GENERAL NEWS OF INDUSTRIES

George L. Crawford, special master in the Philadelphia and Reading re-ceivership, will today file a report in the United States circuit court recomof Isasc J. Rice, which was filed last December, and upon which numeaous hearings were held. Mr. Rice asked that the receivers be dismissed for alleged dereliction of duty and that President McLeod be held responsible for alleged Boston and Maine and New York and New England stock transac-

As was expected, the Lehigh Valley Reilroad company will not pay any dividend to stockholders in July. In time gone by the quarterly dividend has always been declared at the regular monthly meeting of the directors on the second Tuesday of June, but the subject was not even discussed at yesterday's meeting of the board. In passing the dividend the directors are merely continuing the conservative policy adopted at the time the lease of the Lehigh Valley to the Reading was abrogate1.

The first consignment of southern pig metal ever brought to New Castle, s., arrived recently for the Baldwin & Graham Stove works. It was pur-chased in Alabama. There is a coal and coke famine in New Castle as well as a metal famine. At the Atlantic furnace 12,000 tons of metal are being held for higher prices.

According to the Record, the new Maxwell shaft at Ashley is down 585 feet, and will be connected with the Baltimore vein next month. This shaft is the largest in the world, its size being 12 feet wide by 54 feet long in the clear. It was sunk 23 feet le width and 70 feet in length from the surface to the rock, and its sides, from the rock to the surface, were waited up with timber and concrete and heavy stone six feet in width. From the Baltimore to the Red Ash vein, a distance of about 300 feet, the shaft will be 12 feet wide by 37 feet 4 inches in the clear. Considerable work has been done in arranging for the foot of the shaft in the Baltimore vein, and outlets therefrom have been provided through the workings of the Jersey colliery of the Wilkes Barre Coal company tunnels from the foot of the Maxwell shaft in in the Baltimore vein to the Ross or Red Ash veins, and a large number of gangways opened therein. An outside slope has also been located near the Maxwell breaker and sunk to the Hillman vein, and over 2,000 feet of gangways have been driven in this vein The sinking of the shaft from the Baltimore vein to the Red Ash vein will be continued without interuption to the hoisting of the coal tributary to the shaft in the Baltimore vein.

The following are the veins and their thickness of workable coal which will be opened by the Maxwell shaft: Kidney, 6 feet; Hillman, 7 feet; Stanton, 3 feet; Five Foot, 4 feet, Baltimore, 14 feet; Skidmore, 4 feet; Ross, 7 feet, and Red Ash, 9 feet-a total of 54 feet of workable coal. A conservative estimate of the coal that will be tributary to this colliery, under present methods of mining, is placed at 35,000. 000 tons, which would give a life to the colliery of about fifty years. Al of this coal will be derived from lands owned in fee by the Lebigh and Wilkes-Barre Coal company. The nine cars of coal on being nine cars of cont on being boisted to the surface will be run by gravity over the new Maxwell suaft and slope to the large breaker recently erected at this colliery. This breaker will have a daily capacity of about 1,000 tons and the shipments therefrom are expected to be anywhere from 500,000 to 1,000,000 tone per year The Maxwell breaker is built somewhat after the plan of the mammoth South Wilkes-Barre breaker, and it has been provided with the most perfect and economical machinery now in use in preparing anthracite coal for market. A large pair of holsting engines and drums will shortly be erected at the shaft for hoisting the coal from the Baltimore vein to the surface.

A dispatch from Chicago says: The Western Passenger association has practically decided to declare a boycott against the Lake Erie and Western road unless that line agrees to with drawits rate of \$24.75 for the round trip between Indianapolis and Denver for the meeting of the League of Republican clubs, which will be held in Denver the latter part of this month. The Lake Erie and Western announced the rate in connection with the Chicago and Alton and the Union Pacific ling, and these two lines, after the summer excursion, agreement was made between the association lines, declared that they were unable to carout their portion of the contract. Notwithstanding this notice the Lake Eric and Western has continued to unnounce that the rate is still in effect, The association lines have now informed it that unless it promptly issues notice that the rate has been cancelled no line of the Western Passen-ger association will honor any lickof the Lake Erie and Western, no matter for what issued. The Lake Eric and Western has not as yet made anawer to the notice.

