REPORTED HE HAS RESIGNED

SUPERINTENDENT M'LAREN IS SAID TO HAVE QUIT.

Neither He Nor General Manager Bower, However, Will Discuss the Story-What a New York State Paper Thinks of the Story About Moving the Delaware, Lackawanna and Western Shops to Binghamton. Statistics Regarding German Manufactures and Exports-Strength of the Mine Workers - Industrial

Superintendent W. N. MacLaren, of the Allis-Chaimers company, is reported to have resigned from his position but when interrogated on the matter by a Tribune man last night, rather irritably refused to make any statement regarding the report.

L. F. Bower, the local executive of the Allis-Chalmers company, also ex-pressed himself as averse to making any comment and declared that all statements about the resignation must er me from Mr. MacLaren. "In case he had resigned," said Mr. Bowers, "I would have received no direct notific cation of it, as the resignation would he sent on to the company's headquarters at Chicago.

Will Remain in Scranton.

"Binghamton made a very lively row last spring. The D. L. and W. shops in Scranton were to be removed to the Parlor City. Hopes ran high-real estate ditto. It looks now as though Einghamton had counted the pullets before they were hatched. The shops

are to remain in Scratton. "A large number of improvements are contemplated by the company. SOUTH ORANGE'S SPITE FENCES. notably the enlargement of the Scraus on round house and the reconstruction | The D., L. & W. Built One and A. W. of the car and machine shops so as to secure more yard room for handling the increased business of the road.

"The company is at present engaged a sound basis after the many strikes it has experienced during the past year."-Sidney (Broome county, N. Y.)

Mine Workers' Strength.

or Scranton district, 63,000; No. 9 or Second and Third streets, Shamekin district, 55,000; and No. 7 or Hagteton district, 16,000.

The reports this month show an in-crease in round numbers of about 4,000 Manda's original holding. On this land members since the last card inspection was made. Many of the 142,000 mine employes in the anthracite region are foremen, who are not organized, and Manda place obstructed a view of th engineers, firemen, carpenters, black- tracks on the northward, and Manda smiths and drivers, all of whom have their own unions.

Car Builders Back at Wark.

car builders, who voted two weeks ago offending boughs have disappeared. to call of their strike and return to work, are now back at their old places in the shops, the company readily accepting them, on their presenting written applications.

the executive board asked to be reinstated, but immediately when the street would be if cut through his propstrike was called off, cast about for crty. The railroad remembering Mr. employment escwhere.

Sale of a Colliery.

Creek colliery to a syndicate and be-It is said that there is plenty of coalon the land of the company that now operates the colliery, but the parties at the head of the corporation, it is said, have not had the financial backto push work on an extensive Reals - Hazieton Plain-Speaket

Some Pig Iron Statistics. The activity of German manufac-

some figures regarding the imports of pig from into Germany and the exports d from and steel manufactures, which have just reached the treasury bureau of statistics. They show that the importations of pur iron increased from 462,000 ions in 1897 to 830,000 in 1900, and those of rough iconware from 43, 000 tong by 1897 to 73,000 tong in 1900; while the exports of from and fromware reased during the same period from chines from \$50,000,000 to \$45,000,000; rolling stock and ships that woods, from \$3,000,000 to \$9,000,000, making the total increases in those three items of stock and ships, from \$114,000,000 In 1897 to 167,000 tons in 1960; those of wrought iron, from 22,000 to 38,500 tons; boilers, from 4,400 to 5,400 tons; card-

locomobiles fell from 13,200 to 12,300 On the other hand, imports have also grown; those of iron and ironware increased from \$17,000,000 in 1897 to \$3) -000,000 in 1900; machines, from \$10,000, 000 to \$19,000,000; machines, chiefly of east iron, increased from 51,500 tons to 69,490 tons; those of wrought iron, from 6.600 tons to 15,300; and those of wood, from 3.900 to 4,500 tons; while locomotives and locomobiles increased from

