Where Science ends and Common Sense should rule. Persons of sedentary habits are liable to indigestion or dyspepsia. These, in turn, will bring on nervous disorders, kidney complaints, constipation, etc. This is especially the case with merchants, students and all scientists. They will give you the exact dimensions of Jupiter, the distance from Saturn to the sun, to a foot, but they cannot, or will not tell themselves what will cure this train of disorders.

For ailments resulting from sedentary habits—inactivity of the liver, habitual constipation, etc.—the entire medical fraternity of Europe and America almost unanimously recommend the genuine Carlsbad Sprudel Salt and the Waters of Carlsbad.

Eisner & Mendelson Co., Sole Agents, 152 Franklin street, New York.

GENERAL NEWS OF INDUSTRIES

The Lehigh Valley Railroad company has made a general reduction on anthracite freight rates from the mines to Perth Amboy and various other points. The reduction amounts to 20 cents a ton and applies to prepared sizes of coal. The rate on pea coal after May 10, will only be 10 cents less than on the prepared sizes, instead of 30 cents less as it is now. The reduction amounts to 20 cents per ton in most instances, but on shipments to certain points from 5 to 15 cents only will be taken off the present rate. Thus on shipments from the mines to points on the Morris Canal the rate at present ranges from $1.60 to $1.85 per ton, according to locality, while the new schedule will be $1.50 a1.65 per ton. On shipments from the mines to points on the Staten Island Rapid Transit railroad, and to points reached via the Jersey City terminal and float, the tolls will be lowered from $1.00 to $1.80, a direct cut of 20 cents per ton. The same cut is made in the rate from the mines to points on the Easton & Amboy, and on coal to be shipped from Perth Amboy, which is reduced from $1.70 to $1.50 per ton. This reduction will give Perth Amboy the advantage over Port Richmond as a point of shipment, and it is not unlikely that the Reading company will be forced to lower its tolls to conform with those just announced by the Lehigh Valley.

Commenting upon this reduction the Philadelphia Record says: "Aside from its effect upon the general coal market, this reduction in rates will give Perth Amboy an advantage over Port Richmond as a shipping point, unless, as is likely, the Reading Railroad company shall meet the cut by a corresponding decrease in tolls. If competition be the life of the coal trade, there should be a marked increase of animation in the anthracite field, independent of any gain which may inure to it from the restriction of the bituminous output."

Announcement is made that the Lehigh Valley Railroad company has agreed to submit to arbitration its claim for an increased percentage in the trunk line passenger pool out of New York. The Lehigh Valley now has 8 per cent. of the Chicago business, a quota alloted to it before it had built a line across New York state. The management now thinks 12 per cent. would not be excessive, but it is understood 9 would not be refused. In railroad circles, however, it is doubted whether it gets much over 5. The New York Central and Pennsylvania now get about 80 per cent. of the business, which leaves but 20 per cent. to be divided between the Lehigh Valley, Erie, Lackawanna, West Shore, Baltimore and Ohio and Ontario and Western. Although the two first roads charge $20 and the others are allowed to charge less—even as low as $17—the bulk of the business drifts to the stronger routes.

The board of directors of the Pennsylvania Railroad company have declared a semi-annual dividend of 2½ per cent. payable in cash on and after May 31.

The Baltimore and Ohio Railroad company and a number of other corporations have found a new coal supply. It is from the mines of the Upper Monongahela, principally between Morgantown and Fairmount. The State Line road is blocked with coal trains. All the firms liable to run short of coal because of the strike are filing orders with West Virginia companies for a supply. The Baltimore and Ohio company got the new line finished just in time, and is now striking it rich.

A new Reading re-organization committee has been formed, consisting of F. P. Olcott, chairman; Thomas Denny, Adrian Iseline, jr., J. Kennedy, Tod and Henry Burge. The new committee is said to present more particularly the general mortgage bondholders who claims that the company earns the interest on the mortgage and should not be asked to make concessions.

TRIED AND TRUE is the verdict of people who take Hood's Sarsaparilla. The good effects of each medicine are soon felt in nerve strength restored, appetite created and health given.

HOOD'S PILLS do not weaken, but aid digestion and tone the stomach. Try them. **

NEWS OF PITTSTON.

Told in Short but Interesting Paragraphs of Two Boroughs.

