banner," every head was phia and Reading railway still has its imported mechanics quartered in the shops here, and another effort will be made to put them to work tomorrow. It is thought that the men who have of the day, and Lieutenant David so far remained with the company will object to their presence in the shops, as did those who struck on Fri-Negotiations for a settlement of the

strike, it is believed, will be resumed

IS BACK FROM PORTO RICO.

Governor Allen Presents a Resolution to the President.

Exclusive Wire from The Associated Press, Canton, O., July 21.-Governor Charles H. Al , of Porto Rice, reacher Washington today His mission here was to present to the president the resolution passed by the Porto Rican legislature providing a system of local taxation for the island. The president's official acknowledgement of the receipt of the resolution will be made July when a proclamation will be issued declaring free trade between the United States and Porto Rico. Governor Allen left tonight for Washing-

The question of my return to Porto Rico has ot been determined," he said. "After the prop mation has been issued I expect to ask to be represident may not be ready to clieve me just at that time.

MORGAN TO THE RESCUE.

Makes a Pool of Millions to Support Steel Stocks.

By Exclusive Wire from The Associated Press. New York, July 21 .- J. P. Morgan has formed \$200,000,000 pool to support the steel atocks juring the long fight which he expects to have with the Amalgamated association. The operaions of this pool explain the comparative stead ness of United States Steel shares in the stock market during the great declines which have The pool has taken every share of sinck of-cred below the market price. This means that he pool has bought in the open market nearly

100,000 shares of the stock.

Marine Intelligence. By Exclusive Wire from The Associated Press. New York, July 21.-Arrived: La Gascogne,

BARGAINS IN DRAPERIES FINLEY'S

An unusual trade opportunity enables us to offer two exceptional lines of Lace and Tapestry Curtains at less than present cost to manufacture. As quantities are limited an early inspection is advised, as when present Ladies' Shirt Waists, stock is exhausted we cannot duplicate.

Tapestry Curtains

Some new color effects in

Couch Covers

Lace Curtains

Nottinghams

Choice line of Brussels, Re- Oriental Tapestries

naissance and Irish Point De-Real value \$1.75. Real value \$2.25. Special \$1.50 Special \$2.00 Real value \$3.00. Real value \$4.50. Special \$3.50 Real value \$5.00. Special \$3.75 Special values in Kelim and Real value \$6,50. Special \$5.50 Bagdad effects at \$3.50 to \$8.50. Thousands of persons now on the

Furniture Coverings

A select stock of Foreign and Domestic Novelties in

TAPESTRY, VELOUR,

SILK DAMASK, FROU FROU

Estimates for all classes of upholstery, cheerfully given. We make a specialty of

Slip Covers

Special c' rance prices on entire stock.

CARPETS. WALL PAPER, BRASS AND IRON BEDS, Etc.

The most complete stock in Northeastern Pennsylvania.

WILLIAMS & M'ANULTY

Temporary Store—126 Washington Ave.

RAILROAD TIME TABLES. RAILROAD TIME TABLES. Delaware, Lackawanna and Western

In Effect July 21, 1901. In Effect July 21, 4004.

South—Leave Scrauton for New York at 1.40, 1.00, 5.55, 7.50 and 16.00 a.m.; 12.19, 3.35, 8.30 b.m. For Philadelphina at 7.50 and 10.05 a.m.; 12.49 and 3.35 p.m. For Tobyhanna at 6.10 p.m. Milk accommodation at 2.40 p.m. Arrive in Hoboken at 6.30, 7.18, 10.28, 12.08, 2.15, 4.18, 7.19 p.m. Arrive in Philadelphia at 1.00, 3.55, 5.00 and 8.25 p.m. Arrive from New York at 1.10, 6.32 and 10.23 a. m.; 1.00, 1.52, 5.45, 9.00 and 11.30 p. m. From Tobyhanna at 8.05 a.m. North—Leave Scrauton for Buffalo and intermediate stations at 1.15, 6.35 and 9.00 a. m.; 1.55, 5.48 and 11.25 p. m. For Osvego and Sytatuse at 1.15 a.m., 6.35 a.m. and 1.55 p. m. For Mentrose at 1.15 a.m., 6.35 a.m. and 1.55 p. m. For Nichelson at 4.00 and 6.15 p. m. For Bingham. ton at 10.29 a. m. Arrive in Seranton from Bingham falo at 1.25, 2.55, 5.48 and 10.00 a. m.; 3.39 and 8.00 p. m. From Oswero and Seranton from Bart