3,940 to 4,360 tons, and sewing machines, from 3,030 to 4,200 tons. The importation of pig iron was ing, in 1899, 670,000 tons from the United the United Kingdom, the increase from

little more than 1,000 tons.

former years. The imports amounted dreams.

pipes, (rolled and forged), from 22,300 to 20,300 tons. Exports, however, increased; bridges and parts thereof from 6,300 to 9,000 tons, rough wroughtron parts of machines from 1,900 to 2.970 tons, railway wagon axies and wheels, etc., from 41.000 to 47.000 tons, and tubes and pipes, (rolled and

orged), from 32,000 to 40,000 tons. In fine cast-iron and wrought-iron oods the exportation rose from 23,009 to 30,300 tons, especially in sewing machines without stands, and in needles and in parts of clocks and watches. The exportations of machines have steadily risen, in spite of increased ompetition in the world's markets, ramely, from 167,000 tons in 1897 to 235, 200 tons in 1900. The importation in the latter year was nearly 100,000 tons, alued at about \$19,000,000; It was \$17,-00,000 for 70,000 tons four years ago.

D., L. & W. Board for Today. The following is the make-up of the D., L. and W. board for today;

SUNDAY, AUGUST 25. Wild Cats, East-8 p. in., J. Burkbort,

MONDAY, AUGUST 26,
Wift Cats, East 130 a. m., J. A. Beski, 3 a.
or, M. J. Heinight, 10 a. m., F. F. Stevens,
D. a. m., A. H. Howe, I. p. m., M. Staples, with
H. Gilligan's crow, 5 p. m., F. L. Rogers, 6 p. L. J. Contellet. F. J. J. Costello.
Sammers, Pre. 10 a. m. west, G. Fronnicker;
p. m. west, M. Pinnerty; n. p. m. east, J. arrigg;
p. m. Lattimer, with W. H. Nichola's will p. m., east from Nay Aug. F. M. Allister;
p. m., west from Cavuga, M. Ginley;
7 p. m.,

7 p. m., west from Cavuga, M. Ginley; 7 p. m., west from Cavuga, Thompsen.
Problers 8 a. m., Homeser, 10 a. m., 8. Finnesty; 11:30 a. m., Moran; 7 p. m., Morphy; 9 p. m., H. Caslae; 10 p. m., A. Wideiner,
Passenger Engines 7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., 1. Wardelfi: 10 a. m., E. E. Sever; 7 p. m., Stanton; 7 p. m., Metavitic; 11 a. m., Wild Caro, West 10 a. m., Metavitic; 11 a. m., M. Carmode; 2 p. m., A. E. Ketchon; 3 p. m., A. G. Hammitt; 4 p. m., George Thomas; 5 p. m., J. H. M. Carno, 6 p. m., C. Casanongh; 7 p. m., R. Castnor.

Conductors M. Decanney and J. J. Costello will

Brakeman O. Moran reports for F. L. Rogers. Brakeman Scanlon reports for O'Hara,

Manda "Retorted" in Kind.

"The Delaware, Lackawanna and Western railroad and A. W. Manda, a in reorganizing its working forces on murseryman and florist of South Orable diversion for Mr. Manda's townsyear, in all probability nothing will be men. Several years ago the railroad done about the new shops until next offered, it is said, \$1,000 for a little gore of land on the southeast corner of Mr. Manda's nursery grounds. It is confidently asserted by nearly everybody familiar with property values in South triange that the price was somewhat There are at the present time, it is in excess of a reasonable rate, but Mr. claimed, 134,000 United Mine Workers Manda declined the offer. Since then in the anthracite region, represented by the three districts, as follows: First opposite side of the railroad, between

"The railroad has been thrifty, and has acquired a tract of it erected a roundhouse, and, later, signal tower within a few feet of Mr Manda's fence. Trees growing on the was asked to lop off the overhanging branches. He declined, and the rail road company, so Mr. Manda says, cut them off. This the company neither The great majority of Lackawanna affirms nor denies, but admits that the