MINOR INDUSTRIAL NOTES:

The new Maxwell-colliery at Ashley is expected to be ready to ship coal by

The Cross Creek Coal company's Beaver Meadow' colliery will begin today on twelve hour time.

The New York Central system earned in

May \$2,304,902 07, a decrease as compared with May, 1893 of \$696,110.07. The No. 2 shaft of A. S. Van Wickle, is undergoing repairs and an underlying vein of coal will shortly be put in operation.

A. A. McLeod, who has been on the Pacific coast for two mouths, has returned, and it is stated will soon be in a good rail-East-bound shipments from Chicago

Inst week were 53,807 tona, against 49,417 for the preceding week and 45,793 for the corresponding week last year. Shipments of Pocabontas coal over the

Norfolk and Western railroad for the week ended June 6 aggregated \$0,838 tons, an increase of 21,722 tons over last year. The east-bound New York and Chicago limited on the New York Central last Fri-

day run from Rochester to Syracuse in eights minutes; distance, eighty-one miles. There were handled at the Indianapolis stock yards by the Belt road engines last week 1,046 carloads of stock, the largest number bandled in any week since last

Extensive improvements are being made

at No. 3 colliery, near Olyphant. New boilers and building flues are being placed in the boiler house, beside other general improvements. Receiver Broomall, of the Wellman Iron

and Steel company, Chester, will ask the court for permission to sell the company's big plant. It cost \$1,200,000 and would be sold for \$500,000.

Pittsburg, Clearfield and Mahoning division of the Buffalo, Rochester and Pittsburg, has resigned. His successor has not yet been announced.

General Manager Pogh and Superintendent of Local Power Ely, of the Penn-sylvania lines, have been elected members of the executive committee of the Eastern Railroad association.

There is a private car building at the shops of the Boston and Maine company for President Tuttle and General Manager McKinnon, which, it is said, will be the finest in the country.

is considering the advisability of opening up the semi-anthracite mines in Sulivan county. If it does, it may lease the Valley's harvey Lake branch as an outlet. About 500 10-ton cars belonging to the Reading, and which were stored on the Tamagan, flazieton and Northern branch, have been condemned and will likely be barned up for the iron which they contain.

it is expected that they will resume within the next two weeks. The Outario and Western is laying heavy

steel rails between Livingston Manor and flockland. The conductors' runs have been changed from Weehnwken to Waiton and the conductors have been shifted around to suit the runs.

The Lehigh Valley has changed the length of its standard tail from 30 to 45 feet. The new length has been tried at Bethlehem for some time and has been found very satisfactory, and therefore adopted as the standard size. The Lehigh Valley railroad has given an

order for three large locomotives to the Schenettady Locomotive works of much the same pattern as the monster Delaware, Susquehanna and Schnylkill esques, the largest on any railroad in the east. The Lebigh and Wilkes-Barre Goal compary are making greater progress in beat-ing down the water in No. II slope now toan since it was first deinged. There is still eighty-five feet of water, perpondicu-ar incastrement, over the pumps that are

The shipments of authracite coal over the Reading railroad for the week ending June 9 decreased 55,849 tons. Total sulpents for the year to that date oggregated 758,172 tons, a decrease as compared with be corresponding period last year of 1,-

It il said the Jersey Central will soon begin the running of a new fast freight train direct from Mauch Chunk to Andemied. Should the train be added the merchants between Mauch Chunk and Audenried can binin freight about five hours after its

shipment from Jersey City. Coal shipments from Henevdale for May wers: Canal, 94,644 tons; Erio retreat, 89,591 tons; total for month, 175,635 tons. Shipments for season via canal, 157,749 tons; Eric railroad, 358,685 tons. Number of boats cleared for month, 717. Total tons on hand at Henesdale, 75,685.

