

# ROYAL BAKING POWDER

**Absolutely Pure**

## FREELAND TRIBUNE.

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FREELAND, PENNA., MAY 24, 1897.

### Jersey Central Bubble Is Bursting.

The railroad wreckers located in New York city, who have plucked, one after another, the transportation corporations of the country, and who have given special attention to the anthracite carrying roads, appear to have come to grief in their latest attempt to unload upon the public the stock of a railroad which they have plundered with both hands for several years. The efforts of the Maxwell gang to induce the people to purchase the almost worthless certificates of the Jersey Central have failed flat, and no longer is there any attempt made to conceal the fact that for once the stock-jobbing clique which controls the exchanges of the country has been defeated and failed to dupe the innocents.

Jersey Central stock, which two years ago was recommended by financiers everywhere as a reliable investment, has fallen to its lowest price in ten years and the end is not yet in sight. By keeping false books and publishing incorrect statements of its business, the wreckers managed to blindfold the public for some time, but their deception was finally revealed and such a state of rottenness and corruption uncovered that even the denials and the apologies of all the "round money" tricksters of New York could not drive away the stench.

The THUNDER does not, as a general rule, devote much space to financial and stock exchange affairs, as very few of its readers are interested in that sort of gambling. This particular case is noted, however, to show the calibre of the men who are continually held up to the poorer classes as containing all the "honor" of the nation, the men who rant about "dishonest money" and cry "anarchy" when a suggestion is offered to curb their thieving propensities. The THUNDER also mentions it because it was the first newspaper to call attention to the shaky condition of the Jersey Central. Over a year ago a prediction was made in these columns that before the end of the century the road would be in receivers' hands, and events are certainly tending that way, as the following from Friday's Philadelphia Inquirer goes to prove:

"One-seventh of the capital stock of the New Jersey Central Railroad was sold on the New York Stock Exchange yesterday and the price broke nearly \$4 to 69 3/4, the lowest quotation made in ten years. Having in mind the narrowness of the market, and the fact that a very large amount of Central stock is held by the Maxwell clique and another considerable proportion is held by executors and trustees, and finally that they are only 225,000 shares in the whole capital, the trading in this stock yesterday is highly significant. It means that small holders have sold out the stock freely, that the concern is thoroughly discredited and finally that the scheme of the speculators who bought control of this property more than ten years ago and have been persistently endeavoring to unload ever since has been finally defeated.

"When they took hold of the property its coal company was in magnificent condition, it had a large coal tonnage that has since been lost and it had ample resources in the way of treasury bonds. Now the coal property is run down, the Reading has built its own road to New York waters and withdrawn its tonnage and the company has sold all its bonds and is reported to have a large floating debt. It will be quite impossible for the Maxwell clique to put up the stock again to high figures and unload upon the public. Having failed in this purpose a change in the management of the corporation would seem to be the logical sequence to the present condition of affairs.

"As to the speculative position of the

Maxwell clique the general opinion seems to be that while they may have sold some of their Jersey Central they still hold the bulk of their original block, and probably all of the round lot of Lackawanna stock which they bought four years ago, when they aimed at complete domination of the anthracite coal trade. In all probability therefore their holdings are too large to permit of liquidation in the open market, and in these days overloaded operators with immense accounts are generally taken care of by syndicates, of which Wall street is so prolific.

"But whatever be the outcome of the present situation it is tolerably clear that the influences of the Maxwell clique in anthracite coal trade matters has been impaired beyond the possibility of restoration. Sooner or later we may hope for the appearance of new and more wholesome methods in the administration of the trade. For the present, however, the street is concerned merely with the downfall of a band of speculators who have unsuccessfully attempted to unload a stock upon the public at two or three times its real value.

### HARRISBURG LETTER.

Harrisburg, Pa., May 21, 1897. The dedication of the Washington monument at Philadelphia and the parade of the Golden Eagles in this city interfered considerably in the recent work of the legislature. The Hamilton road bill has passed third reading in the house. The best part of a half day was taken up in its discussion. I stated several weeks ago that the rural members were bitterly opposed to the measure, and they paved the way for its final defeat.

