INDUSTRIAL AND LABOR

ANTHRACITE COAL TRADE INCLINED TO BE QUIET.

Good Supply of Coal in the East, but a Deficiency in the West—Washery Has Been Built at Archbald to Rescreen the Eaton Culm Pile—Owners of the Silk Mills Are Organizing for the Protection of Their Interests—Car Builders Strike Will Continue—Board for Today.

The hard coal trade is inclined to be quiet. With the predicted collapse of the firemen's strike due to the action taken by the United Mine Workers, most of the collieries that were closed down now are working again and production is as active as the companies care to have it. Trade statistics indicate a tolerably good supply of coal at eastern points, but a great deficiency in the West. Production during the next two months will be determined largely by the size of the western market.

In Lake Superior territory there is some improvement in demand and the movement from docks is increasing, though cargoes from Buffalo are arriving little, if any, faster. In Chicago territory receipts to date are reported far below last year's figures and stocks on the docks are very small for July. The extreme hot weather that has prevailed in the Central West has reduced retail demand to a minimum. Most dealers have fairly good supplies and will not buy more till retail demand improves. At lower lake ports conditions show some improvement. In the East there is still some demand, enough in the aggregate to move a lot of coal, but the trade is falling back into dullness after last week's flurry. Egg coal is the size most wanted.

The July prices for free burning white ash f. o. b. New York Harbor ports are: Broken, $3.80; egg, $4.05; nut and stove, $4.30.—Engineering and Mining Journal.

New Washery at Archbald.

The foundation for the new washery which will dispose of "Eaton's" culm pile is finished and everything is ready for the carpenters. The washery will be a large one and as the culm heap is also large and contains an enormous quantity of good coal, there will be work there for many a day. The heap is said to be one of the best in the northern hard coal field. It was made when ther was no demand for the smaller sizes of coal which now find such a ready market. The branch of the Ontario railroad leading to the washery is also ready and the first engine passed over it Thursday.

Contractor T. H. Scanlon has a force of men preparing a road-bed for the small engine which conveys the coal from the old No. 1 to the breaker at the Ridge. At present the road passes over the culm pile. It is proposed to remove it from there to the back of the culm pile so that it will not interfere with the work of disposing of the pile.—Archbald Citizen.

Effect of the Strike.

Concerning the late strike of the stationary firemen there is this comment in the current issue of the Engineering and Mining Journal:

"The strike of the firemen in the anthracite coal region lasted only a few days and was unsuccessful. It failed because the support of the United Mine Workers was not given to it, and the officers of that association tendered the services of their men to take the places of the firemen so far as was necessary to keep the pumps going and the mines free from water. This action was taken in pursuance of the promises made on behalf of the United Mine Workers at the time of the settlement of the general strike last fall, that the union would prevent any unnecessary and vexatious strikes. In this case the agreement has been kept; and the action taken has certainly been judicious. It is not only the carrying out of an implied contract, but it also goes to show that the United Mine Workers control the situation and can command consideration for the claims which they may make hereafter."

Carbuilders' Strike.

There were no new developments in the car builders' strike yesterday, but on Saturday a meeting was held of the strikers, who decided by a vote, which was almost unanimous, to remain out. There were over 450 men present at the meeting, and when the question was put to a vote, all but one balloted against returning to the shops on the old terms.

There were no meetings yesterday, and but few of the strikers' officials were to be seen about headquarters. President Fish, of the national union, was expected in the city Saturday and yesterday, but was detained at Buffalo by troubles at the New York Central's shop.

A number of men who have signed application blanks are expected to return to work at the car shops this morning, and a number were Saturday reported to have gone back.

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

Following is the make-up of the D., L. & W. board for today:

SUNDAY, JULY 28.

Wild Cats East—8 p. m., T. McCarthy; 10 p. m., A. H. Rowe.

MONDAY, JULY 29.

Wild Cats East—12.30 a. m., G. Thomas; 5 a. m., J. H. McCann; 10 a. m., O. Kearney; 11 a .m., M. Laughney; 1 p. m., W. A. Bartholemew; 2 p. m., F. L. Rogers; 5 p. m., M. Staples, M. J. Hennigan's crew; 6 p. m., J. J. Costello.