Special to the Scranton Tribune.

PITTSTON, May 31.—There will be a special meeting of the town council held tomorrow evening (Friday.) The meeting it is understood is called for the purpose of making an appropriation for the board of health, with which to carry on the work devolving upon it.

The appointment of J. E. Dempsey, of this place to the position of transfer mail clerk with headquarters at Scranton, secured through the efforts of Congressman Hines, was a gratification to his friends. While it was a surprise to many, it was not unexpected by those who were acquainted with the "whys" and "wherefores that are being worked for certain reasons. From reliable sources THE TRIBUNE correspondent was informed as far back as February that Mr. Hines had promised the position to Mr. Dempsey in consideration of the trainmen's vote this fall, at which time the Hon. Billy wishes to succeed himself. Mr. Dempsey's duties will be confined to the caring and looking after the mail while it is being transferred to and from the depot and postoffice. The position is worth $900 a year.

In the director's room of the Miner's bank hangs suspended a beautiful prospective drawing of the proposed new bank building, which in time the bank officials propose to erect at the corner of Main and Broad streets. The picture shows a handsome 4-story building of modern architecture, replete with all improvements, such as elevators, tiolet rooms, etc., throughout.

Work on the traction company's new east side road to Pittston is progressing rapidly. A large force of men are at work grading the road bed, and they have nearly reached the Hoyt shaft at Port Griffin. Preparations are being made to remove the colliery tracks, which are at present in the way of the new line. To THE TRIBUNE correspondent Superintendent Graham stated the company expected to reach the West End by June 1.

J. C. Manning, secretary of the Tri-County Christian Endeavor union, who has been in Philadelphia in attendance at a meeting of the state executive committee of the Pennsylvania union with trunk line agents, for the purpose of making special rates to the international convention at Cleveland, July 11 to 15, returned home this afternoon. Arrangements have been made with the Lehigh Valley road to run an excursion from this section to Cleveland, the price of round trip tickets being fixed at $10.20. Mr. Manning stated he never had such an experience in his life as he underwent the past few days through the efforts of the various railroad agents to secure his influence to patronize their respective roads.

The Pittston Steel Range company has purchased a 40-horse power engine of J. A. Tonbill with which to operate their plant. It will be placed in position in a few days.

The shaft being sunk by the Newton Coal company on North Main street has attained a depth of nearly 90 feet and the work is progressing very satisfactory under able superintendency of Foreman M. J. Langan.

John Rose, aged 35, single, living at Smithville, and employed as a laborer on the Mountain Cut-off of the Lehigh Valley, was admitted to the hospital yesterday. He had his arm caught between the bumpers of empty cars near Yatesville, yesterday morning, and it was frightfully crushed and lacerated from the elbow to the back of the hand.

At noon today the Pittston members of the Bellington Coal and Coke company, left by way of the Lehigh Valley and Baltimore and Ohio lines for Bellington, W. Va., where they will spend about two weeks looking after the company's interests. The party comprised A. B. Brown, Albert Brown, John L. Morgan, J. S. Carpenter, George Rice, A. J. Van Tuyle, and Thomas Ford, of this place, and John W. Howarth, of Scranton. The company's property at Bellington is now being developed, after standing idle for a number of years. A mine is in operation and coal is being sent to market.—Gazette.

Mrs. O. F. Gaines and daughter, Miss Nell, of Chicago, former residents of this place, are visiting the family of E. L. Ellithorp, on the West Side.

Squire Jordan, of North Main street, is in Philadelphia on business.

Councilman George R. Reass is in Philadelphia on a business trip.

Miss Anna Dickinson, formerly a resident of the West Side, visited acquaintances in this place last evening.

Louis Carter's "Fast Mail" pleased a large audience at Music Hall last evening and gave excellent satisfaction throughout. The scenic effects were marvels of the scenic painters art.

Burdock Blood Bitters

CURES HEADACHE
CURES HEADACHE
CURES HEADACHE

Restores Lost Health

MISS LOTTIE CARSON, of Saranac, Mich., writes: "I have been troubled with a terrible headache for about two years and could not get anything to help me, but at last a friend advised me to take your Burdock Blood Bitters, of which I did, and after taking two bottles I have not had the headache since."