An amendment that the act should not go into effect until \$1,000,000 have been appropriated by the state to be distributed in proportion to the number of miles of public roads in each township; that no township shall receive more state money than it raises by local taxation, and that the money so appropriated shall be expended in making and maintaining public roads, after a long and heated discussion went through. The friends of the measure admit that the amendment kills it.

The names of the six architects invited to enter the competition for preparing plans and specifications for the new capitol building are: Harding & Goehrs, New York city; Peabody & Stearns, Boston; Alden & Harlow, Pittsburg; Furness & Evans, Philadelphia; James H. Warner, Lancaster, and Cope & Stewardson, Philadelphia.

Unless it gets a serious setback in the senate, it looks as if the new office of game and fish commissioner will be created. The bill had been defeated in the house, but was reconsidered, and the salary of \$1,800 cut down to \$1,200, changing the appointing by the governor to the state game and fish commission. The bill was amended so as to provide for a deputy warden in every county in the state, instead of ten, and increases the appropriation for the expenses of the warden from \$3,000 to \$10,000. In this shape the bill passed third reading.

The first step towards final adjournment in the house was taken when a resolution was offered directing the resident clerk to drop all bills from the calendar after May 20.

The senate defeated the bill to take away from water companies exclusive franchises; 18 yeas to 21 nays.

The game bill prepared by the State Game Association passed finally by a vote of 33 yeas to 4 nays.

The following house bills passed the senate finally: Punishing the senders of anonymous communications of a libelous, defamatory, scurrilous or opprobrious nature; to provide for levying of school taxes in cities of the third class; to provide for the treatment of indigent insane in county and local institutions; to authorize boroughs to establish free libraries. The act paying a bounty on wildcats, minks, hawks, owls and weasels was defeated, but was reconsidered and will likely be passed this week.

The Keefer bill authorizing school directors and controllers to levy a per capita tax of from \$1 to \$2 annually for school purposes on all over twenty-one years, has passed the house, also the bills increasing the number of inspectors of the Eastern penitentiary from five to twelve and empowering cities to acquire private property for public park purposes.

Governor Hastings has signed the bills for the appointment of prison commissioners in counties of over 150,000 population, legalizing certain paving done without petition of property owners and relating to certain collections of tax.

### UPPER LEHIGH NOTES.

The Stars of Freeland and the club of this place played ball on Saturday. The Stars won, 14 to 8.

P. B. Ferry and Patrick O'Neil caught eighty-five fine trout on Saturday in the Olney.

Rash Snyder has purchased the finest pair of fishing boots that has yet come to town.

Charles Boyle, an old resident of this place, left for Bayonne, N. J., last week.

### THAT "FREE BREAKFAST TABLE."



The following are some of the comments of a man well acquainted with linens and the linen industry upon the senate doctored Dingley bill:

The proposed duties on linen goods under the amended Dingley bill are heavier than ever, although it has been claimed that the senate had reduced rates. These goods paid for many years 35 per cent and yielded a steady revenue to the government. The rates now proposed vary from 50 to 109 per cent, and the burden falls heaviest on low and medium goods, which are chiefly used in the homes of the poorer people.

A cheap tablecloth now selling at retail at 25 cents per yard will have to be sold at 37 1/2 cents to 40 cents if the quality be kept up.

Medium linen for children's summer blouses will be assessed 99 1/2 per cent, and the retail price will have to go up accordingly.

Linen forms the raw material for many American industries, as linings for clothing and other purposes where strength and durability are required. Such goods will be advanced 20 to 30 per cent.

