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FREELAND, PA., JUNE 10, 1903.



DIVERTING A RIVER.

Vicksburg Once More on the Banks of the Mississippi.

Until about the beginning of the last decade all the geography classes in our schools were taught, and correctly, that the city of Vicksburg, Miss., made its history during the civil war, was situated on the banks of the Mississippi river. This statement, however, ceased to be a fact some ten or more years ago, when the Father of Waters, in one of his erratic moods, forced a new channel for himself and left Vicksburg perched on a high bluff several miles inland. The town, which had been one of the most important steamboat ports on the big stream, was thus suddenly deprived of much of the traffic that had caused it to prosper. Strangely enough, the misfortune was an echo of the famous siege of Vicksburg, and General Ulysses S. Grant was primarily responsible for it. In order that the Union gunboats might run past the shore batteries unharmed Grant sought to divert the waters of the Mississippi away from the city by digging a new channel. The great river refused at the time to take the new course marked out for it, but it eventually did so more than thirty years after such action could be of any use to the Union army.

Naturally the people of Vicksburg did not accept with good grace the Mississippi's belated performance, so damaging to their material interests. They clamored for a restoration of the old days when they dwelt near navigable waters and when stately floating palaces touched at their wharfs and trade flourished. They appealed to congress for aid, and the national lawmakers made an appropriation for constructing a canal northward to the Yazoo river. This canal was recently completed, and the water was let into the channel deserted by the Mississippi. The flow was abundant and filled the space from bank to bank, making Vicksburg once more a river town. The event caused general rejoicing in the city, which has already begun to feel the good effects of renewed traffic.—Leslie's Weekly.

Naming a Yacht.

The naming of a book is no holiday task, and authors particularly proud of a title are tolerably sure to discover that it has been already used. But the naming of a yacht is almost a greater perplexity. Plagiarism may in this case result in practical confusion carrying the most awkward consequences, and not all titles to which, in search of variety, recourse has already been had are satisfactory from all points of view. Not long ago, for instance, a very grave British cabinet minister, perhaps wishing for once to be sprightly, called his yacht Flirt. He had not consulted his family, who were, however, quite sure, he thought, to delight in his outburst of gaiety. However, his daughters naturally remarked how very disagreeable it would be to go ashore with that label around their hats.

Followed His Advice.

One day a couple of girls went to the Roper livery stable and asked for a gentle horse, as they wanted to drive out in the country a few miles. The man gave them one and told them the horse would be all right if they kept the rein from his tail. When they returned in the evening he asked them if they had any trouble. "Oh, no," said one; "there was a little shower, but we had an umbrella and we took turns at holding it over the horse's tail, so that there was not a drop of rain touched it, and we got along all right." That explains the dazed look the liveryman has been wearing.—Hickman (Ky.) Courier.

Kodol Gives Strength

by enabling the digestive organs to digest, assimilate and transform ALL of the wholesome food that may be eaten into the kind of blood that nourishes the nerves, feeds the tissues, hardens the muscles and recuperates the organs of the entire body. Kodol Dyspepsia Cure cures indigestion, dyspepsia, Catarrh of the Stomach and all stomach disorders. Sold by Grover's City drug store.

Another immense line of wall paper at Wm. Birkbeck's. The very latest patterns and the very lowest prices.

INSPIRED BY A SKELETON.

The Story of How Chopin Composed His Funeral March.

Late one summer's afternoon, said Zien, Chopin and I sat talking in my studio. In one corner of the room stood a piano and in another the complete skeleton of a man with a large white cloth thrown, ghostlike, about it. I noticed that now and again Chopin's gaze would wander, and from my knowledge of the man I knew that his thoughts were far away from me and his surroundings. More than that, I knew that he was composing.

Presently he rose from his seat without a word, walked over to the skeleton and removed the cloth. He then carried it to the piano and, seating himself, took the hideous object upon his knees—a strange picture of life and death.

Then, drawing the white cloth round himself and the skeleton, he laid the latter's fingers over his own and began to play. There was no hesitation in the slow, measured flow of sound which he and the skeleton conjured up. As the music swelled in a louder strain I closed my eyes, for there was something weird in that picture of man and skeleton seated at the piano, with the shadows of evening deepening around them and the ever swelling and ever softening music filling the air with mystery. And I knew I was listening to a composition which would live forever.