Summits, Etc.—6 a. m., east, J. Cartigg; 9 a. m., west, G. Frounfelker; 6 p. m., east, F. McDonnell; 8 p. m., east, W. H. Nichols; 7 p. m., east from Nay Aug, E. McAllister; 7 p. m., east from Cayuga, Thompson; 7 p. m., east from Cayuga, McLane.

Pushers—8 a. m., Houser; 10 a. m., S. Finnerty; 11.30 a. m., Doudican; 7 p. m., Murphy; 9 p. m., Lamping; 10 p. m., A. Widner.

Passenger Engines—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., Secor; 3.50 p. m., Stanton; 7 p. m., McGovern.

Wild Cats West—10 a. m., J. Baxter; 11 a. m., A. E. Ketcham; 1 p. m., F. Wall; 2 p. m., R. Castner; 4 p. m., John Wardell, Doudican's crew; 5 p. m., M. Carmody; 6 p. m., J. Ginley.

NOTICE.

Brakeman James Cavanaugh reports for J. H. McCann.

Brakeman John Watkins reports for M. Laughney.

William Hear will run 6 a. m. wild cat, July 29, P. Gilligan's crew.

Pierson Leaves the City.

Vice-President T. M. Pierson, of the Telegraphers' union, left the city for Buffalo Saturday night, after spending the last month in this city lookng after local affairs.

Yesterday afternoon he attended a meeting of the Buffalo telegraphers, and this week will visit New York and Boston on work connected with the telegraphers. Before he left here, he declared that in his opinion the Lackawanna grievances would be soon adjusted.

Mill Owners to Combine.

The talk among the operatives of Paterson of a general strike of the silk goods workers of that city if the Frank & Dugan dispute is not settled at once in favor of the weavers has led to an unexpected result. It has forced the manufacturers to come together, and the operatives may find themselves not on strike, but locked out.

The silk weavers have been agitating for a uniform rate in all mills, and this, together with the threat to tie up every mill of every line in the silk trade in Paterson, brought about a conference of the manufacturers. They resolved not to grant any hearings to committees or representatives of the weavers. The only ground upon which the determination will be changed is the return of the Frank & Dugan weavers at the terms offered by the firm.

It is reported that steps are being taken by the manufacturers to extend their combination. It now includes every mill of any importance in Paterson. This, of course, means that it embraces many of the mills in Pennsylvania, for some of them are simply annexes of the Paterson mills and are run from the offices there and in New York. The Paterson manufacturers will try to get the scattered mills throughout the country not affiliated with or controlled by any of the parent mills in Paterson to come in and be bound by the agreement.

This and That.

The Baldwin Locomotive works, of Philadelphia, is about to ship two locomotives to Kobe for utilization on the Japanese railways.

While in Scranton, Saturday, President W. H. Truesdale, of the Lackawanna road, said that one of the matters that will engage the early attention of the officers of the company is the enlarging of their freight house.

H. A. Rogers, of New York city, recently secured a contract for the shipment of various contractors' supplies, including picks, shovels, etc., to Siberia for mining operations there. The value of the contract is said to be close to $15,000.

The Pride of the West Mining and Milling company at Patagonia, Ariz., has placed an order with the Allis-Chalmers company, through the Denver office, for a Holthoff-Wethey roasting furnace 121 feet by 12 feet, with cooling floor; also one tandem compound Reynolds-Corless engine.

The Jeanesville Iron works, of Jeanesville, Pa., has sold through its Denver office a 15 and 32 by 8 by 18 inch pump to the Gold King mine at Cripple Creek for a lift of 800 feet; a 16 by 7 by 12 inch pump to the Greenback mine at Leadville. The Jeanesville works has also in hand a triple-expansion pump 16 and 27 inches and 44 by 9 by 36 inches, which is to deliver 1,000 gallons per minute against a head of 1,600 feet; a 16 and 32 by 10 by 18 inch steam pump is being built for the Isoquah Coal company of Seattle, Washington.

AN OLD-TIME ROMANCE.

How Miss Grisel Held Up the Postman and Saved Her Father.

From The London Telegraph.