falo at 12.5, 2.50, 5.48 and 10.00 a. m.; 3.39 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.32 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.32 and 8.00 p. m. From Nicholson at 7.45 a. m.; 12.39 and 8.00 p. m. From Nicholson at 7.45 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 12.30 and 8.00 p. m.

Bloomsburg Division—Leave Scranton for Northumbertand at 6.15, 10.05 a. m.; 1.55 and 6.10 p. m. For Plymouth at 8.10 a. m.; 1.340, 8.50 p. m. Arrive at Northumberland at 9.35 a. m.; 1.10, 5.00 and 8.45 p. m. Arrive at Plymouth at 3.01 a. m.; 12.56, 4.50 and 8.15 p. m. From Kingston at 11.50 a. m. From Plymouth at 7.45 a. m.; 12.35, 4.50 and 8.15 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.45 a. m.; 12.20 and 5.35 p. 80.

SUNDAY TRAINS. SINDAY TRAINS.
South-Leave Scranton at 1.10, 3.00, 5.55, 10.05
m.; 3.33 and 3.40 p. 00.
North-Leave Scranton at 1.15, 6.25, 9.00 a. m.;
55, 5.48 and 11.25 p. m.
Bloomsburg Division-Leave Scranton at 10.05

m. and 6.10 p. ta. Central Railroad of New Jersey.

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

TIME TABLE IN EFFECT JUNE 50, 1001.

Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven, at 8.35 a.m.; express, 4.00 p. m. Sunays, 2.15 p. m. For Pittston and Wilkes-Barre, 8.55 a. m.; 1.1 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, Ocan Grove, etc., at 8.55

on, (through coach) and 1.10 p. m. For Reading, Lebanon and Harrisburg, via Al-entewn, 8.55 u. 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 4.09 Through tickets to all points east, south and 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, 1991, NORTH-BOUND.

| SOUTH-BOUND. | Leave | Leave | Carlondide. | Stranton, | 7,90 a. m. | 19,40 a. m. | 5.10 a. m. 10.45 a. m. Ar. Carbondale., 7,45 p. m.

No. 5 ... 7.00 p. m. Ar Carbon SOUTH-BOUND, Leave Leave Carbondale, 7.00 a. m. 4.30 p.m. 6.99 p. m. No. 6 ... 7.00 a. m. 7.40 a. r.
No. 10 4.30 p m. 6.00 p. m. 6.45 p. r.
Trains Nos. 1, an week days, and 0, on Su
days, make main line connections for New Yocity. Utics. Oncids. Oswego and intermedia

Trains Nos. 8 and 4 make Waiten, Delhi, Hamden and Sidney connections.

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

Etcucia (from Liverpsol), New York. Southamn n-Sailed: Vaderland (from Antwerp), New

May Have to Pay Tax By Exclusive Wire from The Associated Press, Teenton, July 21.-Mrs. Lily Barnes Allien, to and all its stock, will, it is said, have to pay the state of New Jersey five per cent, of the value of the bequest under the coll-iteral inherit-ance tax act. The property has been variously

Lad's Hat Shows His Fate. By Exclusive Wire from The Associated Press, Potistown, Pa., July 21.-When the hat of car-old Raymond Shive was found floating of he surface of his father's mill dam at Layfie est evening a search was made for his bo-

ted to be worth all the day from \$100,000

or was one of the searcher he brought his curpse from the water with

Closed by Injunction. By Exclusive Wire from The Associated Press, Fort Scott, Kansar, July 21.—The district court has besured an injunction ordering all salrons in town closed, and it has been obeyed. The order came as a result of evidence obtained by three local ministers and several church member will be brought against each keeper and the own

RAILROAD Schedule in Effect June 2, 1901.