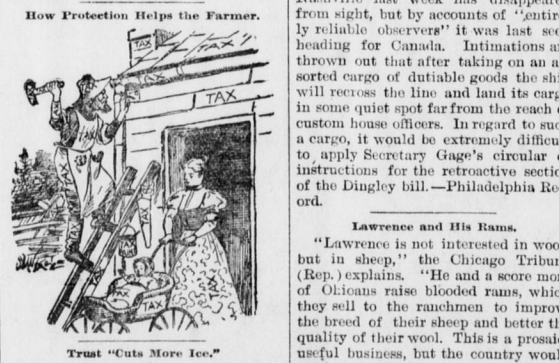
It is claimed that this advance is necessary for revenue, but the effect will be that the people will in many cases substitute something cheaper, and thus be deprived of this useful fabric, and the revenue will be correspondingly diminished. It is said that linen goods can be made here, but this has been tried again and again, and except in the case of a few low crases has been a failure, owing to the climate and other difficulties, but even if they could be made here the rates are unreasonably oppressive. The entire cost of weaving linen goods in Europe is about 7 1/2 to 10 per cent the selling price of the article here, and in America the cost should not be at the very outside more than double this percentage, so that, even if Republican theories be true, a protection of 35 per cent should be ample to allow for high wages and extra profits for our manufacturers.

It is possible speculators may start mills on the strength of these excessive rates, sell the stock, and then step out, leaving the unfortunate laborer and manufacturer to face the difficulties of the situation as best they can. The laborer probably, having been brought here from Europe (for labor is on the free list), with unreasonable expectations, will be left to join the army of disappointment and discontent. Why should these exorbitantly high rates be assessed on an article more or less in use in every household in the land, and the cost of living so much increased in these days of keen competition and small profits? Why should the plain people be taxed to put more money in the pockets of the rich? If the wealthy manufacturers want to make experiments, let them do so at their own cost, not tax the poor for that purpose.

**Pettigrew's Amendment.**  
Senator Pettigrew has introduced an amendment to the Dingley bill which provides for the admission free of duty of articles controlled by trusts. Should it become law and be carried out honestly, how much revenue would the bill yield? There are trusts in sugar, coal, window and plate glass, lumber, pottery, wall paper, rubber, cutlery and in nearly all kinds of hardware. There is no trust in tea, but that is probably because there has been no duty to encourage it. There are also trusts in the woolen and cotton industries. Revenue will be scarce if such a law should be enforced. But will those elected by trust funds destroy the system which fosters trusts? They may pass some such law, as they did the Sherman antitrust law in 1890, but it will be only another dummy.

**How Protection Helps the Farmer.**  
The airship that was launched in Nashville last week has disappeared from sight, but by accounts of "entirely reliable observers" it was last seen heading for Canada. Intimations are thrown out that after taking on an assorted cargo of dutiable goods the ship will recross the line and land its cargo in some quiet spot far from the reach of custom house officers. In regard to such a cargo, it would be extremely difficult to apply Secretary Gage's circular of instructions for the retroactive section of the Dingley bill.—Philadelphia Record.

**Lawrence and His Rams.**  
"Lawrence is not interested in wool, but in sheep," the Chicago Tribune (Rep.) explains. "He and a score more of Ohioans raise blooded rams, which they sell to the ranchmen to improve the breed of their sheep and better the quality of their wool. This is a prosaic, useful business, but the country would not be ruined if it were stopped. It is in order to be able to sell more rams that Judge Lawrence poses as the disinterested champion of the sheep raisers."



"Forty-one leather firms in Chicago portest against the duty on hides. But the Beef trust cuts more ice," says the Boston Transcript (Ind. Rep.).

### BASE BALL DOTS.

The Juniors of town changed their name to the Good Will club. Yesterday they played for the first time under the new title, with Jeddoo Progressives as their opponents and a remarkable battle resulted. Eighteen innings were played at Drifton without being able to decide which was the better nine, the score remaining 12 to 12. At the end of the eighteenth the Jeddoo boys asked that the game be continued until some other day. George Shiro, twirler for the Good Will, pitched the entire game. This is the longest contest recorded in this vicinity for several years.

The Fernots added another game to their list of victories at Lattimer yesterday afternoon, winning from the club there, 19 to 6.