"Mr. Manda also wanted favors. He had an extemporized crossing from his lands east of the tracks to those on the other side. The wires from the signal tower interfered with the passage, and Few of the officers and members of he sought to have the railroad maintain

Manda's attitude concerning the overhanging boughs, refused his request, and to emphasize its objection to a A deal is on for the sale of the Pond crossing between Second and Third streets erected a high picket fence along the dividing line between its owners may be in charge of the works, right of way and Mr. Manda's nursery, This fence was painted a brilliant red. Whether the color offended Mr. Manda or he simply decided that two ould play at fencing, is not clear, but on Monday he erected close to the signai tower a fence which cut off more view than the lopped off boughs which went before it had ever obscured. This fence was about twelve feet long and more than twenty feet high.

"On Monday night the fence fell. Mr. turers and exporters is illustrated by Manda says the railroad company pulled it down with a locomotive. The railread company, in its corporate capacity, grins and remarks that the ence must have been imperfectly constructed, as it fell while a locomotive was passing. On Tuesday Mr. Munda rebuilt the fence, and on Tuesday night it again feil. Mr. Manda avers that the railroad sawed the posts close to the ground

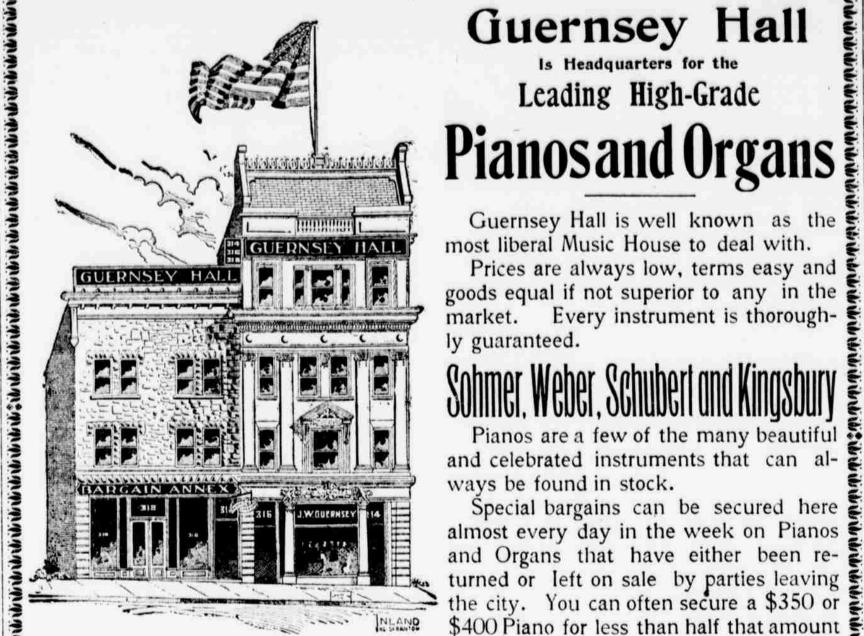
"On Wednesday Mr. Manda again \$52,000,000 value to \$118,000,000; may rebuilt his fence. He erected stout poles, and braced them strongly at such a height that the fence will fall on the signal tower if pulled one way, iron and ironware, machines and roll | pulled the other. He has guarded the posts from predatdry saws with a net-Exportations of machines, chiefly of genius. As a further precaution Mr. Manda keeps a sharp eye on his watchman. The railroad company says the guard is armed, but Mr. Manda diploing machines and their clothing, from matically asserts that he has carefully 270 to 100 tons; while locomotives and instructed his man not to shoot any body who keeps away from the fence, New York Tribune.

WHO BLEW UP THE MAINE?

