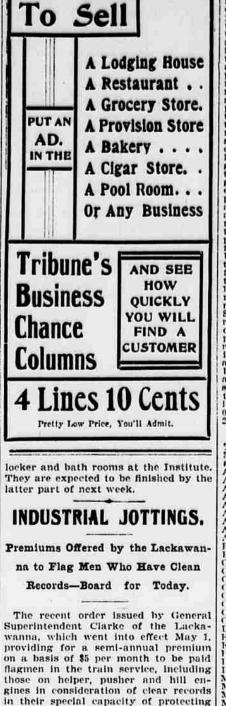
THE SCRANTON TRIBUNE-THURSDAY, JUNE 5, 1902.

NORTH SCRANTON If You Wish ANNIVERSARY OF CAMP NO. 177, P. O. S. OF A. It Was Organized Fifteen Years Ago-Interesting Programme That Was Rendered Last Night in the Auditorium-History of the Organization Given by John U. Hopewell-Narrow Escape of 6-Year-Old John Roberts from Being PUT AN Burned to Death-Personals. AD. IN THE The members of Camp No. 177, Patriotic Order Sons of America, cele-brated the fifteenth anniversary of their organization in the lodge room of the Auditorium last night. The affair surpassed any of its nature yet held by this lodge. The following programme was carried out, in the presence of a large audience: Overture, "Salutation" Orchestra Opening Address F. V. Hartzell RecitationMiss Hazel Hopewell The following history of the camp was given by John U. Hopewell: Washington camp, No. 177, Patriotic Order Sons of America, was instituted in Osterhout's hall on the evening of May 30, 1887, with twenty-one chartered mem- bers. The officers of the camp being J. U. Hopewell, president: S. F. Silkman, vice president; D. M. Putney, secretary; T. M. Maynard, treasurer. The institution took place in Osterhout hall and was tion took place in Osterhout hall and was attended by prominent members of the or-der from the state, and Past District President George W. Hand was installing officer. The following persons were pro-posed and their names enrolled: B. E. Bedell, E. C. Dunier, D. E. Miller, T. C. Terwilliger, C. T. Miller, J. U. Hopewell, D. M. Putney, Edward, L. Beniamin, S. Lerwinger, C. T. Miller, J. C. Hopewell, D. M. Putney, Edward L. Benjamin, S. F. Silkman, Ed M. Pennypacker, S. N. Nyhart, H. B. Briggs, C. E. Putney, M. C. Smith, George E. Atherton, L. A. Rifenberry, B. M. Atherton, George A. Bigelow, T. M. Maynard, C. M. Maynard, J. M. Sherman, J. H. Scharar, W. A. J. M. Sherman, J. H. Scharar, W. A Geddes, C. F. Ward, Edward F. Wells, Washington camp, No. 177, was not a new camp at that date. In 1850 the camp was in full power in this section and many of the older residents belonged to it. The call for troops in 1861 caused the fire

on the altar to go out and it was not re-kindled until May 30, 1887, and it has burned slowly but brightly ever since. During these fifteen years, we have received into our ranks many of the most

prominent young men of this city and today the roster of the camp is a most excellent one. We have initiated in all these years over two hundred persons, but tonight we have but seventy-four members. We have received in round figures the sum of \$6,545 in ducs, and have paid out the sum of \$6,000. The money of the camp is in a good, safe condition, and the funds carefully guarded and invested. We have been fortunate as to number of deaths in our camp. In all of these years, out of all the members named, but four deaths have occurred and out of this number only three were beneicial. Four of our departed ones new fill graves of honor and each year, on Memorial Day, a beautiful silk flag is placed upon the ago.

resting place of our departed brethren. I could say very much regarding the history of this camp, but history, to outsiders, is not interesting. I want to say, however, to all who are interested in the fostering of American institutions, that ployee, we will welcome you to our ranks at any time. We advocate only that which is



THE MARKETS Wall Street Review.

<text>

The following quotations are furnished The Tribune by Haight & Freese Co., 314-315 Mears building. W. D. Runyon, man-

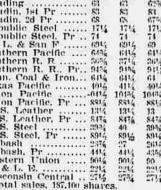
56%

The Tribune by Haight & Frees. 815 Mears building. W. D. Rung Ager. 60 Am. C. Opner. 60 Am. C. & F 314 Am. C. & F 314 Am. Co. 60 Am. Locomotive 33 Am. S. & R. Co 4854 Amaconda Copper 1164 Anaconda Copper 1164 Atchison 804 Atchison 106 Bait. & Ohio 106 Brook. R. T 604 Cheage & Alton 515 Chicago & Alton 515 Chicago & Alton 515 Col. Fuel & Iron 108 Col. & Southern 31 Col. & Southern 31 Terle 31 Terle 314 Col. & Southern 31 Below 314 Barbard 314 Chises & Nabe 317 Tit 31 Del. & Hud 314 Below 687% 31 60 727% 483% 127% 9853% 1057% 463% 2035% 1057% 463% 2035% 1057% 463% 2035% 1057% 463% 2035% 1057% 463% 2035% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 1057% 100 \$194 514 \$5 15154 137 132 152% 157% 159% 159% 26% 159% 100 156% 100 156% 19% 14775 14775 14775 14775 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 14975 149755 149755 149755 149755 149755 1497555 1497555 1497555 trains in accordance with the rules of the company, is meeting with general approval with employees engaged in

Few operating officials possess a clearer and more intelligent perception of conditions governing the successful operation of a railroad than T. E. Clarke, and few officials in any capacily have ever been confronted with more unsatisfactory conditions than those which Mr. Clarke was compelled to contend with when he assumed control of the operating department of the Lackawanna not less than two years That he has succeeded in bringing the service out of a chaaotle state to that of the highest possible efficiency speaks in the most eloquent terms of his sterling worth .- The Railroad Em-

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

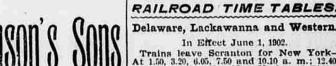
he train service,



15137, 5524 (1997) 13137, 5524 (1997) 13137, 5524 (1997) 1349764 (1997) 1349764 (1997) 1357 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 149764 (1997) 1 CHICAGO GRAIN &



FINANCIAL THE



Delaware, Lackawanna and Western In Effect June 1, 1902. Trains leave Scranton for New York-At 1.50, 3.20, 6.05, 7.50 and 10.10 a. m.; 12.40, 3.40, 3.35 p. m. For New York and Phila-deiphia-7.50, 10.10 a. m. and 12.40 and 3.34



FINANCIAL

THIRD