The music ceased, and when I looked up the piano chair was empty, and on the floor lay Chopin's unconscious form, and beside him, smashed all to pieces, was the skeleton I prized so much. The great composer had swooned, but his march was found.—New York World.

The Origin of the Diamond.

The diamond is still one of the mysteries of geology. When the South African fields were discovered there was much astonishment to find the gem in a series of minerals quite different from those in which it had been hitherto found in India and Brazil. Instead of lying beside tourmaline, amethyst and brookite it was mingled with a breccia of magnesian rocks which had evidently been pushed up from below, and a great variety of minerals, such as diopside, mica, zircon and corundum, were imbedded along with it.

Some have supposed that the diamond was originally formed where it is now picked up, and the presence of carboniferous gas and carboniferous rocks is in favor of the idea, but, on the other hand, the broken condition of some of the stones and other facts make it far more probable that the diamond has been ejected from a deeper source.

Poets and Dogs.

Poets have always loved dogs. In this poets and boys resemble each other. Walter Savage Landor was devoted to his dog Giallo, and Byron's epithet upon his dog Boatswain we all remember:

To mark a friend's remains these stones arise:
I never had but one, and there he lies.

Cowper was very fond of his dog, and we know how Charles Lamb, who was a prose poet, loved his Dash and how Mrs. Browning appreciated the little Flush to whom she indited a poem. The Earl of Shaftesbury kept his noble collie in his library with him at all times, and Samuel Rogers always walked out with his dog. Scott declined an invitation to dinner when his dog died, saying that he could not accept on account of the "loss of an old friend."

Artificial Limbs.

Artificial legs and arms are made so perfectly these days that it is absolutely impossible to tell that some people are wearing them. Artificial legs are made so that the lower part has all the action of the human foot and are made to wear the same size shoe as the opposite foot. The shoe on the real foot will wear out in half the time the one on the artificial one, which is said to be due to the heat from the real member. Artificial hands are made so that the owner can pick up a pin. Hard to believe, isn't it? But there is a magnet in the end of the artificial hand.

Very Mild Tea.

The late Augustus Hare was fond of relating an amusing incident which illustrated the absentmindedness of his cousin, Dean Stanley, and Dr. Jowett. Both were quite devoid of either taste or smell, and for some reason both were inordinately fond of tea. One morning they had each drunk eight cups, when suddenly, as Jowett rose from his table, he exclaimed: "Good gracious! I forgot to put the tea in!" Neither had noticed the omission as he sipped his favorite beverage.

Considerate Johnnie.

"Johnnie," said his mother threateningly to the incorrigible, "I am going to have your father whip you when he comes home tonight."

"Please don't, mamma," replied Johnnie penitently. "Pa is always so tired when he comes home."

The Best Sort.

Willie—Pa, what is a "preferred creditor" anyway?

Pa—A preferred creditor, my son, is one who doesn't bother us much with his bill.—Philadelphia Press.

His Business Qualities.

"What sort of a man is he?"

"A good debtor and a bad creditor."—Detroit Free Press.

Pitch a lucky man into the Nile,

says the Arabian proverb, and he will come up with a fish in his mouth.

He is the happiest who renders the greatest number happy.—Desmules.

FOR THE CHILDREN

Herman's Promptness.

"Hermie!"
How Herman did hate to go! He was setting up a little water wheel in the ditch, and it was the greatest trial to leave it.

"Hermie!" Suddenly Hermie remembered what father had said to him. "Take good care of your mother, Herman, for she is sick and nervous, and any excitement may upset her."

He dropped the windmill and ran to the porch, where mother was calling.

"Hermie," said mother in a worried tone, "look off there toward the railroad track. Do you see that smoke? That ought not to be there."

Herman looked. "It's only a little grass, mother, burning along the track. That's all right," he urged, eager to get back to the water wheel.

"Oh, but, Hermie, please go down and see that there isn't anything wrong," begged mother. "And, Hermie, don't get hurt," she added in fresh terror.

"All right, mother; I'll see to it," he answered cheerily and started off toward the track.

First he ran to please his mother; then he walked; then as the flames came into sight he began to run again. What was it? No grass fire along the track could look like that. The long wooden bridge was burning, and in five minutes the train would be due.

