THE SCRANTON TRIBUNE-MONDAY MORNING, JUNE 18, 1894.

# GENERAL NEWS **OF INDUSTRIES**

Under the terms of an order issued late Saturday afternoon by Superin-tendent A. H. Vandling, of the coal department of the Delaware and Hudson company, all the mines operated by that company will until further notice work on nine-hour time. The Gravity road, which has been working broken time since last December, will now be worked all day and the shops will also be required to work full time. The mines of this company are now filling large orders for lump and grate sizes of coal, for different railroad companies, to be used for steam purposes in transportation, where heretofore soft coal had been used, and the stimulus these orders give to anthracite coal sales is very considerable.

cised in the Electric City wi The entire system of the New York, in the town of Peckville. Susquehanna and Western from Jersey City to Wilkes-Barre has been acquired MINOR INDUSTRIAL NOTES: as a route of shipment by the National Express company, according to "Aras-pa." The new line furnishes the Na-A. J. Johnson, chief train di has been appointed acting super-of the Buffalo, Rochester and Pitt tional people with a very complete belt line and the route being a great deal shorter than any of the compating convention, now in session in voted down the proposition to inc lines running between these sections nuni dues from \$3 to \$4. and New York city, a considerable saving of time is realized in the shipment represented the Philadelphia and in the southern states, has resign into commercial pursuits. of goods between these points. The circuit cars run from New York to Yatesville junction, thence by way of the Delawars and Hudson to the juncdiscontinued the division of th with the Soo line on emigrant tion of the New York, Lake Shore and Buffalo road at Voorheesville, after and will only arrange for associat Montrose people are complain cause the new railroad route from hamton to Williamsport strikes which they are turned over to the New York Central and hauled back to New York city. Solid car loads of express direction which leaves that borou are received and delivered daily at Yatesville. As yet it requires only four messengers to perform the work. but as soon as the people become more familiar with the qualities of the new route this number will be increased, and already the business is expanding

The executive committee of the Trunk Line association met in New York Thursday, and among the questions considered were the claims of the Lehigh Valley railroad for a larger percentage of west bound passenger traffic out of New York city. Heretofore the company has been receiving only 8 per cent. of the total, while lines of less importance were given a larger percentage. The Lehigh Valley some time ago demanded as its share 12 per cent. of the total, and upon failing to secure this flooded the market with cut-rate tickets between New York and Buffalo. A disastrous and fat-reaching rate war was averted only by the association agreeing to take up the question of granting an increased percentage, whereupon the Lehigh Valley withdrewits cut-rate tickets. At Thursday's meeting an agreement was reached with regard to the distribution of business between New York and Buffalo, subject to action by the commissioners on any point of dispute which might arise. It is believed the Lehigh Valley secured approximately what it asked for. The question of the proper percentage to be allotted to the Lehigh Valley on its through business to the West was also taken up, but action was deferred un til Thursday next, when the executive committee will again meet in New York,

The anthracite coal sales agents at their meeting Friday in the office of Coxe Bros. & Co., in New York, were

. . .

his farm about two miles from Forest City. The prospects are said to be fa-vorable. The vein where it crops out is thin, but it thickens as the drift is driven in farther. If this quest is suc-cessful it will probably not be long be-fore the Ontario & Western people will be put in a switch.

Sugar was bought by Washington and ad-vanced to 95%, returned to 97% and rose to 98%, a gain of 1% for the day. Railway stocks were sluggish. Shares of bankrupt roads were heavy. Atchison declined ½, Union Pacific ½ and Northern Pacific pre-ferred ½. The fluctuations were merely fractional. Speculation left off firm, New changes show cause of % to 1% The Olyphant Record pays a high compliment to W. H. Paterson upon his retirement from the managership of the New York and Seranton Coal company's interests at the Ontario colliery, near Peckville. It says that "during changes show gains of 3% to 13%.