The Earl of Aberdeen, speaking at a dinner of the United Kingdom Postal and Telegraph Service Benevolent Society at Aberdeen, said they had to go back to the old mail coach days to get the picturesque aspect of the postal service, and to illustrate this he naratted a romantic incident which occurred in the reign of James II.—more than 200 years ago. Sir John Cochrane, son of a fine old nobleman, Lord Dundonald who was one of those who thought the liberties and interests of the country were in danger owing to the policy of the government of the day, and resisted it. Sir John was betrayed into the hands of the enemy and was lodged in Edinburgh jail. One night the door of the prison opened, and he heard the voice of his daughter Grisel, who was allowed to have many talks with him.

Meanwhile the news came that his condemnation had been settled by the council, and that the mail would come next week with his death warrant. Miss Grisel Cochrane told her father that she had to go away for a few days. He said: "I hope you will do nothing rash," and she replied that she would do nothing very rash. She rode from Edinburgh to Berwick, where her old nurse lived, and there she changed her clothes for clothes of a boy. Then she rode to a place between Berwick and Belford, where she made inquiries regarding the King's mail messengers and where they used to put up.

Arriving at a small inn about four miles south of Berwick, she asked for something to eat. The hostess told her not to make a noise, because in the box-bed the King's mail messenger was asleep. "Do be quiet," shesaid, "with your knife and fork." She began her meal. "Can you get me some water?" The hostess said: "Why a braw lad like you should sup ale." "Have you no cold, fresh water?" If you give me water I will pay you the same as for the ale." The hostess explained that she would have to go to the well, a long distance off, and it would take ten minutes, but the girl—or rather apparent boy—persuaded the woman to go for the water.

During her absence the girl went to the box-bed—there was the mail-messenger asleep—a "swack" fellow—with his mailbag under his head, using it for a pillow. On the table were his pitols, and very nervously the girl withdrew the charges. No sooner was this done than the hostess returned with the water. The girl finished her meal, went on the road, made a circuit, and met the mail messenger, and they rode together a bit. After a short chat she drew a little nearer and said: "My friend, I have a fancy for this mailbag." "If it is a joke," said the messenger, "it is a pretty poor one." She took out a little pistol and presented it. The messenger pulled out his pistols, and snap!—the first missed fire. He threw it away and drew the other—sna! He had to hand over the mail bag, and she rode into an adjoining wood.

She opened the bag, drew out an official letter, and rode with it to her nurse's house, where it was found to contain the death warrant of her father. It was put into the fire. She resumed her girl's clothes and rode quietly to Edinburgh. That caused so much delay that they managed to get a reprieve, and her father was saved. He (the speaker) had a personal interest in that incident, as he understood Grisel Cochrane was a direct ancestor of Lady Aberdeen.

OUTLOOK FOR SOUTH AFRICA

AN ENGLISH TRAVELER ON THE BOERS.

After Twenty Years' Intimate Acquaintance He Gives Them a Fine Certificate of Character and Says Boers and British Must Eventually Arrive at a Better Understanding Each of the Other.

One of the most interesting writers upon South Africa is Frederick C. Selons, an Englishman, who has passed the greater part of a lifetime as a hunter and explorer in what until recently was the "Dark Continent." Through the courtesy of Mr. J. H. Ridenour we have lately had an opportunity to read Mr. Selons' most recent book, "Travel and Adventure in South Africa," published in 1893, which, in addition to being full of stirring incidents and valuable information, has an instructive estimate of the Boers. Mr. Selons spent more than twenty years hunting in and near the Transvaal. He spoke the Boer patois fluently, saw the people as they were and, there not being any trouble on when he wrote his book, wrote without prejudice. Here is an excerpt:

It was on this journey (made in 1881 on horseback from Kimberly to Klerksdorp) that I met with the one single instance of inhospitality that I have ever experienced from a South African Dutchman, and after all I cannot blame the man, as after the great influx of Europeans—not all good ones—into South Africa, consequent upon the wonderful discoveries of diamond and gold mines, the simple kindness and great hospitality for which the Boers have always been noted was often shamefully abused by on principled scoundrels, and it was no uncommon thing for a Boer to wake up in the morning to find that the stranger, whom he had received as an honored guest, and who had eaten his bread and salt, had risen in the night, and without wishing him good-bye, had gone off with the best horse in his stable. Such an experience would be enough to sour the nature of a rude but kindly Boer, and prejudice him against all "uitlanders" forever.

TURNED AWAY.