The circular prices of coke are as follows: Farnace coke, \$1, foundry coke, \$1.15; crushed coke, \$1.40; all per ton of 1,000 pounds on board cars at ovens. What ing at about \$8 per ton. Foundry coke commands anywhere from \$4 to \$6 per

One of the new industries of this section ms just been begun by Nathan Fry, a turdy yeeman who lives along the margin of Perkionen creek, below Allentown, fie has dug a number of poods and stocked them with toothsome builtrogs, the lustenra at round prices.

The Berwind-White Coal Mining comany have erected a large building at the min's at Horatio, in Jefferson county, Pa., in which the new workmen will be quar-cred. This house is bullet proof and as hear dynamite proof as it could be made. It is fitted up with comfortable sleeping accommodations and a supply of excellent od and pure water has been arranged

When the Great Virginia Central Railread company, which taps a large part of the soft coal regions of West Virginia, failed to get control of the Western Maryland, a deal was made with the Pennsylvania railroad under which the Great Virginia Central was to construct a line from Cherry Run, W. Va., to Hagerstown, Md. Surveys were made, but it is now an-nounced that the scheme has failen through.

The Lehigh Valley, which now gets an allotment of 2 per cent of the western passenger business apportioned by the Trunk Line association, will, it is said, insist rigidly upon 12 per cent, as its share, in consideration of its withdrawal of the cut rate tickers with which the country was recently flooded. This is more than the other convention are the other companies are likely to conceile, as it means a reduction of their percentages in the ratio of the increase to the Le-high Valley.

False to His Trust.

A laughable incident occurred at the Lake Eris depot the other afternoon. The members of a brass band were waiting for a train. They adjourned across the street, leaving their instruments to care of a boy. He proved unfaithful to his trust, and after trying his hand-or mouth rather-at playing on each of the instruments he went to join some other boys who were celebrating outside. They had captured a small curly haired dog and were debating

The newcomer suggested that they tie a bunch of crackers to his tail. This was ione, and when the crackers began to fizz and pop, the dog, with a wild howl of terror, dashed into the walting room, scattering sparks and yelps as he went and plunged head first into a big brass horn which the boy had left lying on the floor. With such force did he project himself into the tapering bell of the horn that he stuck fast, and when the owner returned asthma. he found it full of dog and exploding fire-erackers, which sounded like cannons in the cavernous depths of the brazen instru-

The boy had disappeared,-Pittsburg Dispatch.

Good Anthority.

German commentators are said to find in Shakespeare's plays many things which the nuthor never dreamed of putting there. And if German scholars may do this, why not an English schoolboy? The late Major Barttelot was educated

at Rugby, and is still remembered there ar the hero of a funny blunder, "What is the meaning of the word adage?" asked the master, Various wild guessos were hazarded by

different members of the class, and then it came young Barttelot's turn. Without hesitation be replied: "A place to put cats into," Every one laughed, and the master, who was as much mystified as his pupils by the

strange answer, called the boy up at the end of the lessen and asked what had put such an idea into his head. "Why, sir," said Barttelot, "doesn't it

gay in Shakespeare, Like the poor cat in the adage?" "-Youth's Companion.

A Quarter Century Test. For a quarter of a century Dr. King's New Discovery has been tested, and the millions who have received benefit from its use testify to its wonderful curative powers in all diseases of Throat, Chesi and powers in all diseases of Throat, Chesi and Lungs. A remedy that has stood the test so long and that has given so universal catisfaction is no experiment. Each battle is positively guaranteed to give relief, or the money will be refunded. It is admitted to be the most reliable for Coughs and Colds. Trial bottles Free at Matthew Bro's. Drug Store: Lorge size 50c, and \$1.60.

und Steel company, Chester, will ask the court for permission to sell the company's gig plant. It ecst \$1,200,000 and would be sold for \$500,000.