Don't Fail to Attend the

Bicycle Races

at the

Driving Park

JULY 4

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FOR ALL KINDS OF BINDING, STITCHING, RULING AND OTHER WORK OF SIMILAR CHARACTER, TRY THE TRIBUNE BINDERY FOR PRICES

From the N. Y. Tribune, Nov. 1, 1893.

The Flour Awards

"CHICAGO, Oct. 31.—The first official announcement of World's Fair diplomas on flour has been made. A medal has been awarded by the World's Fair judges to the flour manufactured by the Washburn, Crosby Co., in the great Washburn Flour Mills, Minneapolis. The committee reports the flour strong and pure, and entitles it to rank as first-class patent flour for family and bakers' use."

MEGARGEL & CONNELL

WHOLESALE AGENTS.

SUPERLATIVE AND GOLD MEDAL

The above brands of flour can be had at any of the following merchants, who will accept THE TRIBUSE FLOUR COUPON of 25 on each one hundred pounds of flour or 50 on each barrel of flour.

Scranton—F. P. Price, Washington avenue; Gold Medal Brand.
Dunmore—F. P. Price, Gold Medal Brand.
Dunmore—F. D. Manley, Superlative Brand.
Hyde Park—Carson & Davis, Washburn St. Gold Medal Brand; Joseph A. Mears, Main avenue, Superlative Brand.
Green Ridge—A. L. Spencer, Gold Medal Brand; J. T. McHale, Superative.
Providence—Fenner & Chappell, N. Main avenue, Superlative Brand; J. Gillespie, W. Market street, Gold Medal Brand.
Olyphant—James Jordan, Superlative Brand.
Peckville—Shaffer & Kelsey, Superlative.
Jermyn—C. O. Winters & Co., Superlative.
Archbald—Jones, S. Capwell & Co., Gold Medal.
Carbondale—R. S. Clark, Gold Medal Brand.
Honesdale—I. N. Foster & Co. Gold Medal.
Mineoka—M. H. Lavelle.
Taylor—Judge & Co., Gold Medal; Atherton & Co., Superlatives.
Duryea—Lawrence Store Co., Gold Medal.
Moosic—John McCrindle, Gold Medal.
Pittston—M. W. O'Boyle, Gold Medal.
Clark's Green—Frace & Parker, Superlative.
Clark's Summit—F. M. Young, Gold Medal.
Dalton—S. E. Finn & Son, Gold Medal Brand.
Nicholson—J. E. Harding.
Waverly—M. W. Biles & Son, Gold Medal.
Factoryville—Charles Gardner, Gold Medal.
Hopbottom—N. M. Finn & Son, Gold Medal.
Tobyhanna—Tobyhanna & Lehigh Lumber Co., Gold Medal Brand.
Gouldsboro—S. A. Adams, Gold Medal Brand.
Moscow—Gaige & Clements, Gold Medal.
Lake Ariel—James A. Bortree, Gold Medal.
Forest City—J. L. Morgan & Co., Gold Medal.

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NORWAY IRON	TOE CALK	WAGON WHEELS
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Are you silly enough to make good the bad debts contracted by people less scrupulous or less honorable than you are?

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Spring Ginghams.

We have placed on sale our line of Ginghams for the coming spring and summer. Finer Goods, More Tasteful Colorings and Lower Prices than ever before, are what will recommend them to our patrons.

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MINING, BLASTING AND SPORTING

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DR. A. J. CONNELL, Office 201 Washington avenue, corner Spruce street, over Francke's drug store. Residence, 722 Vine st. Office hours: 10.30 to 12 a. m. and 2 to 4 and 6.30 to 7.30 p. m. Sunday, 2 to 3 p. m.

DR. W. E. ALLEN, Office cor. Lackawanna and Washington aves.; over Leonard shoe store; office hours, 10 to 12 a. m. and 3 to 4 p. m.; evenings at residence, 512 N. Washington ave.

DR. C. L. FREY, Practice limited to Diseases of the Eye, Ear, Nose and Throat; office, 122 Wyoming ave. Residence, 528 Vine street.

DR. L. M. GATES, 125 Washington Avenue. Office hours, 8 to 9 a.m., 1.30 to 3 and 7 to 8 p.m. Residence 309 Madison avenue.

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RAILROAD TIME TABLES.