One wild, stormy evening between sunset and dark, I rode up to a large, well-built farmhouse in the Free State, and inwardly congratulated myself on having reached shelter before one of the dense black masses of cloud, which were dissolving in torrents of rain all around me, had burst upon and drenched me to the skin. Riding up to the front door, I greeted the good-looking elderly Boer, evidently the owner of the farm, with the usual "Good day, uncle," and at once asked him "Kan ik hier slaap van nacht?" ("Can I sleep here to-night?") I was simply astounded when he commenced to make excuses, saying his house was full, etc., for it was so very different from the hearty "Kerl, saal maar af, en kom binnen," ("Take your saddle off, and come inside, my boy,") to which I had grown accustomed throughout the Transvaal. On first seeing me, no doubt the old man thought that very probably I had stolen the horse I was riding; but noticing me more closely, and perhaps feeling somewhat ashamed of himself, he so far relented as to say, "Gij kan maar, darum aff saaal." ("You may, however, saddle off.") Had I done so, and talked with him and his wife for a bit, I have no doubt I should soon have overcome his suspicions and obtained all I required—a supper and a shake-down, and a good feed for my horse; but having, as I say, been accustomed to the unquestioning hospitality of my friends, the Transvaal Boers, I was hurt and indignant at the old man's suspicions; so, taking off my hat, I made a low bow, without dismounting, and said: "Ik dank yo, om, voor yo groot vrijndlijkhet, maar lieberster gal ik in de regen gaaan slaaap, als in en huis waar ik niet welkom is." ("I thank you, uncle, for your great friendliness, but I would rather go and sleep in the rain than in a house where I am not welcome"); then turning my horse's head, I rode slowly away into the fast gathering darkness of a stormy night.

KIND AND HOSPITABLE.

This, as I have said before, is the only time that I have ever met with inhospitality at the hands of the South African Boer, though experiences of the same kind are no doubt common along the main roads for the reasons I have given. Wherever their confidence has not been abused, however, I say it without fear of contradiction, no people in the world can be more genuinely kind and hospitable to strangers than the South African Dutch, whether in the Transvaal, the Free State or the Cape Colony; and besides hospitality they possess in such an eminent degree so many of the qualities that Englishmen profess to admire, that, with a better knowledge of one another, the two would, I feel sure, soon shake off their mutual prejudices, and agree to work together for the common good and advancement of the best interests of South Africa. So many writers on South Africa have written disparagingly of the Dutch without any real knowledge of the people themselves, their history or their language, that I feel that I, who, during the twenty years which I have spent in that country, have been intimately acquainted with many Boer families, have a right to say something on the subject.

As a young man before going out to the Cape, I spent more than a year in Germany and Bavaria and acquired a fair knowledge of German, which I found of great assistance to me in learning the Dutch patois spoken in South Africa. Thus I very soon was able to talk easily and fluently with the Boer hunters I met in the interior. From the lips of some of the old "voortrekkers" I heard the story of the wrongs they suffered under the British administration of the Cape Colony, which, culminating in the emancipation of the slaves, and the payment to their owners of only about one-sixth of the value at which they had been estimated by the commissioners employed for that purpose, plunged the whole country into grief and dismay. Then the sterner spirits resolved to submit no longer to uncongenial laws, administered by officials who had no sympathy with the people they governed. The great trek of 1836 was organized, and hundreds of brave Dutchmen trekked away with their wives and their families, their flocks and their herds into the unknown wilderness beyond the great Orange river, carrying with them a bitter hatred of British rule, which still animates their descendants at the present day.

A ROMANTIC HISTORY.

The history of the emigrant Boers during the first few years after they left the Cape Colony, is one of the most romantic interest, and no people, in whose veins had run a less heroic blood than the Boers had inherited from their Dutch and French Huguenot ancestors, could have held their own against, and finally triumphed over, the manifold difficulties they had to encounter. Weinen (the place of weeping) in Natal and Leydenberg (the hill of sorrow) in the Transvaal, are the names of two townships laid out by the emigrant Boers, which tell their own tale of the grief and suffering caused by the massacres they suffered at the hands of the Zulus after the treacherous murder of Peter Retief and his comrades by Dingan. The name of Blood river was given to the stream on whose banks an army sent by the Zulu king to exterminate the Boers was defeated by them with great slaughter on the sixteenth of December, 1838. Something of all these matters I have heard from old men in the Transvaal, and I soon conceived a strong sympathy for the simple, kindly people who had so sternly refused to submit to uncongenial laws, which feeling became genuine admiration when I heard how they had rallied, after the massacres perpetrated on outlying families by the Zulus and the Amandibili, and had finally conquered Dingan and drived Umziligazi beyond the Transvaal.