"What shall I do?" panted poor Hermie as he hurried up the steep railroad grade. "I must wave a red flag."

But he had nothing with which to flag the train. For a moment he stood; then suddenly he pulled off his red blouse and waved it vigorously at the speck which approached in the distance.

The engineer caught sight of the dancing little figure that waved the red blouse so frantically and brought the train to a standstill.

The train men came clambering down to fight the fire. The passengers followed after, and the very first to come out of the car was Hermie's father.

"Oh, what would have happened if I had not come quickly when mamma called me?" said Herman, with a shudder.

It was a happy boy that went back to his water wheel with enough money in his pocket to buy a steam engine that would really run.—Exchange.

The Elder Sister.

A hen came off the nest with one chicken. She was a very sensible hen and did not waste too much time on that one. When she thought it was old enough to look after itself she went to laying again. The chicken would go with her to the nest, and when the time for sitting on the eggs came the patient little creature assisted in that process too. When the brood was hatched she followed with it, and after a few weeks of this life the practical mother turned the family over to the elder sister and again went about what she considered her chief business in life—to lay eggs.

It was a novel sight to see the half grown chicken taking care of the brood. She did her best to imitate the mother, scratching and trying to cluck, but making a strange noise. The little chickens followed her contentedly and seemed to forget all about the mother.

An Astonishing Boy.

It is not a common thing for a boy's mind to be fixed with any remarkable degree of intensity upon the duty of a prompt arrival at school, but there are exceptions to all rules, and little Raymond Scott is one of these exceptions. His story appears in the Philadelphia Inquirer as follows:

Seven-year-old Raymond Scott of 317 Warren avenue, Camden, had a remarkable escape from a locomotive yesterday morning at Haddon avenue station as he was on his way to school. The boy ran across the tracks directly in front of an Atlantic City express. The engine's pilot struck him, and he rolled over and over for thirty feet. When picked up, the train crew was astounded when Raymond said: "Where are my books? Hurry up, or I'll be late."

Getting an Egg in China.

An English traveler who has visited every nation in the world is authority for the statement that one food is universal throughout all countries, says the Cincinnati Commercial Tribune. "There is not a part of the world," he says, "where you cannot get an egg." While in western China, however, he at first had some difficulty in getting even eggs. The natives could not understand him and refused to recognize the pictures he drew as pictures of eggs. "The way I got out of the difficulty," he adds, "was that I squatted down on my haunches, flapped my wings and cock-a-doodle-dooed until the entire nation grasped what I wanted, and I was simply deluged with hundreds of eggs."

Where Chops Come From.

Saddle was eleven and Alice was seven. At lunch Alice said: "I wonder what part of an animal a chop is. Is it a leg?" "Of course not," answered Saddle. "It's the jawbone. Haven't you ever heard of animals licking their chops?"—Little Chronicle.

A Child's Bargain.

Love me, mother, and I'll be good— Good as any small child should; Let me rest my cheek against thine; Love me, mother, mother mine.

"Love me, mother," that's my song, For 'tis but for love I long; Let me rest my cheek against thine; Love me, mother, mother mine.

Love me as the day is long; 'Twill be my guard against all wrong, And when last I close mine eyes 'Twill lead me, mother, through the skies.—Mildred Hansen.

Jim Dumps' young wife while yet a bride
Some biscuits made with greatest pride.
Jim looked with fear upon the food,
But to a bride one can't be rude.
"Let's eat 'Force' first, dear, 'tis my whim,"
It saved the life of "Sunny Jim."

"force"

The Ready-to-Serve Cereal

when in doubt,
eat it.

All "Sunny Jims" Now.
"In our household 'Force' is as familiar and welcome as 'Sunny Jim,' and that's saying a good deal, for we are all 'Sunny Jims' now."
—R. L. STONE.

Copper Came From Cyprus.

The word copper is generally admitted to be derived from Cyprus, as it was from that island that the ancient Romans first procured their supplies. In those remote days Cyprus and Rhodes were the great copper districts, and even in our own day new discoveries of copper ore, especially the beautiful blue and green ores, from which the metal is so much more easily obtained than from the copper pyrites and other sulphureted ores of Cornwall, are made nearly every year in the islands of the Mediterranean.—Chambers' Journal.