The Truth Is Not Known, Despite All Assertions to the Contrary.

harles W. Pepper, in the Bottoi Transcript. Since the question of the blowing up of the Maine has been revived in a way turning up who, at this late day, have valuable discoveries about the wrecked battleship. Going down from chiefly from the United Kingdom, be- Havana a few weeks ago, an insurance Kingdom and 30,900 from the United and wanted me to see the president States. The growth from 1897 to 1899 of his company. Somebody whom the man came up to me in great confidence was chiefly in that imported from the president knew had been telling him a startling rale about the Maine, and that country being 146,600 tons, while he thought it was new and ought to from the United States was only a be given to the world. This particular story was one of the old, old ones The great increase of importations of which have made many enterprising tin-plates in 1899 has receded, and the newspapers weary, and which belong

to 11,600 tons in 1897, to 10,900 tons in | In Havana there is an Americanized round trip, tickets to be on sale good 1898, to 23,800 tons in 1899, and to 18,200 European detective who has had ex- going September 8th, 9th, 16th, 11th and tons in 1800. The imports of malleable perience in South America and Mexico 12th, and for return up to and including iron (iron or steel, rolled or cast), in and, therefore, claims to know the September 15th, except by depositing ploughshares, etc., in- Spanish people. One day Father Chid- tickets with joint agent at Cieveland creased from 29,500 tons in 1897 to 27.- wick, the chaplain of the Maine, told, on or before moon of September 15, re-\$00 tons in 1990. The exports of these me that he received some mysterious turn limit will be extended to leave articles have decreased from 247,000 hints from this detective, who was Cleveland not later than October 6th tons in 1897, to 173,000 tons in 1900. In going to write a book telling the whole on payment of 50 cents extra. Stop off the years 1897 and 1900, rough fron fig- story and fixing the responsibility on at Buffalo will be permitted on the reured for imports at 4,800 and 7,400 tons, certain individuals. A few weeks later turn trip by depositing tickets with and for experts at 107,000 and 94,000 at the request of the detective, I went joint agent at that point and payment tons, respectively. In the very rough around to his office to meet a person of one dollar, provided the same is ironware the imports have dropped, who "was on the trail." This person used within the final return limit. Chilrough east-iron goods from 25,600 tons was a former Spanish police efficial, dren between the ages of 5 and 12 one-



of money by calling here at the right time. It will pay any person who is desirous of purchasing a Piano to take advantage of these rare opportunities.

The public is invited to call here before buying.

N. B.===There is but one Guernsey Hall in the city of Scranton. Guernsey Hall is located near the Central Post Office Building,

314-316 WASHINGTON AVENUE, SCRANTON, PA. J. W. GUERNSEY, Proprietor.

est of us knew and no more, but he thought if he had \$5,000 cash down he could go out and bring in the actual witnesses, who were in Mexico, Spain and South America. He did not get

The "pipe dream," which at one time had the wildest circulation, and which at times now is revived, was that certain Spanish divers were concerned in the plot to blow up the Maine; that after the explosion work was found for them in the barbor, and that by some accident the air was shut off anthey were grought to the surface dead. Had they been concerned it this plot, this would have been a convenient method of reducing the num ber of witnesses, but the basis of the story was pure imagination. Another chapter of it related to a Spanish of ficer, who was alleged to have been i a house when the explosion occurred and who told the innuates just what was happening. This also was a

Various newspapers have spent good many thousand dollars, much would like to admit, trying to establish the exact responsibility for the explosion of the Maine, and fix upon the parties who were supposed to be conerned in it. A great mass of hearsay and conjecture and even of malice has been sifted. Marvelous and conflicting stories have been run down out of all this work, while the definite proof has never been secured. I be ieve that most of those who have followed up the inquiries in their own conclusion that there are today four or five persons living who were connected with the explosion of the Maine, and that none of them is in Cuba. A grain of truth here and there, a circumstance such as the facts regarding the trans and tip up and kick it viciously if fer of explosives from the arsenal just previous to the disaster, which circumstance was established to the satisaction of Captain Lucien Young, a a man to watch the creation of his connecting link regarding the mines in the Havana harbor, and other incidental Miscoveries joined together. have united in forming such an opinon. Whether the parties were minor afficials who had gained their knowledge during Weyler's term may still be open to conjecture. That Captain General Blanco and all those surroundhim were stunged by the deed, and that they viewed it with horror, is is certain as that the captain general ad some subordinates who were more oyal to his predecessor than to him. As a diplomatic incident the descruction of the Maine is closed forever and the review of the events connected No. 6 with it may be made dispassionately. No. 4 it is almost certain that people will be But this in itself does not justify the assumption that the facts which do: be disclosed today or tomorrow will proved to be different from those which the Sampson board semed to establish, or that Captain Sigsbee was wrong when he thought his ship had