James Bruce, superintendent of the MATTHEWS BROS, Druggists, Scranton, Pa.

FINANCIAL AND COMMERCIAL. Stocks and Bonds.

New York, June 13.—Speculation at the stock exchange today was confined almost exclusively to American Sugar and Chicago Gas. The first ranged between 190% and 192% ex-dividend of 3 per cent., and closed at 101%. The stock was taken by the shorts and the rise was also assistby the shorts and the rise was also assist-ed by the Havemeyer testimony before the senate committee to the effect that the company had earsed a profit of over ten million a year for the past three years. Chicago Gas was was in demand through-out. The stock moved up from 77% to 70% 67.0%. The general list was char-acterized by firmness and a higher range of outstons was established. The reacterized by firmness and a higher range of quitations was established. The reported hitch in the settlement of the soft coal strike did not have any influence on the market. They had in their favor the reduced gold exports and the recent successful placing of bonds by the Rick Island, St. Paul and Baltimore and Ohlo, which indicates a revival in railroad securities. The improvement is the railway list ranged from 14 to 156. The market closed firm at or about the top figures ket closed firm at or about the top figure of the day. Total sales were only 125,375

The Reading company's collieries will shares.

Work all the week. There are still about three or four collieties which have not yet been placed in condition for work, but prokers, 12ll womans avance:

brokers, 121 Wyeming ave	11001		N POST RECEIVE
Open- ing.	Hitch-	Low ent.	Clos-
Am Sugar	1625a 694	10014	10135 850
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Culon Pacific 1514	1514 1574 1198 4814	1514 1524 1576 1114	1514 1515 1516 1114 4536
	-		

Chicago Grain and Provisions.

WHEAT.	July.	Sept.	Diec
Opening	6146	604	65.1
Highest	6153	630.5	0.54
Lowest	20034	0.535	(61%
Cleaning	B354	0134	045
COEN.	-0.0	17508	1.50
Opening	4210	12	
Highest	4214	0254	
Lowest	4116	4116	200
Closing	4155	4126	****
OATS.		5568	1,550
Opening	234	2014	
High-t	201.	2096	
Lowest	2836	200	1200
Closing	2619	3334	
PORK.	717.23		*,*,*,*
Opening	1200	1200	600
Highent	1260	11/12	600
Lawent	1235	1210	221
Closing	1235	1230	100
LARD.			
Opening	082	110	100
Opening	183	8503	
Lowest	675	657	***
Closing.	675	687	
SHORT RIBS.			
Opening	652	(652	
Highest	652	652	101
l.owest	645	610	444
Cosing	645	1012	****
		-	_

New York Produce Market. New York, June 18.-FLOUR-Firm, moderate demand,

Quiet, steady, 17500; 613(a store and elevator, 613(a b, 621) 2 red. Nc.; affoat, 61%[a62c.; f. o. b., 62%] Nc.; ungraded red, 57a62c.; No. 1 North ern, 6954c; options closed steady at la 13c, below yesterday; No. 2 fed, June, 61%c.; July, 62%c.; August, 68%c.; September, 64%c.; December, 68c.; September, 64%c.; December, 68c.; Conn-Dull, easier; No. 2, 45%a46c.; elevator, 45%a46c. alloat; options active, closed 5a34c.; ander yesterday; June, 454c.; July, 454c.; August, 46%c. September,

46%c. OATS-More active, firmer; options dull. unchanged to Mc. up; June, 46 (c.; July, 45 (c.; August, 37 (c.; September, 37c.) No. 2 white June, 48c; July, 48c. Spot prices, No. 2, 461/4471/c.; No. 2 white, 48d. Spot prices, No. 2 Chicago, 481/c.; No. 3, 46c.; No. 3 white, 47c.; mixed western, 471/4a 481/c.; white do, and white state,

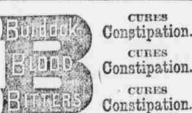
BEEF-Quiet, stendy. THREED BRIF-Quiet, CUT MEATS-Firm, quiet, Middles-Nominal,

Land-Quiet, about steady; western steam, closed \$7.10; city, 63c.; July,\$7.10; September, \$7.25; refined, dull; continent, 7.45; South America, \$7.80; compound, 5 HEC.