Real Enjoyment.

"I suppose," said Mrs. Oldcastle, "that you have arranged to attend the grand opera?"
"Oh, yes," replied her hostess. "Josiah says there's nothin' lik grand opera to show real culture, so he's bought a box for every night, and we're goin' to take Daisy's German teacher with us to explain what they're sayin'."—Chicago Record-Herald.

A Natural Conclusion.

Teacher—Tommy Brown, tell me the shape of the earth.
Tommy—Round.
Teacher—How do you know?
Tommy Brown—You told me.
Teacher—Well, how do you suppose I know?
Tommy Brown—Oh, I s'pose somebody told you.

Advertising.

Editor—Does it pay to advertise in my paper? Well, I should say it does. Look at Smith, the grocer, for instance. He advertised for a boy last week, and the very next day Mrs. Smith had twins—both boys.

The second case of smallpox has made its appearance in Coaldale.

The patients are being treated at Lansford pesthouse, where the afflicted ones of the latter town are being cared for. The attending physician receives \$50 a day for his services, Lansford borough and Rahm township each paying one-half this amount. Coaldale schools have been closed and precautions against an epidemic are being taken.

Dr. David Kennedy's Favorite Remedy

CURES ALL KIDNEY, STOMACH AND LIVER TROUBLES.

Saw His Finish.

"Are you preparing to die?" asked the elderly female of the condemned prisoner.
"No, ma'am, I ain't," replied the victim of circumstances. "But the feller in the next cell can stand a lot of talk. You might call on him."—Chicago News.

As Others See Him.

"Ah, he'll never be able to fill his father's shoes!"
"No; but he thinks his hat would come down over the old man's ears, all right."—Chicago Record-Herald.

Correct Diagnosis.

"After all," complained the melancholy man, "is life worth living?"
"Well," replied the wise old doctor, "that depends largely on the liver."—Philadelphia Press.

Not Wholly Idle.

Clara—Does Harry help you with the house cleaning?
Harriet—Well, he hangs the pictures crooked and does the grumbling.—Detroit Free Press.

And England's Food Supply.

If all the new countries, including the United States, were sunk tomorrow to the bottom of the sea nothing great, certainly nothing supremely great, would be lost to civilization except, and the exception is important, a great possibility.—London Saturday Review.

You are busy fooling you; it's all a waste of time.

A straightforward course would be better for everybody.—Athens Globe.

Dr. David Kennedy's Favorite Remedy

CURES ALL KIDNEY, STOMACH AND LIVER TROUBLES.

Beautiful hammocks at Birkbeck's.

RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD.
May 17, 1903.

ARRANGEMENT OF PASSENGER TRAINS.

LEAVE FREELAND.

6 12 a m for Jeddo, Lumber Yard, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Buffalo and the West.
8 15 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah, Mt. Carmel, Buffalo and the West.
9 12 a m for Sandy Run.
11 45 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah, Mt. Carmel, Buffalo and the West.

ARRIVE AT FREELAND.

7 20 a m from Hazleton and Lumber Yard.
9 12 a m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.
1 00 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.
6 33 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.

For further information consult Ticket Agent.

THE DELAWARE, SUBQUERHANA AND SCHUYLKILL RAILROAD.

Time table in effect May 10, 1903.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Kohn and Hazleton Junction at 8 40 a m, Sunday, except Sunday; and 7 07 a m, 2 38 p m, Sunday.

Trains leave Drifton for Harwood, Cranberry, Tombsick and Deringer at 9 00 a m, daily except Sunday; and 7 07 a m, 2 38 p m, Sunday.

Trains leave Drifton for Oneida Junction, Harwood Road, Humboldt Road, Oneida and Shepton at 6 00 a m, daily except Sunday; and 7 07 a m, 2 38 p m, Sunday.

Trains leave Hazleton Junction for Oneida Junction, Harwood Road, Humboldt Road, Oneida and Shepton at 6 32, 11 10 a m, 4 41 p m, daily except Sunday; and 7 37 a m, 3 11 p m, Sunday.