A most interesting and carefully accurate book has been written by Mr. G. Macall Theal entitled "History of the Boers in South Africa," which I would advise all my readers to study, if they wish to know something of the people, in preference to taking the opinion of some prejudiced Englishman on the subject, who may have lived in a place like Johannesburg or Kimberly and yet know absolutely nothing about the Boers or understand a word of their language. No generous minded man can read this story without acknowledging that it is the history of the people possessing all the qualities required to build up a great nation. What the Boers want is education and knowledge; they have plenty of good natural qualities. Where, I would ask, will you find more courteous or kindlier gentlemen than amongst the educated Dutch of the Cape Colony, many of whom are nearly related by blood to the rough frontiersmen of the Northern Transvaal?

MISINFORMED TOURISTS.

I always think that the ordinary tourist in South Africa, who, after a six weeks rush through the country by rail and coach, comes home and writes a book, gets another false idea of the country. He visits Cape Town, Kimberly and Johannesburg, in none of which places does he meet, perhaps, any one who was not born in Europe; he sees nothing but English newspapers and hears nothing but English or German spoken. Of the Boers he sees nothing at all, unless he goes into the markets, where he will find some of them in charge of the produce wagons with their long teams of oxen, and he comes home again impressed with the idea that the English language is superseding the Dutch, and thinking that before long the Dutch element in South Africa will be swamped by the English. These conclusions are altogether wrong. Throughout South Africa the people who live in the towns such as Kimberly, Cape Town and Johannesburg are English, Scotch, Germans and Jews. The Dutch throughout the country live out on their farms, and are not seen at all by many tourists. In the whole of the Malmesbury district, close to Cape Town, one of the principal agricultural centers of the Colony, there is not one single English or Scottish farmer, and in the eastern districts the poorer farmers of British descent seem to prefer to speak Dutch rather than English.

In 1876 I traveled through the Colony from Port Elizabeth to Graaf Reinet by wagon, in company with several transport riders, all of them the sons of farmers in the eastern province, and all of them English or Scotch by blood. They could all speak English perfectly well, but amongst themselves they never used any language but Dutch, and their children may possibly not learn English at all. The South African Dutch, too, are one of the most prolific races in the world, and very large families of from twelve to sixteen children are not uncommon; so that I feel convinced that in South Africa the Dutch element will never become swamped, as it has been in America. However, the South African of the future will have no cause to be ashamed of his ancestry, whether they be English, Scotch, Dutch or French Huguenot. I myself have always got on so well with the Boers, and Englishmen and Dutchmen are really so much alike in thought and feeling that I feel sure that all that is required to make them work harmoniously together is a better knowledge of one another than at present prevails.

NOT A RACE OF BRUTES.

There are good and bad amongst all nations, but it is as unreasonable to say that the Boers are a nation of inhuman brutes because one of them may have committed a brutal crime (and this has been often done), as to take Mr. Deeming or Jack the Ripper as a fair specimen of an Englishman. The greater part of the Boers I know have been kind masters to their servants, though they are severe with them if they offend. They treat the natives, as do all colonists, as an inferior race, not as equals, and there can be no doubt that they are perfectly right in doing so.

A FATAL MISTAKE.

Is Often Made by the Wisest of Scranton People.

It's a fatal mistake to neglect backache.

Backache is the first symptom of kidney ills.

Serious complications follow.

Doan's Kidney Pills cure them promptly.

Don't delay until too late.

Until it becomes diabetes—Bright's disease.

Read what a Scranton citizen says:

Mr. Austin Coneay, of 402 Irving avenue, says: "I was bothered for the past fifteen years with a pain across my kidneys. At times it struck me in the hips and extended down my legs. It was worse in the early evening or after I did a hard day's work. I was advised to try Doan's Kidney Pills, and having read in our city papers so much about them, I got a box at Matthews Bros.' drug store, and was surprised to find how quickly they benefited me. I soon had not the least pain in my back."