been blown up by a Spanish mine. 35th National Encampment G. A. R. Cleveland, Ohio, September 10th to 14th Inclusive.

For the above occasion ticket agents of the Lackawanna railroad will sell experiation is much larger than in to the catgory of what they call "pipe special round trip tickets to Cieveland and return at one way fare for the to 21,600 tons in 1900, and tubes and He knew just as much as some of the haif of the above rate.

RAILROAD TIME TABLES

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 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.

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 ves-tibule 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. HITCHINSON, Gen. Mgr. J. B. WOOD, Gep. Pass. Agt.

Delaware, Lackawanna and Western In Effect Aug. 11, 1901.

In Effect Aug. 11, 1901.

Trains leave Scranton for New York—At 1.40, 5.00, 5.55, 7.50 and 10.05 a. m.; 12.05, 3.20, 10.5, 5.00 and 8.20 p. m. For New York and Philadelphia 7.50 and 10.05 a. m., mal 12.40 and 2.45 p. m. For Tokybanna—At 6.10 p. m. For Buffalo-1.15, 6.22 and 9.00 a. m.; 1.20, 3.52, 7.65 and 11.55 p. m. For Binghamton and Way stations—10.20 a. m. and 1.05 p. m. For Oswego, Syracuse and I like—1.15 and 6.22 a. m.; 1.30 sid 4.57 p. m. Oswego, Syracuse and Urica train at 6.22 a. m. and 1.05 p. m. For Meetrose—9.00 a. m.; 1.95 and 7.05 p. m. Nicholson accommodation—1.00 and 6.15 p. m. Ricomshure Division—For Northumberland, at 6.45 and 10.05 a. m.; 1.20 and 6.10 p. m. For Plymonth, at 8.10 a. m.; 1.55 and 3.05 p. m. Sanday Trachs—For New York, 1.10, 5.00, 5.55 and 10.05 a. m.; 2.30, 3.45 and 5.00 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.30, 3.12, 7.05 and 11.55 p. m. For Bughamton and way stations—9.00 and 10.90 a. m.; Ricomsburg division—Leave Scranton, 10.05 a. m. and 6.10 p. m. Leave Scranton, 10.05 a. m. and 6.10 p. m.

New York, Ontario and Western Time Table in Ecct Sunday, June 25, 1901.

NORTH BOL'ND.

Leave Leave Acrive

Trains Seranton, Carbondais, Cadonia, No. 1 . 10.00 a. m. 11.10 a. m. 1.00 p. m. No. 3 . 400 p. m. 4.44 p. m. 6.00 p. m. SOLTH BOL'ND.

SOLTH BOL'ND.

Leave Arrive

Leave Arrive

Leave Arrive

Leave Arrive

Leave Arrive

Leave Arrive

For Wilkes Barre 9.38 a. m.; 12.08, 1.58, 2.28, 6,62 and 8,122 p. m.

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For Wilkes Barre 9.38 a. m.; 12.08, 1.58, 2.28, 6,62 and 8,122 p. m.

For Wilkes Barre 9.38 a. m.; 12.08, 1.58, 2.28, 1.58,

Cadosia. Carbondale. Secunton.

1.00 a. to. 7.49 a. m.

1.01 a. to. 7.49 a. m.

1.02 a. to. 7.49 a. m.