FORK-Moderate demand, steady. BUTTER-Steady; state dairy, I3al8c.; do. reamery, 155/a19c.; Pennsylvania, do. 55/a19c.; western dairy, 10a15c.; do. creamery, 1434a19c.; do., factory, 934a1434c.; el-gins, 19c.; imitation creamery, 12ai6c. CHEESE—Quiet, week: state, large, 734a 854c.; do. fancy, 854a554c.; do., small, 754c EGGS—Dull, weak; state and Pennsylvania, 18a13)4c.; western fresh, 12a13c. do, per case, \$1.50a83.

Philadelphia Tallow Market. FRILADELPHIA, June 13 -- Tallow was dull and unchanged. Prices were: Prime city in hogsheads, 4%c.; prime country, in barrels, 4%c.; do. dark in barrels, 4%c.; cakes 5c.; grease, 4c.

In Holland, Mich., C. J. Doesbury, publishes the News, and in its columns strongly recommends Dr. Thomas' Eclectric Gil for coughs, colds, sore throat, catarrh and



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I write that you may know the good I have received from B. B. I was all out of health and sufforing with con-stipation and billousness. In trial other madicines. In they failed to do any good. At last I bought a bottle of B. B. B. and before I had used it all I went to work as well as ever. GUS NELSON, Box 55,Irvineton, Warrenco.Ps

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Or don't you notice the difference in our prices, and the prices usually charged even by the stores that claim to sell very low. Why the simple fact is we are away below any store in this valley. Yes, we repeat we are away below any concern in this valley or in the state in prices on first class goods so far as we can learn. We do not handle a large line of fancy goods, but we do have a big stock and full assortment of strictly FIRST CLASS staple goods. Nor do we use any one or two articles as bait to draw trade. Our plan is to cut the price on everything just as much as we possibly can so that you will very seldom find a single article in our store that we are not selling for less than it can be bought anywhere else and furthermore while we are always doing our bost to get at and keep the prices down we never for a moment loose sight of quality. No article can come into our store unless it is at least standard quality but is much oftener EXTRA than otherwise.

We have a large trade and we often think when we put the selling price on an article and know what the same goods are invariably sold at that it is strange why we do not sell all the goods in our line that is sold in the city and have to conclude that it certainly is not on account of quality or price, but must be for some other reason. While we did not intend to quote any prices in this article we will mention a few just to prove what we say and see if you don't wonder also if what we say is correct why we do not sell all or nearly all of the goods sold. Of course each dealer has friends who trade with him for friendships sake knowing all the time that they are loosing money by so doing. Now while we appreciate friendship yet we want every person who buys goods of us to be fully satisfied that they get good value for their money or we would actually prefer to miss the trade. But here are some prices as proof of our statements, we avoid the large articles simply to show that we do not confine our low prices to some of the lead. ing articles:

Canned Tomatoes, extra quality, usually sold at 12½c., we are selling for 8c.

Bartlett's Shoe Blacking, large box, regular price, 10c.; we give 3 boxes for 10c.

Vienna Bread, large loaf, never sold less than 10c; you can buy it from us 2 loaves for 15c. Fancy Table Butter, that sells for 20 to 25c., we

Tea that brings 75c, a pound and in some stores \$1, we only ask 45c.

And Tea that sells for 40c. you can buy from us

Gloss Starch, pound packages, worth 8c., we will sell at 41/2. Corn Starch, also is usually sold at 8, we sell it at

And a 3-pound can of Goss Starch that you would have to pay 25 for anywhere else, you

can buy of us at 14c. Able's Fie Preparation, always sold for 10c, or 3

for 25, we offer you at 5c. Cigars that could not be bought elsewhere for less than \$1.25 a box, we sell at 60c.