Trains leave Deringer for Tombsick, Cranberry, Harwood, Hazleton Junction and Kohn at 5 00 p m, daily except Sunday; and 5 37 a m, 5 07 p m, Sunday.

Trains leave Shepton for Oneida, Humboldt Road, Harwood, Hazleton, Oneida Junction, Kohn and Hazleton Junction at 7 11 a m, 12 40, 5 34 p m, daily except Sunday; and 8 11 a m, 6 30 p m, Sunday.

Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 5 20 p m, daily, except Sunday; and 10 10 a m, 5 40 p m, Sunday.

Trains leaving Drifton at 6 00 a m makes connection at Drifton with B. & E. trains for Wilkesbarre, Salisbury, Harrisburg and points west.

All trains connect at Hazleton Junction with electric cars for Hazleton, Jeanesville, Audenberg and other points on the Traction Company's line.

LUTHER C. SMITH, Superintendent.

WILKESBARRE AND HAZLETON RAILROAD.

May 18, 1903.

Cars leave and arrive at corner of Broad and Wyoming Streets, Hazleton, as follows:

For Wilkesbarre and intermediate points, 6 00, 8 05, 10 10 a m, 1 00, 3 05, 5 10 p m, daily, including Sunday. Arrive at Ashley Junction at 7 00, 9 05, 11 10 a m, 1 00, 3 00, 5 00, 7 00 and 10 00 p m.

At Ashley Junction passengers will be transferred to the cars of the Wilkesbarre and Wyoming. Arriving at Hazleton from Wilkesbarre, their cars passing that point every fifteen minutes.

The run from Ashley Junction to Wilkesbarre via the Wilkesbarre and Wyoming Valley Traction Company, to Court House Square, commences about 6 15 a m.

Returning from Wilkesbarre, leave Ashley Junction for Hazleton and intermediate points 7 30, 9 35, 11 50 a m, 1 55, 3 55, 5 55, 7 55 and 10 55 p m.

For information of travelers, to connect with the cars of this company at Ashley Junction, passengers en route from Hazleton (Court House Square) at 7 00, 9 30, 11 30 a m, 1 30, 3 30, 5 30, 7 30 and 10 30 p m.

By applying to the office special arrangements for parties may be made to hold the last car from Ashley Junction.

1,000 mileage tickets on file at this office, and trip and excursion tickets can be purchased from conductors on cars.

Excursion rates in effect until used, Hazleton to Ashley Junction, \$1.40. One way, tickets good until used, 85c.

ALVAN MARKLE, General Manager.

A. F. HARGER, General Passenger Agent.

LEHIGH TRACTION COMPANY.

Freeland Schedule.

First car leaves Hazleton for Freeland at 5 15 a m, then on the even and half hour thereafter. First car Sundays at 6 00 a m.

First car leaves Freeland for Hazleton at 5 45 a m, then on the 15 and 45 minutes after the hour thereafter. First car Sundays at 6 45 a m.

Last car leaves Hazleton for Freeland at 11 00 p m. Last car Saturdays at 11 30 p m.

Last car leaves Freeland for Hazleton at 11 15 p m. Last car Saturdays at 11 45 p m.

Cars leaving Hazleton at 6 00 a m connect with D. S. & S. M. trains for Hazleton Junction for Harwood, Cranberry, Tombsick and Deringer daily except Sunday, and 8 30 a m and 4 00 p m Sunday.

Cars leave Hazleton for Humboldt Road, Oneida and Shepton at 6 00 and 10 30 a m and 4 00 p m daily, and 7 00 and 3 00 p m Sunday.

Cars leave Hazleton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 5 20 p m daily, and 10 30 a m and 5 30 p m Sunday.

A. MARKLE, General Manager.

CENTRAL RAILROAD OF NEW JERSEY.

November 16, 1902.

Stations in New York: Foot of Liberty Street, North River, and South Ferry.

TRAINS LEAVING FREEDOM LEHIGH.

For New York, at 8 15 a m.
For Philadelphia, at 8 15 a m.
For White Haven, at 1 15 a m and 6 00 p m.
For Wilkes-Barre, Pittston and Scranton, at 8 15 a m.

For Mauch Chunk, Catsaquilla and Allentown, at 8 15 a m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

C. M. BERT, Gen. Pass. Agent.
W. G. Bosler, General Manager.

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