1.03 p. m. 6.06 p. m. 6.15 p. m.

1.03 p. m. 4.04 p. m.

1.04 p. m.

1.05 p. m. 6.06 p. m. 6.15 p. m.

1.05 p. m.

1.0 ien and Sciney connections.

For further information consult ticket agents.

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

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

Etiquette of the Profession.

A certain number of parliament was walking single the city some rim-back when he per-yed, just ahead of him, an acquaintance, whose andker-blef was alicking half out of his pocket. Selood with a heillight idea, he quickened his acc and, atoping up just behind in friend, it indrew the handle rebief allogether without corner being in the least aware of what had

EXCURSIONS.

Bauer's Orchestra Will Be in Attendance.

Tickets will be sold for \$1.00 for adults and 75 cents for collings, and may be produced

Stations in New York Foot of Liberty street

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 m. Parough tickets to all points east, south and

Delaware and Hudson.

Trains Nos. 2 and 4 make Walton, Delhi, Ham-

attention to what he had done when he felt a tap on the arm, and, halt-turning, confronted a quiet gentleman-like looking man, who returned to the M. P. his own purse, bandkerchief, and a bunch of leas, at the same time sating: "I beg your pardon; I didn't know you were

Guernsey Hall

Is Headquarters for the

Leading High-Grade

Guernsey Hall is well known as the

Prices are always low, terms easy and

Pianos are a few of the many beautiful

Special bargains can be secured here

Knights of Columbus'

RAILROAD TIME TABLES.

est at lowest rates at the station.
C. M. RURT, Gen. Pass. Agt.
J. H. OLHAUSEN, Gen. Supt.

In Effect June 2, 160).

Trains leave Seminor:

For Philadelphia and New York via D, & H.
R. R., at 6.55 and 9.58 a. m., and 2.18, 4.27
(Black D biamond Express), and 11.30 p. m. Sandays, D, & H. R. R., 4.38, 8.27 p. m.

For White Haven, Haddion and principal points in the cost regions, via B, & H. R. R. R., 4.55, 2.18 and 4.27 p. m. For Polisytile, 4.65 a. m. 2.18 p. m. c.C., 118 and 4.27 p. m. For Pottsville, 0.45 a. m., 2.18 p. m.
For Betthelium, Easton, Reselling, Harrisburg and principal intermediate stations via D. & H. R. 6.45, 6.38 a. m.; 2.18, 4.27 (Black Diamont Express), 11.39 p. m. Simdays, D. & H. R. R., 9.38 a. m.; 1.38 p. m. Simdays, D. & H. R. R., 9.38 a. m.; 1.39 p. m. Simdays, D. & H. R. R., 9.38 a. m.; 1.39 p. m. Simdays, D. & H. R. R., 9.38 a. m.; 1.39 p. m. dimins, filhata, Genevis and principal intermediate stations, via D. L. & W. R. R. 8.10 s. m. and 2.49 p. m. For Geneva, Resnessor, Biffiato, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, H.55 a. m.; 1.28, A.37 (Black Diamont Falls, Chicago and all points west, via D. & H. R. R., 11.35, 8.25 p. m. Fullman parlox and Seeping or Length Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Saspersston Bridge.

Erie Railroad, Wyoming Division.

EXCURSIONS.

Annual Outing to Harvey's

Via Central Railroad of New Jersey and Leiugh Valley, Train leaves Jersey Central

Central Railroad of New Jersey.

Stations in New York—Foot of Liberty street.

N. R. and South Ferry.

TIME TABLE IN EFFECT 3I NF 30, 1991.

Trains leave Sciantion for New York, Newatk,
Elizabeth, Phitadelphia, Easton, Bethiehem, Allentown, Mauch Chunk and White Havon, at 8.56
a.m.; express, 1.16; express, 4.09 p. m. Sundays, 2.15 p. m.