And aside from offering goods much lower than any other establishment in the state we believe we have one of the most complete stocks of groceries in the state. Whenever anything new in our line comes on the market and has merit we add it to our stock. We wholesale a great many goods and at figures lower than exclusive wholesale houses. Our cigar and tobacco stock is complete. Our tea and coffee contains as fine a line of both as can be brought together. Our confectionary stock includes the fine grades in abundance as well as the more staple varieties of confection. We serve as fine Soda Water at 3c a glass as can be had in the city at any price. In our butcher shop we handle as much and as fine a grade of beef and other meats as any in Scranton and from 2 to 4 cents a pound lower than any shop in the city. On Tuesdays', Thuusdays' and Saturdays' we have a full assortment of green vegetables 25 per cent below market rates. Finally we think we are sefe in saying that we give more and better goods for the money that any concern in Penrsylvania. Here are some of the reasons we have for wondering why we do not sell all or nearly all of the groceries sold in Scranton. Come and see if you can fine us misrepresenting facts in any of the above assertions. We would like to have your trade or part of it and will make it worth your while to buy of us.

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Conce, SIT Spruce at. Scranton Fa.

L. A. WATRES, Attorney at Law. 423

L. Lackawanna auc., Scranton Pa.

P. P. SMITH, Counsellor at Law. Office, rooms 54, 55, 50 Commonwealth building. C. R. PITCHER, Attorney at Law, Com-C. COMEGYS, 321 Spruce st. D. B. diff'LOGLE, Attorney-Loans nego-tiated on real estate security, 68 Spruce.

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EZRA PINN & SONS, builders and contractors. Yards: Corner Olive st. and Adam ave.; corner Ash st. and Penn ave., Scranton

THE

IS THE BEST. Get prices and see the furnace and be con vinced. A full line of HEAT-ERS, Appello and Gauze Door Ranges.

CONLAN'S HARDWARE PITTSTON PA.

A Handsome Complexion
Is one of the greatest charms a woman can
possess. Pozsonr's Complexion Powden

CENTRAL RAILROAD OF N. J. PROFESSIONAL LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring cleauliness and comfort. TIME TABLE IN EFFECT MAY 20, 1894.

Time Table in Effect MAY 20, 4394.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a.m., 12.50, 2.00, 8.30, 5.00, 7.25, 11.05 p.m. Sundays, 9.00 a.m., 100, 2.15, 7.10 p.m.

For Atlantic City, 8.20 a.m.

For New York, Newark and Elizabeth, 8.20 (express) a.m., 12.50 (express with Buffet parlor car), 3.30 (express) p. m. Sunday, 2.15 p.m. parlor car), 3.30 (express) p. m. Eunday, 2.15 p. m.
FOR MAUCH CHUNK, ALLENTOWN, BETHLE-HEM, EASTOR and PHILADELPHIA, 3.30 a. m., 12.50, 3.30, 6.00 (except Philadelphia) p. m. Sunday, 2.15 p. m.
For Long Branch, Ocran Grove, etc., at 2.70 a. m., 12.50 p. m.
For Rending, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday, 2.15 p. m.

Allentown, 8.20 a. m., 12.50 p. m.

2.15 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

Roturning, leave New York, foot of Liberty street. North river, at 8.19 (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, 2.00 a. m., 2.00 and 4.31 p. m. Sunday, 8.27 a. m.

Through tickets to all points at lowest rator 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.



DELAWARE AND HUD
SON RAHLROAD.
Commencing day 29, 1892, trains will run as follows: Trains loave Bridge Streets Station, Scranton, for Pittston, Wilkes-Barre, etc., 8.00, 1.25, 2.38, 4.10, 5.15, 0.15, 9.15 and 11.35 p. m.
For New York and Philadolphia, 8.00 a. m., 12.10, 1.25, 2.38, 4.16 and 11.30 p. m.