For sale by all dealers. Price, 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States.

Remember the name Doan's and take no substitute.

CURIOUS PLANTS.

How Meissonier's Gardener Proved Himself a Fine Botanist.

A good story is being told about a gardener who was for many years in the emply of Messionier.

This gardener was not only wonderfully skilled in the art of cultivating flowers and vegetables, but he also was a true scientist and, as he was endowed with a phenomenal memory, he was able to give offhand the botanical name of any plant that was shown to him. Some of his employer's friends frequently tried to baffle him by handing him seeds or cuttings of exotic or other out of the way plants, but they never succeeded.

Now, Meissonier was proud of him, but he vowed that he would, once at least bewilder him, and one day while Emile Augier was dining with him, he summoned the gardner and, taking from his pocket a small paper package, in which he had previously placed some eggs of dried herring, he said to him: "Here are some curious seeds. Can you tell me what they are?"

"Of course, I can, sir," replied the gardner, and, after examining them for a moment or two, he gave them a most impressive Latin name.

"If you sow them now," asked the painter, "how long will it take for them to appear above ground?"

"A fortnight," was the reply.

"Well," said Meissonier, "I wish you would sow them at once, for I am curious to see what kind of plant it is."

A fortnight later Emile Augier, desiring to see the end of this joke, came to breakfast at the painter's villa, and as he and his host were at table the gardner presented himself and said: "If you gentlemen will oblige me by stepping into the gorden, I will show you the plants that those curious seeds have produced."

The two friends followed him to the conservatory, where he pointed out to them 12 odd-looking objects in a box filled with freshly watered brown earth. They stooped to examine them more closely and the next moment they burst into shouts of laughter, for the strange objects were the heads of 12 herrings.

FISHING WITH LIVE WIRES.

New Mode of Angling Practiced by Means of Electricity.

From the Minneapolis Journal.

It is "positively shocking" the way they are catching fish at the plant of the St. Anthony Falls Water Power company. This, too, in face of a large sign on which is inscribed in plain letters: "No Fishing Allowed; Keep Off." But then, only the immediate attaches of the power house are privileged.

The electricians have became so used to working wonders by electricity—such a miracle, for instance, as running the street railways of two cities without scarcely having to turn a hand themselves—that they are in the habit of calling the mysterious fluid to their assistance whenever it is convenient to do so.

They started out early in the season, which did not open until Wednesday, to fish in the legitimate way, but failing to get any fish to speak of by hook, they determined to catch them, if possible, by crook—to electrocute them.

Since then fish have responded with such wonderful alacrity to the novel bait that a few minutes' sport will give the new fisherman "a nice mess." The sight would bring tears to the eyes of Ike Walton, who believed in "art for art's sake," who accounted it a more creditable performance to catch one fish an hour by patient, painstaking, philosophic endeavor than to slaughter the finny tribe on the wholesale plan in short order.

At the power house they have a good live wire, properly insulated where the angler holds it, and stick the same into the water. Water is a good conductor, as everybody knows, and every time a fish come within 10 or 12 feet of the center of disturbance he is conducted to the surface.

He is not dead—he is simply shocked into insensibility by his sensational reception, and if left to his own resources would soon be himself again. But the cruel man on the ledge of masonry which juts out into the river around the power house, through which the tall race comes pouring, reaches deftly into the water and scoops up the unfortunate fish with a net.

Perch, shiners, bullheads, crappies and an occasional sturgeon are caught in this way. One of the electricians who was directing the mighty machinery which generates 10,000 horse power said that he had caught a sturgeon early in the spring which weighed 20 pounds. He said that an ordinary current of electricity was strong enough to bring the most obstreperous fish to the surface in most cases. He had to hand the sturgeon considerably more than the average before he could make him "lie still and be quiet."

Sometimes a simple iron plate with electrical connections is used. It is hung over the side of the wall into the river, and does the work as effectually as the wire apparatus. The law does not specifically forbid electric fishing, but Game Warden Fullerton is going to see if the power house sport can't be stopped.

GLADSTONE'S FIRST SPEECH.

From Macmillan's Magazine.