Mr. Paterson's management the mines have been greatly developed and the relations existing between him and the brokers, 121 Wyoming avonue: workingmon were most pleasant. He

retires leaving very pleasant memories	opan- ing.	High-	Low est.	
of his generosity and good will. The office business will be looked after by E. B. Sturges, of Scranton, who ex-	Am. Cot. Oil	9844 799	0716 734	
pects to devote more time to the col- liery. Mr. Sturges is well known in Scranton, and is one of the most prom-	Can. So. Cen. N. J. Chice & N. W	10034 7254 7558	100% 77% 77%	
inent men in that city, and in coming closer to the affairs of the colliery some of the elevating influence he has exer- cised in the Electric City will be felt	Col., Hock, Val. & T D. & H	150 16114 15598	1:0 16114 2595	
in the town of Peekville."	G. E. Co	26%	2636	
MINOR INDUSTRIAL NOTES: A. J. Johnson, chief train dispatcher,	i & N	4596	4554	
has been appointed acting superintendent of the Buffale, Rochester and Pittsburg. The delegates to the train dispatchers'	Nat. Lead	8834 1034	18% 69%	
convention, now in session in Chicago, voted down the proposition to increase an- numi dues from \$3 to \$4.	N, Y., O, & W N, Y., S, & W U, S, C, Co	2136	ŝ	
W. E. Hoyt, who for several years has represented the Philadelphia and Reading	North Pac. pr 1554 Omaha. Pac. Mail	1814 1416	1614 1112	
in the southern states, has resigned to go into commercial pursuits. The Western Passenger association has	Reading	17 1844 1045	1015 1850 1096	
discontinued the division of the traffle with the Soo line on emigrant business and will only arrange for association lines.	St. Paul	1085 2054 1314 1314	00% 10% 8% 10 10%	
Montrose people are complaining be- cause the new railroad route from Bing- hannton to Williamsport strikes out in a	Wabash p'	1091 1076 1076	109a 545a 103a	
direction which leaves that borough to one side.	W. & L. E. pfd	****	****	

It is stated that the Erie company on Chicago Gratu and Provisions. June 1 was over \$2,000,000 poorer than it was on Oct. 1, 1894, the losses resulting SCRANTON, June 16. -The following quota-tions are supplied and corrected daily by La-Bar & Fuller, stock brokers, 121 Wyoming avefrom the falling off in earnings and on WHEAT. Recent quiet buying of Boston and Maine

Dioning Ighest owest Cosing COBN, stock is accredited to the Jones-Sinclair party, and it is believed they are losing no opportunity to increase their holding of the poning lightest owest The Jones Lake Railroad company, of Wayne county, has filed articles of merger with the Erie and Wyoming Valley Rail-road company, a step rendered necessary for head metrofic

pening lighest owest for legal protection. The loss in anthracite pig production in one month, owing to the bituminous coal losing..... strike, was 8 per cent., in coke pig 45 per cent., while in charcoal pig the loss was PURK. pen ug ighest owest only about Hi per cent.

Commissioner Slaughter, of the Southlosing..... the lines in the association, announces that the lines in the association have abolished the payment of commissions. Good re-sults are expected to follow. Land, Dopning, Righest Lowest Josing SHORT RIPS, Oracles

Comment in some circles is that according to the master's report nobody has done anything wrong in Reading effairs since Mr. Corbin left, except perhaps Mr. Rice, whose petition was dismissed. Crening Highest Lowent Closing

Reports from Chicago are that the cam-paign of the railroads of Chicago against the ticket scalpers is getting into shape. It has been decided that the scalper must nd easy. go, but he doesn't seem in a hurry.

The Wabash system earned in the first week of June \$173,020, a decrease as com-The Wabash system earned in the first week of June \$173,020, a decrease as com-pared with the corresponding week of 1823 of \$13,020, Since Jan. 1 the road falls behind last year in earnings \$295,508. Indianapolis lines are now landing ex-port freight in New York in three days from time of shipment from Indianapolis, and in one case last week made the time two days and twenty hours, the best time record reported. For some time a diamond drill in the lower lift of No. 1 Coleraine slope has been seeking for the Buck Mountain vein, but

For some time a diamond drill in the lower lift of No. 1 Coleraine slope has been socking for the Buck Mountain vein, but at a depth of 300 feet nothing resembling

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.