For New York and Philadelphia, 8 60 a. m., 12.10, 12.15, 2.38, 4.16 and 11.30 p. m.

For Homesdale (from Deliaware, Lackawanna and western depoty, 7.09, 8.39, 10.10 a.m., 12.01 m., 2.17, 5.19 p. m.

For Carbondale and intermediale stations, 5.40, 7.00, 8.39, 10.10 a. m., 12.00 m., 2.17, 3, 2.5, 5.10, 6.20 and 9.35 p. m.; from Bridge Street Depot, 2.36 a. m. g., 1.1and 11.35 p. m.

Fast express to Albany, Saradoga, the Addirondack Mountains, Beston and New England points, 5.50 a. m., arriving at Albany 12.55 arratoga 2.20 p. m., and leaving Scranton at 9 p. m., arriving at Albany at 8.00 p. m., Saratoga, 12.55 a. m., and Beston, 7.09 a. m.

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

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 triest offices.
H. G. YOUNG, J. W. BURDICK, Scend Vice President Gen. Past Agt.

LEHIGH VAUUTLY

Train leaves Scranton for Philadelphia and New York via B. & H. R. R. at S. a.m., 12.10, 2.33 and 11.35 p. in. via D., L. & W. R. R., 6.02, 6.95 H.D. a. m., and 1.30 p. in.

Leave Scranton for Pittston and Willessarre via D., L. & W. R. R., 6.03, 8.08, 11.21 a. m., 1.30, 3.50, 6.07, 8.0 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville brunches, via E. & W. V., 6.40, 4.m., via D. & H. R. at S. am., 12.10, 2.58, 4.16 p.m., via D. & H. R. at S. am., 12.00, 2.58, 4.16 p.m., via D. & L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30, 3.30 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R., R. sam., 12.10, 2.34, 11.31 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.39 p.m.

Leave Scranton for Tunkhyanock, Towarda, Leave Scranton for Tunkhyanock, Towarda, p.m., vin D., L. & W. R. R., 6.00,5.08, H. 20 a. m., L. 20 p.m.
Leave Scranton for Tunkh vanock, Toward a, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 6.07 a.m., 12 10 and 11.55 p. m., via D. L. & W. R. R., 8.07 a.m., 12 10 and 11.55 p. m., via D. L. & W. R. R. & 10 a.m., 12 10, 20 m. Leave Scranton for Rochester, Baffalo, Niagara Falls, Debryit, Chicago and all points west via D. & H. R. R. 207 a.m., 12 10, 2, 1, 1, 1, 25 p. m. via D. L. & W. R. R. and Pittston Junction, 8.08 a.m., 120, 8.31 p. m., via E. & W. R. R. & 41 p. m.
For Elmira and the west via Salamano. via D. & H. 16 R. 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 207 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. R. R. & 9.0 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. & W. L. & 8.00 p. m. via D. L. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. & W. L. & 8.00 a.m., 12 10, 6.50 p. m. via D. & 8.00 a.m., 12 10,

DELAWARE, LACKAWANNA AND WESTERN BAILROAD.
Trains leave Scranten as follows: Express for New York and al. points East. 1.50, 2.30, 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 9.51 a. m.; 12.55 and 3.50 p. m.

and the South, 515, 8.00 and 0.55 a.m.; 12.55 and 3.50 p. m.

Washington and way stations, 3.55 p. m.

Toby hanns accommodation, 0.10 p. m.

Expr ss for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Baffalo, 12.10, 2.15 a.m. and 1.21 p. m., insking close connections at Baffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 9 a. m. Bath accommodation, 9 a. m. Binghamton and way stations, 12.37 p. m. Nicholson accommodation, at 4 p. in. and

Binghamton and Elmira Express, 405 p. m. Express for Cortland, Syrneuse, Oswego, Utica and Richfield Springs, 215 a. m. and 1.25 Uties and Richfield Springs, 2.15 a m. and 1.28 p. m.