Gladstone's first appearance as a speaker in the arena in which he was for so long a period the most eloquent and predominant personality, was obscure and disappointing. He took his seat as a member for Newark on Jan. 29, 1833, the opening day of the first session of the first parliament elected under the Reform act—being then 23 years old.

Three weks later, on Feb. 21, he made his maiden speech. A petition signed by 3,000 Whigs of Liverpool was presented alleging bribery and corruption against the Torry representatives of the town, and in the discussion which followed, Glandstone interposed on behalf of the electoral honor of his native place.

"Every great orator from Demosthenes to Burke," Gladstone once said, "has suffered from nervousness on the eve of an important speech, and although I cannot claim to share their gift of golden speech, I can claim more than a fair share of their defect of nerves." Certainly, he was extremely nervous on this occasion, as his indistinctness of utterance and hesitancy of manner only too obviously showed. That voice which subsequently held so many thousands spellbound by its music was inaudible from the gallery in which the reporters were taking notes. So little notice did this debut attract, that a speech delivered in the house of a few months later by his brother Thomas in defence of their father who was an owner of slaves on his estates at Demerara, has often been described in biographical sketches os Gladstone's maiden effort.

Annual Summer Reduction Sale

Our entire summer stock to be closed out to make room for the fall stock now being manufactured.

The entire stock of Straw and Felt Hats that were $2.00 and $3.00, to be closed out at **$1.00.** (See window.)

Shirts

	Sale Price
$2.50 and $3.00 quality,	$1.98
1.50 and $2.00 quality,	1.39
1.00 and $1.25 quality,	.85

Underwear

$1.50 quality,	sale price	$1.19
1.00 quality,	sale price	.75
.75 quality,	sale price	.50
.50 quality,	sale price	.35

Big Reduction in Hosiery

All 50-Cent Quality of Neckwear

Reduced to 35c. 3 for $1.00.

Twenty Per Cent. Reduction on all Leather Suit Cases and Steamer Trunks.

Reduction on all grades of Shirt Waists.

50c quality Belts and Suspenders reduced to.... **42c**

Elastic Seam Jean Drawers reduced to........... **42c**

Wash Ties reduced to.... **5c**

Karkee Summer Vests reduced to............ **1.19**

Reductions in all other departments. See windows.

Remember, we have no old stock to work off, but are offering you new, seasonable stock at less than cost, as we NEVER carry over stock.

Louis H. Isaacs

412 Spruce Street.

Try Our Special 10c Linen Collar, in all the new shapes.

FINLEY'S

Half-Price Parasol Opportunity

Manufacturers' surplus stock of Parasols purchased at half regular cost; same manufacturers, quality and style as our regular stock goods. These, together with our own lines, have been merged into one grand assortment of Parasols. Attractive styles and great values, including plain and fancy Coaching Parasols, Chiffon and Lace Trimmed Parasols, in white, black and white, and the new colorings: offering an unusual opportunity to secure the best and newest in the parasol line at

One-half the Regular Price

Ladies' Plain and Trimmed Parasols

At $1.00—Just half price from $2.00
At 1.50— " " " " 3.00
At 2.00— " " " " 4.00
At 2.50— " " " " 5.00
At 3.00— " " " " 6.00
At 3.50— " " " " 7.00

Children's Fancy Parasols

At 25c—Just half price from 50c
At 50c— " " " " $1.00
At $1.00—" " " " 2.00
At $1.50—" " " " 3.00

510-512 Lackawanna Ave

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.

J. B. HUTCHINSON, Gen. Mgr.
J. B. WOOD, Gen. Pass. Agt.

Delaware, Lackawanna and Western

In Effect July 21, 1901.

South—Leave Scranton for New York at 1.40, 3.00, 5.55, 7.50 and 10.00 a. m.; 12.49, 3.33, 8.30 p. m. For Philadelphia at 7.50 and 10.05 a. m.; 12.49 and 3.33 p. m. For Tobyhanna at 6.10 p. m. Milk accommodation at 3.40 p. m. Arrive in Hoboken at 6.30, 7.18, 10.28, 12.08, 3.15, 4.18, 7.19 p. m. Arrive in 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, 5.48, 9.00 and 11.30 p. m. From Tobyhanna at 8.05 a. m.