NEW YORK, June 16 .- Speculation at the stock exchange was dull and featureless, only 45,900 shares changing hands. Chicago Gas was strong and in demand. Sugar was bought by Washington and ad-

Open- High- Low ing. 福靖 Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute 1001á 7739 78 for Paregoric, Drops, Soothing Syrups, and Castor Oil. 150 16134 2558 It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays feverishness. Castoria prevents vomiting Sour Curd, 論時論 cures Diarrhova and Wind Colic. Castoria relieves 4534 tecthing troubles, cures constipation and flatulency. 359g Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep. Cas-973<u>9</u> toria is the Children's Panacea-the Mother's Friend. 1932 1834

14/2 17 (0)998 (0)988 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (0)986 (

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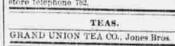
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PROFESSIONAL LEHIGH AND SUSQUEHANNA DIVISION Anthracito coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN REFECT MAY 20, 1894.

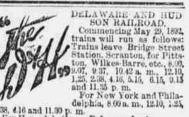
TIME TABLE IN REFECT MAY 20, 1894. Trains leave Scranton for Pittston, Wilkos-Barre, etc., at 8.20, 9.15, 11.30 a.m., 12.50, 2.01, 3.30, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a.m., 1.00, 2.15, 7.10 p. m. For Atlantic City, 8.20 a.m. For Atlantic City, 8.20 a.m. For Avew York, Newark and Elizabeth, 8.30 (express) a.m., 12.50 (express with Buffet patlor car), 3.30 (express) p. m. Sunday, 2.15 p. m.

FOR MAUCH CHUNK, ALLENTOWN, BETHLE-FOR MAUCH CHUNK, ALLENTOWN, BETHLE-HEM, EASTON and PHILADELPHIA, 8:39 a. m., 12.60, 330, 5.09 (except Philadelphia) p. m.

Sunday, 2.15 p. m. For LONG BRANCH, OCEAN GROVE, etc., at For Love Diractin, 250 p.m. For Reading, Lobanon and Harrisburg, via Allentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday,

Allentown, 8.20 a. m., 12.50, 5.00, p.m. Bundary 21.6 p. m. For Pottsville, 8.20 a. m., 12.50 p. m. Returning, leave New York, foot of Liberty street, North river, at 4.10 (express) a. m., 1.10, 1.30, 4.30 p. m. D. 1.00, 1.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m. Leave Philadelphia, Reading Terminal, 0.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.57 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,

J. H. OLHAUSEN.

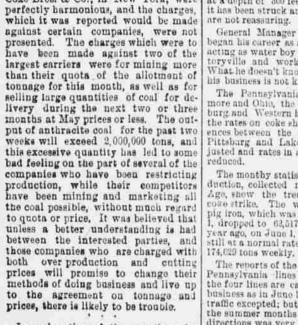


For New York and Phila-deiphia, 800 a.m., 12.10, 123,
238, 4.16 and 11.30 p.m.
For Honesdale (from Delaware, Lackawanna and western depot, 7.00, 8.32, 10.10 a.m., 12.00 m., 2.17, 5.10 p.m.
For Carbondales and intermediate stations, 5.40, 7.00, 8.20, 10.10 a.m., 12.00 m., 21.7, 3.23, 5.10,
Con and 2.35 p.m.; from Bridge Street Depot, 2.03 a.m. 2.17 and 11.35 p.m.
For Carbondales, Boston and New England points, 5.40 a.m., arriving at Albany 12.45, 5.45 p.m.; and leaving Scranton at 3 p.m., arriving at Albany at 4.50 p.m., Saratoga, 12.55 a.m., and Beston, 7.00 a.m.
The only direct route between the conl fields and Boston. "The Leading Tourists' Route of America" to the Adirondack Mountain re-sorts, Lakes George and Champlain, Montreal, etc.

etc. Time tables showing local and through train pervice between stations on all divisions Dola-ware and Hudson system, may be obtained at all Delaware and Hudson ticket offices. H. G. YOUNG, J. W. BURDICK, Second Vice President. Gen. Pass. Act.