Trains leave Scranton:

8.45 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal in-termediate 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.

and the West.

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. 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.

In Effect 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., 1.58, 8.27 p. m.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.45, 2.18 and 4.27 p. m. For Pottsville, 6.45 a. m., 2.18 p. m.

For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H.
R. R., 6.45, 9.38 a. m., 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H.
R. R., 9.38 a. m.; 1.58, 8.27 p. m.

For Tunkhamosek, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D., L. & W. R. R., 8.68 a. m.; 1.05 and 3.40 p. m.

F. m. For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 11.55 a. m. 1.28, 3.33 (Black Diamond Express), 7.48, 10.41, 11.39 p. m. Sundays, D. & H. R. R. H.55, 8.27 p. m. Pullman parlor and sleeping or Lehigh Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffale and Suspension Bridge.

pension Bridge.
ROLLIN II. WILBUR, Gent. Supt., 28 Cortland
street, New York.
CHARLES S. LEE, Gen. Pass. Agt., 28 Cortland street, New York.
W. NONNEMAUHER, Div. Pass. Agt., South Bethlehem, Pa. For tickets and Pullman reservations apply to

For tickets and Pulling Scranton, Pa. 800 Lackawanna avenue, Scranton, Pa. Delaware and Hudson.

In Effect June 9, 1901.

Trains for Carbondale leave Scranton at 6:00, 100 8:55, 10:10 a. m., 12:00, 1:20, 2:44, 3:32, 129, 6:23, 7:57, 9:15, 11:20 p. m., 1:16 a. m.
For Homedale and Lake Lodore, 6:20, 10:13 a. For Honesdate and Lake Lodore, 6,20, 10.13 a.m.; 2.44 and 5,20 p. m.

For Wilkes-Barre, -6,15, 7;18, 8;11, 9;33, 10;41 a.m., 12:03 1;28, 2;18, 3;23, 4;27, 6;19, 7;48, 10;41, 11;30 p. m.

For L. V. R. R. points-6;45, 9;38 a. m., 2;18, 4;27 and 11;30 p. m.

For Pennsylvania R. R. points-6;45, 9;38, 2;18, 1331 and 4;17 p. m. For PChing and 4:17 p. m. SISI and 4:17 p. m. For Athany and all points north—6:20 a. m. and 5:32 p. m. SUNDAY TRAINS

For Carbondale-\$:50, 11:32 a. m., 2:44, 3.32, For Carbondate—5.50, 11.50 a. ft., 2.44, 2.32, 5.52 and 10.52 p. m.
For Wilkes-Barre—9.58 a. m., 12.06, 1.58, 3.28, 6.32 and 8.42 p. m.
For Albany and points north—3.52 p. m.
For Honostale and Lake Lodore—8.50, 11.33 a. m. and 3.52 p. m.

Erie Railroad, Wyoming Division. Trains for Hawley and intermediate points least Stranton as follows: No. 2, 7,10 a. m.; No. 8,50 a. m.; No. 6, 2,25 p. m.; No. 8, 5,20 p. p. 8.50 a. m.; No. 6, 2.25 p. m.; No. 8, 5.20 p. m. Nos. 2 and 6 through trains for New York, Arrivals—No. 1, 8.18 a. m.; No. 3, 10.30 a. m. No. 5, 3.15 p. m.; No. 7, 9.15 p. m. Trains Nos. 5 and 7 are through trains from New York, SUNDAY TRAINS, Departures—No. 20, 9 a. m.; No. 22, 2 p. m. Arrivals—No. 21, 12.15 p. m.; No. 23, 8.15 p. m.

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and Pique Jackets

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\$1.50 Lawn Bonnets\$1.19
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MULL HATS
\$1.00 Mull Hats

\$1.65 Mull Hats\$1.25

\$2.00 Mull Hats\$1.65

\$3.00 Mull Hats\$2.25

\$4.50 Mull Hats\$3.50

\$3.25 to\$2.25

\$3.50 to\$2.50

\$3.75 to\$2.75

\$4.50 Coats, % length\$3.75

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