North—Leave Scranton for Buffalo and intermediate stations at 1.15, 6.35 and 9.00 a. m.; 1.55, 5.48 and 11.35 p. m. For Oswego and Syracuse at 1.15 a. m., 6.35 a. m. and 1.55 p. m. For Utica at 1.15, 6.35 a. m. and 1.55 p. m. For Montrose at 9.00 a. m.; 1.05 and 5.48 p. m. For Nicholson at 4.00 and 6.15 p. m. For Binghamton at 10.20 a. m. Arrive in Scranton from Buffalo at 1.25, 2.55, 5.48 and 10.00 a. m.; 3.30 and 8.00 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.32 and 8.00 p. m. From Utica at 2.55 a. m.; 12.32 and 3.30 p. m. From Nicholson at 7.45 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.20 and 8.00 p. m.

Bloomsburg Division—Leave Scranton for Northumberland at 6.45, 10.05 a. m.; 1.55 and 6.10 p. m. For Plymouth at 8.10 a. m.; 3.40, 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 9.01 a. m.; 4.32, 9.45 p. m. Arrive in Scranton from Northumberland at 9.42 a. m.; 12.35, 4.50 and 8.45 p. m. From Kingston at 11.00 a. m. From Plymouth at 7.45 a. m.; 3.20 and 5.35 p. m.

SUNDAY TRAINS.

South—Leave Scranton at 1.40, 3.00, 5.55, 10.05 a. m.; 3.33 and 3.40 p. m.

North—Leave Scranton at 1.15, 6.35, 9.00 a. m.; 1.55, 5.48 and 11.35 p. m.

Bloomsburg Division—Leave Scranton at 10.05 a. m. and 6.10 p. m.

New York, Ontario and Western.

Time Table in Effect Sunday, June 23, 1901.

NORTH-BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 1 ...	10.30 a. m.	11.10 a. m.	1.00 p. m.
No. 3 ...	4.00 p. m.	4.44 p. m.	6.00 p. m.
No. 7 ...	6.10 p. m.	Ar. Carbondale..	6.46 p. m.

SOUTH-BOUND.

	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6 ...		7.00 a. m.	7.40 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.	4.45 p. m.

SUNDAYS ONLY, NORTH-BOUND.

	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 9 ...	8.30 a. m.	9.10 a. m.	10.45 a. m.
No. 5 ...	7.00 p. m.	Ar. Carbondale..	7.45 p. m.

SOUTH-BOUND.

	Leave Cadosia.	Leave Carbondale.	Arrive Scranton
No. 6 ...		7.00 a. m.	7.40 a. m.
No. 10 ...	4.30 p. m.	6.00 p. m.	6.45 p. m.

Trains Nos. 1, on week days, and 9, on Sundays, make main line connections for New York city, Utica, Oneida, Oswego and intermediate points.

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., Scranton.

RAILROAD TIME TABLES.

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., 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 Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D., L. & W. R. R., 8.10 a. m., 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 (Black Diamond Express), 7.48, 10.41, 11.30 p. m, Sundays, D. & H. R. R., 11.55, 8.27 p. m.

Pullman parlor and sleeping or Lehigh Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gent. Supt., 26 Cortland street, New York.
CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.
A. W. NONNEMACHER, Div. Pass. Agt., South Bethlehem, Pa.

For tickets and Pullman reservations apply to 309 Lackawanna avenue, Scranton, Pa.

Central Railroad of New Jersey.

Stations in New York—Foot of Liberty street, N. R., 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, 1.10; express, 4.00 p. m. Sundays, 2.15 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 at the station.

C. M. BURT, Gen. Pass. Agt.
J. H. OLHAUSEN, Gen. Supt.

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 Honesdale and Lake Lodore, 6.20, 10.13 a. m.; 2.44 and 5.29 p. m.

For Wilkes-Barre—6:45, 7:48, 8:41, 9:38, 10:43 a. m., 12:03 1:28, 2:18, 3:33, 4:27, 6:10, 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, 3:33 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, 11:33 a. m., 2:44, 3:52, 5:52 and 10:52 p. m.

For Wilkes-Barre—9:38 a. m., 12:03, 1:58, 3:28, 6:52 and 8:42 p. m.

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

For Honesdale and Lake Lodore—8.50, 11.33 a. m. and 3.52 p. m.

Erie Railroad, Wyoming Division.

Trains for Hawley 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, 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.