H. G. YOUNG, J. W. BURDICK, Second Vice President. Gen. Pass. Act. MAY 13, 1994. Train leaves Scranton for Philadelphia and New York via. D. & H. R. L at 8 a.m., 12.19, 2.88 and 11.36 p. m. via. D., L. & W. R. K. 6.00, 8.98 and 3.26 of 6.7 g. p. m. Leave Scranton for Phitston and Wilkes-Earro via. D. L. & W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., 120, 2.6 W. R. R. 6.00, 8.03, 11.29 a.m., via. D. L. & W. R. R. 6.00, 8.03, 11.29 a.m., via. D. L. & W. R. R. 6.00, 8.03, 11.29 a.m., via. D. L. & W. R. R. 6.00, 8.03, 11.29 a.m., via. D. L. & W. R. R. 6.00, 8.03, 11.29 a.m., via. D. L. & W. R. R. 6.00, 8.03, 11.29 a.m., via. D. L. & W. R. R. 6.00, 8.03, 11.29 a.m., via. D. L. & W. R. R. 6.00, 8.04, 11.09 a.m., via. D. L. & W. R. R. 6.00, 8.04, 11.09 a.m., via. D. L. & W. R. R. 6.00, 8.04, 11.09 a.m., via. D. L. & W. R. R. 6.00, 5.06, 11.09 a.m., Toave Scranton for Tunkhaunock. Towanda, Einnra, Rhaca. Geneva and all intermediates points via. D. & H. R. 9.07 a.m., 12.10, 9.13, 135 p. m. via. D. & H. R. 9.07 a.m. 12.10, 9.13, 135 p. m. via. D. & H. R. 9.07 a.m. 12.10, 9.13, 135 p. m. via. D. & H. R. 9.07 a.m. 12.10, 9.13, 135 p. m. via. D. & H. R. 9.07 a.m. 718, 10, 9.13, 135 p. M. C. & W. R. R. 805 a.m., 130, 9.30 p. m. via. E. & W. M. R. 8.005 a.m., 130, 8.30 p. m. via. E. & W. M. R. 8.005 a.m., 130, 8.30 p. m. via. E. & W. M. R. 8.005 a.m., 130, 8.30 p. m. via. E. & W. M. R. 8.005 a.m., 130, 8.30 p. m. via. E. & W. M. R. 8.005 a.m., 130, 8.30 p. m. via. E. & W. M. R. 8.005 a.m., 130, 8.30 p. m. via. E. & W. M. R. 8.005 a.m., 130, 8.30 p. m. via. E. & W. M. R. 8.055 a.m., 130 a.m. 407 p. m. Tulman parior and sleeping or L. Y. chiradopin, M. M. S. L. E. Go



In explanation of the question why the south side of Wilkes-Barre is call-ed Rolling Mill Hill the Record says: In 1840 that portion of the city was thickiy covered with forest. A clearance was made on the side of the hill where No. 5 colliery of the Lehigh and Wilkes-Barre Coal company and breaker now stands. In that year the firm of Chambers, Biddle & Co erected a rolling mill at the cost of \$300,000. ture's co-worker. and during the operation of these works for a year or two Wilkes-Barre increased greatly in business and population, which according to Pearce's annals in 1840, is given as 1,708, and the mill was then sold on a data due the Wilking then sold on a debt due the Wyoming bank and purchased by the Montour Iron company and removed to Danville. The Scranton furnace was also commenced in 1840 and was successfully blown in for the first time in 1841.

pusiness.

. . . Says Saward: "It is somewhat amusing to note the comments of the various newsprpers here on the fact that anthracite coal was used in the recent builders' trial of the new cruiser Minneapolis, although the time was the best made by any of the new cruisers on the builders' trial trips The daily papers say that owing to the poor quality of the fuel the vessel was unable to make as good time as she should have done. They probably fail to recollect that it has been but a very few years since the Cramps would use nothing else but the Lehigh Valley Coal Company Highland coal in any of their trial trips of government and merchant vessels, and with the best results; but the miners probably bagan to consider their coal invaluable and charged too high a price, and the introduction of bituminous coal was the result. Now is the time for the anthracite companies to get in their fine work and win back some of the trade they used to have for broken and egg sizes.'