The Stars lost at Hazleton yesterday by a score of 18 to 3. The city men did the heaviest batting and won with ease. Mauch Chunk lost its first game yesterday. Ashley won by a score of 7 to 3. Mauch Chunk has a lead of over 7,000 votes in the Press uniform contest.

The Fernots play here next Sunday and Lattimer plays at Hazleton.

The Actors club defeated the Heroes yesterday by a score of 16 to 15.

Anthracite league clubs stand as follows:

Clubs	Won	Lost	Percentage
Hazleton.....	3	0	1.00
Drifton.....	2	1	.667
Freeland.....	1	2	.333
Lattimer.....	0	3	.000

Don't buy shoddy when you can purchase shoes made from the best material at lower prices. Buy at the Wear Well.

**They Regret to See Him Leave.**  
From the Ashland Telegram.  
Rev. Howells, curate at Trinity Episcopal church, at Pottsville, has accepted a similar position at Freeland, where he will shortly remove. His departure will cause a vacancy which will be difficult to fill, as Rev. Howells was highly esteemed among the members of the Trinity church, who regret to see him leave.

**Children Cry for Pitcher's Castoria.**

Fresh eggs and genuine butter can be had every day at Oswald's grocery.

For fashionable tailoring at the lowest possible prices call at Sipple's.

**CASTORIA**  
For Infants and Children.

"Wages must go down," says Senator Elkins in a recent interview published in the Cincinnati Enquirer. "Wage earners," continued the senator, "do not wish to see it or believe it, but it is so." And again he said, "Wages in America stand against any revival of business."

He was discussing the coal trade. He said, "We do not export coal to Europe because we have wages against us, and that is the whole kernel of the coal trade."

Being asked whether black labor was settled in the mines of West Virginia, he said:

"Firmly. It is as effective as white labor and does not combine and conspire, and the negro spends all he makes, while the Italians and Poles send every cent out of the country."

The senator has just as decided ideas on the tariff question. He is firmly convinced that protective duties, especially those on coal, should go up. Tariff up, wages down. That is what happened under the McKinley bill and is what will happen and in fact is happening under the Dingley bill. It is all done in the interest of labor.

**Miss Columbia's Overgrown Infant.**



I believe in protecting infant industries, but when the infants get to be six feet high and grow whiskers, and when they threaten to kick the end out of the cradle if they don't get more pap, I think it's about time to take the bottle away from them.—Colonel R. G. Ingersoll (Rep.).

**The Airship's Mysterious Voyage.**  
The airship that was launched in Nashville last week has disappeared from sight, but by accounts of "entirely reliable observers" it was last seen heading for Canada. Intimations are thrown out that after taking on an assorted cargo of dutiable goods the ship will recross the line and land its cargo in some quiet spot far from the reach of custom house officers. In regard to such a cargo, it would be extremely difficult to apply Secretary Gage's circular of instructions for the retroactive section of the Dingley bill.—Philadelphia Record.

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**JOHN BELLEZZA, Centre Street, Freeland.**

## RAILROAD TIMETABLES

**LEHIGH VALLEY RAILROAD.**  
November 16, 1896.  
ARRANGEMENT OF PASSENGER TRAINS.  
LEAVE FREELAND.  
6:05, 8:45, 9:30 a. m., 1:40, 3:25, 4:30 p. m., for Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.  
6:05, 8:45, 9:30 a. m., 1:40, 2:34, 3:25, 4:36, 6:15, 6:57 p. m., for Drifton, Jeddoo, Foundry, Hazle Brook and Lumber Yard.  
6:15 p. m. for Hazle Creek Junction.  
6:57 p. m. for Mauch Chunk, Allentown, Bethlehem and Easton.  
9:30 a. m., 4:36, 6:57 p. m., for Delano, Mahanoy City, Shenandoah, Ashland, Mt. Carmel, Shamokin and Pottsville.  
9:30 a. m., 2:34, 4:36, 6:57 p. m., for Stockton and Hazleton.  
9:30 a. m., 11:54 a. m., 5:30 p. m., for Sandy Run, White Haven, Wilkesbarre, Pittston, Scranton and the west.