CENTRAL RAILROAD OF N. J.

LEHIGH AND SUSQUEHANNA DIVISION

Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN EFFECT FEB. 1, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.10, 9.15, 11.30 a. m., 12.30, 2.00, 3.30, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a. m., 1.00, 2.00, 7.10 p. m.

For Atlantic City, 8.10 a. m.

For New York, Newark and Elizabeth, 8.10 (express) a. m., 12.30 (express with Buffet parlor car), 3.30 (express) p. m. Sunday, 2.00 p. m.

For MAUCH CHUNK, ALLENTOWN, BETHLEHEM, EASTON and PHILADELPHIA, 8.10 a. m., 12.30, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.00 p. m.

For LONG BRANCH, OCEAN GROVE, etc., at 8.10 a. m., 12.30 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.10 a. m., 12.30, 5.00, p.m. Sunday, 2.00 p. m.

For Pottsville, 8.10 a. m., 12.30 p. m.

Returning, leave New York, foot of Liberty street, North river, at 9.10 (express) a. m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.

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

H. P. BALDWIN,
Gen. Pass. Agent.

J. H. OLHAUSEN,
Gen. Supt.

"The D. L. & W."

DELAWARE AND HUDSON RAILROAD.

Commencing May 29, 1893, trains will run as follows: Trains leave Bridge Street Station, Scranton, for Pittston, Wilkes-Barre, etc., 8.00, 9.07, 9.37, 10.42 a. m., 12.10, 1.25, 2.38, 4.16, 5.15, 6.16, 9.15 and 11.35 p. m.

For New York and Philadelphia, 8.00 a. m., 12.10, 1.25, 2.38, 4.16 and 11.30 p. m.

For Honesdale (from Delaware, Lackawanna and western depot), 7.00, 8.30, 10.10 a.m., 12.00 m., 2.17, 5.10 p. m.

For Carbondale and intermediate stations, 5.40, 7.00, 8.30, 10.10 a. m., 12.00 m., 2.17, 3.25, 5.10, 6.20 and 9.35 p. m.; from Bridge Street Depot, 2.03 a. m., 2.17 and 11.55 p. m.

Fast express to Albany, Saratoga, the Adirondack Mountains, Boston and New England points, 5.40 a. m., arriving at Albany 12.45, Saratoga 2.20 p. m., and leaving Scranton at 4 p. m., arriving at Albany at 8.50 p. m., Saratoga, 12.55 a. m., and Boston, 7.00 a. m.

The only direct route between the coal fields and Boston. "The Leading Tourists' Route of America" to the Adirondack Mountain resorts, Lakes George and Champlain, Montreal, etc.

Time tables showing local and through train service between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson ticket offices.

H. G. YOUNG, Second Vice-President.
J. W. BURDICK, Gen. Pass. Agt.

LEHIGH VALLEY RAILROAD.

FEB. 11, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 8 a.m., 12.10, 2.38 and 11.35 p. m. via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., and 1.30 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30, 3.50, 6.07, 9.28 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via L. & W. V., 6.40 a.m.; via D. & H. R. R. at 8 a.m., 12.10, 2.38, 4.16 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30, 3.50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R., 8 a.m., 12.10, 2.38, 11.35 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10 and 11.35 p. m. via D., L. & W. R. R., 8.08 a.m., 1.30 p. m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R., 9.07 a.m., 12.10, 9.11, 11.35 p. m., via D., L. & W. R. R. and Pittston Junction, 8.08 a.m., 1.30, 2.38 p. m., via L. & W. R. R., 3.41 p. m.

For Elmira and the west via Salamanca, via D. & H. R. R. 9.07 a.m., 12.10, 6.15 p. m., via D., L. & W. R. R., 8.08 a.m., 1.30 and 8.07 p. m.

Pullman parlor and sleeping or L. V. chair cars on all trains between L. & H. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo and suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt. East Div.
CHAS. S. LEE, Gen. Pass. Agt., Phila., Pa.
A. W. SONNENMACHER, Ass't Gen. Pass. Agt., South Bethlehem, Pa.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

Trains leave Scranton as follows: Express for New York and all points East, 1.50, 2.38, 5.15, 8.00 and 9.50 a. m.; 12.55 and 3.50 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.50 a. m.; 12.55 and 3.50 p. m.