Owing to its refusal to withdraw a cut rate to the forthcoming Denver meeting of the Republican league, the Lake Erie and Western railway has been boycotted by the Western Passen ger association. The association will refuse to honor Lake Erie and Western tickets, not only on Republican lesgue business, but on all business until that company agrees to abide by the expressed wishes of its connections,

Robert Tinker now has a large force of men at work drilling a drift to the top vein of coal discovered last fall on

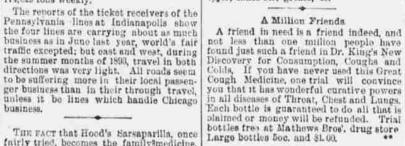
it has been struck and prospects of success state, 50abic. are not reassuring. BERF-Duil, stendy, tierced beef duil General Manager William F. Hallstead

cut ments quiet, firm. LARD-Quiet, steady, western steam, \$7.00; city, 654c; July, \$7.00; September, \$7.25; refined, quiet; continent, \$7.35; South America, \$7.85; compound, 594a6c. began his career as a railway imagnate by acting as water boy on a section near Fac-toryville and worked up step by step. What he doen't know about the details of his business is not known yet.

America, s. 55: compound, ogade. Ponx-Firm, dull. BUTTER-Quiet; weak; state dairy, 13a-18c; do. creamery, 15¼a18¼c; Pennsylvan-ia, do. 15¼a18½c; western dairy, 10a15c; do. creamery, 14¼a18½c; do., factory, 9¼a14¼c; elgins, 18a18¼c; imitation creamery, 12a16c. Curves\_Unice\_ctends The Pennsylvania, the Erie, the Balti-more and Ohio, the Lake Shore and Pitta-burg and Western have refused to reduce the rates on coke shipments. The differ-ences between the Penusylvania and the Pittsburg and Lake Erie have been adusted and rates in all directions are to be

CREESE-Quiet, steady, E005-Steadler; state and Pennsyl-vnula, 1934a1234c.; western, fresh, 1134a 12034; do. per case, \$7.59a \$3.09.

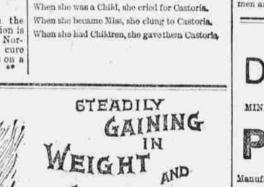
The monthy statistics of pig from pro-duction, collected monthly by the Iron Age, show the tremendous effect of the cose strike. The weekly production of pig iron, which was 126,732 tons on April I, dropped to 62,517 tons on June I. A year ago, on June I, when the output was still at a normal state the a readaction mo Philadelphia Tallow Market. PHILADELPHIA, June 16.-Tallow was dull and weak. Prices were: Prime city in hogeheads, 4%c: prime country, in Marrels, 4%c:; do. dark in barrels, 4%c.; cakes 5c.; grease, 4c. till at a normal rate, the production was



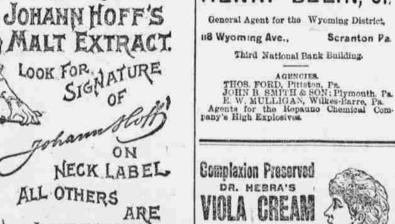
fairly tried, becomes the family medicine, speaks volumes for its excellence and melicinal merit. Hood's Sarsaparilla is na-Hoop's FILLS become the favorite ca thartic with everyone who tries them, 25c. When Hoby was nick, we gave her Castoria.

The world is always interested in the cure of consumption; yet its prevention is of far more importance. Dr. Wood's Nor-way Pine Syruo is guaranteed to cure coughs and coids. Sold by all dealers on a guarantee of satisfaction.

NEW YORK.



STRENGTH BY THE USE OF



ALL OTHERS ARE IMITATIONS. "I have found the GENU-

INE JOHANN HOFF'S MALT EXTRACT superior to all others in the market, in all conditions when there has been an undue loss of strength and

vigor." DR. HANS HEILMAN, St. Louis Eisner & Mendleson Co., 13a & 134 Franklin St., New York.