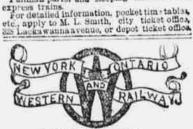
P. m.

Ithaca, 2.15 and Bath 9a, m. and 1.24 p. m.

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

Northumberland and intermediate stations, 8.03 and 11.29 a m. Plymouth and interpediate stations, 8.03 and 11.29 and Plymouth and interpediate stations, 8.35 and 8.57 p. m.

Pullman parlor and sleeping coaches on all express trains.



SCRANTON DIVISION.

209	207	205	The second second	202 204
Local	Pass	NY Day	Stations (Trains Daily, Except sunday.) Arrive Leave N. Y. Franklin S.	Eccul Puss Lycur Pass
		P M	Arrive Leave N. Y. Franklin 83	1
****	****	1 Y 190	WEST WILL STICE	
P 11	1527	7 00 P N	Weehawken Arrive Leave	A M
8 10		1 15	Arrive Leave Hancock Junction Blancock Starlight Preston Park Como Poyntelle	0.00
8 10		1.00	Bancock	6 66
75	1	增够	Startight	6 18
7 51	1444	12.52	Preston Park	6 93
7.45	185	12.47	Como	6 32
7 15	1000	12.00	Poyntelle Beimont Pleasant Mt. Unloudale	0.44 ****
子科	5555	10 10	Dinasant Mt	6 45 6 55 16 55
17 19	22.20	F 1 (0) 144	Liniondula	ra 54
	p 34	11.59	Forset City	7 10'A M
6.51	5 33	11.44	Pleasant Mt. Unloudeld Forset City Carbondale White Endge Mayfield	7:4 9 15
8 48	15.97	11140	White Bridge	7 27 9 48
C 6 (3)	£5.371	1000	Mayneld	11 11 11 03
6 41	5.20	11 33	Jermyn	7.81 9.30
0.35	9.14	31,129	Archibaid	7 40 00 02
10 04	0 11	11.50	Poelevilla	7 48 10 10
6 03	5.00	11.17	Olymbant	7 52 10 15
6.01	3.0	11.15	Dickson	7.04 10 17
10 10	4.50	11.13	Throop	7.16 10 27
6 15	4.50	11 10	Providence	8 00 10 94
fd 13	14 50	11 05	Forset City Carbondare White Bridge Mayfield Jerniya Archibald Whiton Peckville Olyphant Dickson Throop Providence Park Flace Scranton	8.12 (0 27
6 10	4 50	11 05	Scranton Leave Arrive	8 03.10 80 A HA M

All trains run daily except Sunday. f. signifies that trains stop on signal for pasa signifies that trains scop on signal for songers.

Additional trains leave Carbondale for Scranton 1.10 and 0.15 p. m., arriving at Scranton 1.65 and 7.05.

Leave Scranton for Carbondale 6.50 and 8.30 arriving at Carbondale at 7.26 and 9.15 p. m. secure rates via Ontario a Western before purchasing tickets and save money. Day and hingt Express to the West.

J. C. Anderson, Gen. Pass. Agt.

P. Mitoroft, Div. Pass, Agt. Scranton, Pa.

ERIE AND WYOMING VALLEY RAIL
Trains leave Scranton for New York and intermediate points on the Erie railroad at 0.35
a. m. and 5.21 p. m. Also for Honesdale,
is wiey and local points at 6.35, 9.45 a. m., and
321 p.m.

Hawley and local points at 6.35, 9.45 a.m., and 3.24 p.m.
All the above are through trains to and from Honesdale.
An additional train leaves Scranton for Lake Ariel at 5.25 p.m. and arrives at Scranton from the Lake at 8.40 a.m. and 7.55 p.m.
Trains leave for Wilkes-Barre at 8.40 a.m. and 8.41 p.m.

STORE THE DICKSON MANUFACTURERS IN LOCOMOTIVES and Stationary Engines, Boilers,

HOISTING AND PUMPING MACHINERY.

General Office, SCRANTON, PA.