Washington and way stations, 2.40 p. m.

Tobyhanna accommodation, 6.10 p. m.

Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.15 a. m. and 1.24 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 8.20 a. m.

Binghamton and way stations, 12.37 p. m.

Nicholson and way stations, 5.45 p. m.

Binghamton and Elmira Express, 6.05 p. m.

Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2.15 a. m. and 1.24 p. m.

Ithaca, 2.15 and 8.20 a. m. and 1.24 p. m.

For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 6.00, 9.00 a. m. and 1.30 and 6.07 p. m.

Nanticoke and intermediate stations, 8.08 and 11.35 a. m. Plymouth and intermediate stations, 1.30 and 6.38 p. m.

Pullman parlor and sleeping coaches on all express trains.

For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 328 Lackawanna avenue, or depot ticket office.

NEW YORK ONTARIO AND WESTERN RAILWAY

SCRANTON DIVISION.
In Effect January 28th, 1894.

North Bound.					South Bound.		
209 Local Freight	207 Local Pass.	205 Ontario Express	Stations (Trains Daily, Except Sunday.)		202 Local Freight	204 Local Pass.	208 Ontario Express
		P. M.	Arrive	Leave	A. M.		P. M.
....	....	7 25	N. Y. Franklin St.		....	....	7 35
....	....	7 10	West. 42nd street		....	....	7 50
....	....	7 00	Weehawken		....	....	8 00
P. M.		P. M.	Arrive	Leave	A. M.		P. M.
8 25	....	1 15	Hancock Junction		6 00	....	2 05
8 10	....	1 00	Hancock		6 16	....	2 11
7 55	....	12 50	Starlight		6 18	....	2 24
7 51	....	12 52	Preston Park		6 25	....	2 31
7 45	....	12 47	Como		6 32	....	2 41
7 38	....	12 39	Poyntelle		6 4	....	2 50
7 35	....	12 35	Belmont		6 45	....	2 54
7 32	....	12 19	Pleasant Mt.		6 55	....	3 07
f7 19	....	f12 00	Uniondale		f6 58	....	3 05
7 08	P. M.	11 50	Forest City		7 10	A. M.	3 19
6 51	5 53	11 41	Carbondale		7 24	9 45	3 34
6 48	5 27	f11 40	White Bridge		7 27	9 48	f3 38
f6 43	5 22	.....	Mayfield		f7 32	f9 53	f3 49
6 41	5 20	11 33	Jermyn		7 34	9 56	3 45
6 35	5 14	11 28	Archbald		7 40	10 02	3 51
f6 32	5 11	f11 25	Winton		7 43	f10 05	3 54
6 29	5 07	11 21	Peckville		7 48	10 10	3 59
6 23	5 00	11 17	Olyphant		7 52	10 15	4 04
6 21	5 0	11 15	Dickson		7 54	10 17	4 07
f6 19	4 58	f11 13	Throop		7 56	10 20	4 10
6 15	4 52	11 10	Providence		8 00	10 24	4 14
f6 13	f4 52	.....	Park Place		8 02	10 27	4 17
6 10	4 50	11 00	Scranton		8 05	10 30	4 20
P. M.	P. M.	A. M.	Leave	Arrive	A. M.	A. M.	P. M.

All trains run daily except Sunday.

f signifies that trains stop on signal for passengers.

Additional trains leave Carbondale for Scranton 1.10 and 6.15 p. m., arriving at Scranton 1.55 and 7.00.

Leave Scranton for Carbondale 6.30 and 8.30 arriving at Carbondale at 7.36 and 9.15 p. m.

Secure rates via Ontario & Western before purchasing tickets and save money. Day and Night Express to the West.

J. C. Anderson, Gen. Pass. Agt.
T. Fitzpatrick, Div. Pass. Agt. Scranton, Pa.

ERIE AND WYOMING VALLEY RAILROAD

Train leave Scranton for New York and intermediate points on the Erie railroad at 6.35 a. m. and 3.24 p. m. Also for Hawley and local points at 6.35, 9.45 and 3.24 p.m.

Train leaving at 9.45 a. m. and 3.24 p.m. are through trains to and from Honesdale. Trains leave for Wilkes-Barre at 6.40 a. m. and 3.41 p. m.