CRGANIZED 1890. CAPITAL \$250,000, SURPLUS \$25.000, SAMUEL HINES, President. W. W. WATSON, Vice President A. B. WILLIAMS, Cashier. DIRECTORS. SAMUEL HINES, IRVING A. FINOH, JOSEPH J. JERMYN, CHAS, P. MATTHEWS, W. W. WATSON. PROMPT, ENERGETIC, CONSERVATIVE and LIBERAL This bank invites the patronage of busines men and firms generally. **DUPONT'S** MINING, BLASTING AND SPORTING POWDER Manufactured at the Wapwallopen Mills, Lu-zerne county Pa., and at Wil-mington, Delawara. HENRY BELIN, Jr.



DELAWARE, LACKAWANNA AND WESTERN RAILROAD Trains leave Scranton as follows: Express for New York and all points East, 1.49, 230, 545, 809 and 9.50 at 12, 55 and 3.59 p. m. Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.09 and 9.55 a m.; 12,55 and 3.59 p. m. Washington and way stations, 6.50 p. m. Expr. as for Einghamton, 0.8wego, Eimira, Corning, Bath, Dansville, Mount Morris and Buffalo, 1210, 715 a. m. and 124 p. m. making close connections at Buffalo to all points in the Weat, Northwest and Southwest. Bath accommodation, 9 a. m. Binghamton and way stations, 12.37 p. m. Nicholsen accommodation, at 4 p. m. and 0.10 p. m.

Binghamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswozo, Utica and Richfield Springs, 2.15 a. m. and 1.2

Utica and Richfield Springs, 245 a. m. and assept. p. m. Ithaca, 245 and Bath 9 a. m. and 124 p. m. For Northumberland, Pittston, Wilkos-Barra, Plymouth, Bicomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Wash-ington and the South. Northumberland and intermediate stations, 600 k55 a. m. and 140 and 607 p. m. Nanthcose and Intermediate stations, 8.09 and 11.9 a. m. Plymouth and intermediate stations, 350 and 8.57 p. m. Pullman parlor and sleeping coaches on all express trains.

express trains. For detailed information, pocket tim stables, etc., apply to M. L. Smith, city ticket offics, azs Lackawanna avenue, or depot ticket offica



SCRANTON DIVISION. In Effect January 28th, 1894.

North Bound.			South Bound			
Pass 602	Local 55	NYDays Exp co	Stations (Trains Daily, Ex- cept Sunday.)		Parent 5	Onta'r'oe
		7 结 7 10 7 00	Arrive Leave N. Y. Franklin St. West 42nd street Weehawkeu Arrive Leave			4735 750 80 80
6 43 6 41 6 85 6 89 6 29 6 25 6 29 6 25 6 29 6 25 6 10 6 15 6 10	P 5227280055500	1 00 12 55 12 52 12 55 12 55 1	Park Place	6 00 6 18 00 6 6 18 00 7 7 7 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 1	A M 9 43 9 45 9 55 9 55 10 02 10 00 10 10 10 10 10 10 10 20 10 20 10 20	

All trains run daily except Sunday. L signifies that trains stop on signal for pas

L signifies that trains stop on signifi for pas-sengers. Additional trains leave Carbondale for Scran-ton 1.10 and 6/15 p. m., arriving at Scranton 1.55 and 7.00. Leave Scranton for Carbondale 6.50 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 Mingt Express to the West. J. C. Anderson, Gen. Pass. Agt. T. Filteroft, Div. Pass, Agt. Scranton, Pa.

ERIE AND WYOMING VALLEY RAIL Trains leave Scranton for New York and in-termediate points on the Eris railroad at 6.35 a. m. and 3.24 p m. Also for Honesdale. 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.

from Honesdale. An additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scran-ton from the Lake at 8.15 a m. and 7.45 p.m. Trains leave for Willies-Barre at 6.49 a. m. and 8.41 p. m.

THE DICKSON MANUFACTURING CO. ECRANTON AND WILKES-BARRE, PA. MANUFACTURERS OF Locomotives and Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY.