**SUNDAY TRAINS.**  
10:30 a. m. and 1:38 p. m. for Jeddoo, Foundry, Hazle Brook and Lumber Yard.  
8:38, 10:50 a. m. for Sandy Run, White Haven and Wilkesbarre.  
1:38 p. m. for Hazleton, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.  
10:30 a. m. for Hazleton, Delano, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville.

**ARRIVE AT FREELAND.**  
5:50, 7:25, 9:20, 10:51, 11:54 a. m., 12:58, 2:30, 5:20, 6:08, 7:08 p. m., from Lumber Yard, Foundry, Jeddoo and Drifton.  
7:25, 9:20, 10:51 a. m., 2:30, 5:20 p. m., from Delano, Mahanoy City, Shenandoah, Ashland, Mt. Carmel, Shamokin and Pottsville.  
9:31, 10:21 a. m., 12:58, 6:04, p. m., from Philadelphia, New York, Bethlehem, Allentown, and Mauch Chunk.  
7:08 p. m. from Weatherly only.  
9:30 a. m., 2:34, 3:25, 4:36 p. m. from Scranton, Wilkesbarre and White Haven.

**SUNDAY TRAINS.**  
8:38, 10:50 a. m. and 12:55 p. m., from Hazleton, Stockton, Lumber Yard, Hazle Brook, Foundry, Jeddoo and Drifton.  
10:30 a. m., 12:55 p. m., from Philadelphia, New York, Bethlehem, Allentown, Mauch Chunk, and Weatherly.  
10:30 a. m., from Pottsville, Shamokin, Mt. Carmel, Ashland, Shenandoah, Mahanoy City and Delano.  
10:30 a. m., from Wilkesbarre, White Haven and Sandy Run.

For further information inquire of Ticket Agents.  
CHAS. S. LEE, Gen'l Pass. Agent, Philadelphia, Pa.  
ROLIN H. WILBUR, Gen. Supt. East. Div. A. W. NONNEMACHER, Ass't G. P. A., South Bethlehem, Pa.

**THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.**  
Time table in effect April 18, 1897.

Trains leave Drifton for Jeddoo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Hazleton and Hazleton Junction at 5:30, 6:00 a. m., daily except Sunday; and 7:05 a. m., 2:38 p. m., Sunday.  
Trains leave Drifton for Hazle Brook, Cranberry, Tomhicken and Deringer at 5:30, 6:00 a. m., daily except Sunday; and 7:03 a. m., 3:38 p. m., Sunday.  
Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:00 a. m., daily except Sunday; and 7:03 a. m., 2:38 p. m., Sunday.  
Trains leave Hazleton Junction for Harwood, Cranberry, Tomhicken and Deringer at 6:35 a. m., daily except Sunday; and 8:53 a. m., 4:22 p. m., Sunday.  
Trains leave Hazleton Junction for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:23, 11, 10:40 a. m., 4:41 p. m., daily except Sunday; and 7:11 a. m., 3:11 p. m., Sunday.  
Trains leave Deringer for Tomhicken, Cranberry, Hazle Brook, Hazleton Junction and Hazleton at 2:25, 5:40 p. m., daily except Sunday; and 9:37 a. m., 5:07 p. m., Sunday.

Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddoo and Drifton at 5:45, 6:23 p. m., daily, except Sunday; and 10:10 a. m., 5:40 p. m., Sunday.  
All trains connect at Hazleton Junction with electric cars for Hazleton, Jeanesville, Audenton and other points on the Traction Company's line.  
Trains leaving Drifton at 5:30, 6:00 a. m. make connection at Lehigh with P. E. R. trains for Wilkesbarre, Sunbury, Harrisburg and points west.

For the accommodation of passengers at way stations between Hazleton Junction and Deringer, a train will leave the former point at 3:40 p. m. daily, except Sunday, arriving at Deringer at 5:00 p. m.  
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