For Pritiston and Wilkes-Barre, 8.55 a. m.; 1.19

for Rahimore and Washington and points
South and West via Bethiehem, 8.55 a. m.; 1.49

and 4.00 p. m. Sundays, 2.15 p. m.

For Long Branch, Oscan Geore, etc., at 8.55
a. m.; through coach a, and 1.10 p. m.

For Reading, Lebanon and Harrisburg, via Allontown, 8.55 a. m. and 1.10 p. m. Sundays,
2.15 p. m.

mt.; 12.03; 1.28; 2.18; 3.35; 4.27; 6.10; 7.48; 0.41; 11.30; p. 01. For L. V. R. R. Points-6.45; 9.38; a. mt.; 2.18; 27; and 11.30; p. 01. For Permediating R. R. points-6.45; 0.48; 2.18; 23; and 4.27; p. m. For Albany and all points north-6.20; a. m. and 3.52 p. m. SUNDAY TRAINS. For Carls indale - 8.50, 11.32 s. m.; 2.44, 2.52, 5.52 and 10.52 p. m. For Wilkes Barre - 9.38 s. m.; 12.08, 1.58, 3.28.

pension Bridge, BOLLIN II. WH.BUR, Gen. Supt., 26 Cartland afreet, New York, CHABLES S. LEU, Gen. Phys. Act., 26 Cortland W. NONNEMACHEB, Div. Pass. Agt., South Behilehem, Pa. For tickets and Pollman reservations apply to 30s Lackawanna avenue, Scranton, Pa.

Wains for Hawles and intermediate points leave Scrainfor as follows: No. 2, 7.10 a, in 7 No. 4, 8.50 a, in 7 No. 6, 5.50 p, in 7 No. 8, 5.70 p, in Nos. 2 and 6 through trains for Now York, Arrivals—No. 1, 8.18 a, in, 7 No. 5, 10.00 a, in 7 No. 5, 3.15 p, in, 7 No. 20, 2, 2 p, in, Arrivals—No. 21, 12.15 p, in, 7 No. 23, 8.15 p, in,

Y. M. I.

JOINT EXCURSION

Councils of Lackawanna and

Lake Lodore, Thursday, August 27.

Trains fease Delaware and Husbert depot.

EXCURSION

Scranton Lodge of Safety Puse, Caps and Exploders, Room 401 Connect Building , Scranton. ELKS TO LAKE LODORE

Wednesday, August 28th

The various committees are sparing no efforts to make the day one long, happy holiday. Refreshments of every description will be on the grounds.

Baner's Band Will Furnish Music

8.15, 10.13 a. m., 12.00 m. and 2.44 n. m. Tickets, 75 cents; children, 40 cents.

THE

Booms 1 and 2, Com'Ith B'1'd's.

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Underwear Departments A most encessful season's selling in those departments braves us with many odd loss of decirable high-grade hostery and underwear. We have collected the broken lots togetter and pen below a partial list of the many bargains offered. The prior cut is deep and generate. It will vacuate much needed space for our full stock, daily piling up, and make this the besteat lossery department in the city for the next few days:

LADIES' FANCY HOSE

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One lot of time silk finished base in a number of handsome simples, with varietated polks dots; an excellent the quality. Now 10e pair

At 25 Cents

Ladies' (ast block and stainless hose, Hermodorf dyr, real masses save, in plain black, black with whose feet, black with white miles. A matchless value at ...25c pair

At 50 Cents

GENTS' FANCY HALF HOSE At 19 Cents

tions, silk embroidered one half hose, a large assertment of pretty designs and color-ings; our test 25c quality. Now . . . the pair

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Gentic Liste thread one-half hose in world shades of steel and gray, also deep stitch, lare and silk embodiered styles, the coloringe are absolutely fast and stainless and are the best one line shown this season.

LADIES' LISLE AND SILK VESTS At 42 Cents

Ladirs' Lists tirrad and fancy silk vests, Swiss ribbed, made from clean, pure yarns; the best sec quality to be found. Now ...12c At 621/2 Cents

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