THE SCRANTON TRIBUNE-WEDNESDAY MORNING, JUNE 20, 1894.

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GENERAL NEWS **OF INDUSTRIES**

If you were to ask twenty average men how many tons there were in one of the immense dirt banks at one of no stop. the anthracite breakers you would be surprised at the difference of opinion as well as the utter futility of "estiinates off-hand." Last week, says the Hazleton Sentinel, Heber S. Thompnon, of the Girard estate, took a number of people over the property. At the Hammond colliery the tailt turned on the number of tons of culm in the dirt

banks. These are apparently little larger than the banks - 81 Hazle mines. One man estimated n 1,000,000 tons, another 200,000 One thought there might be 20,000,-000 tons, and still another bet on 10. Mr. Thompson was appealed 000,000. to and his figures are interesting as giving some idea of the value of a dirt bank. There were 2,366,508 cubic yards in the banks. The weight of each oubic yard was 1,941.85 pounds. The weight of the culm banks was 2,057 833 ons. There are in the banks now 720, 342 tons of coal which can be recovored by washing or screening, or at the very lowest price about \$1,080,364 worth of coal. These figures show how the Girard estate views the dirt banks and how much value they place on the

1.21 The receipte of the Reading Coal and From company for the past ten days have ranged from \$40,000 to \$175,000 a day. As the coal business is done on a 30,60 and 90-days' credit basis, prosout receipts represent sales made that far back, or during the full period. It is argued from this that receipts, which now average about \$75,000 daily, should ncrease from this on, as the anthracite trade last month and so far in June has been more active.

unsightly things.

The train records, as compiled by the Indianapolis Journal, show that in the week ended June 16 there were 1,161 ewer loaded cars received and for-warded at Indianapolis than in the week ended June 9. The decrease was entirely in the coal traffic and largely with three roads. East bound there were heavier shipments of flour, cereal moducts, produce and provisions than a the week proceeding, but in the shipments of manufactured goods, lumber and staves but little is doing as com-pared with former years. Eastern Suyers are shipping a good nany horses from Indianapolis and the shipment of live stock from the west and the Indianapolis yards are in excess of those at the corresponding period last year. Weat bound there is some improvement in business; still the volume is far below that of 1890, 1891 and 1892, and somewhat lighter than in 1893. One of the remarkable features is that west bound rates are so well held, when rates to the south and southwest by lines south of the Ohio river are so much demoralized. The fact that there is no coal or coke coming west tells largely with some of the lines in their volume of business.

MINOR INDUSTRIAL NOTES:

East-bound shipments of freights from Chicago last week were 45,861 tons, against 56,670 the same week last year.

C. F. King & Co. have received a contract to excavate 300,000 yards of earth over a bed of coal at Eckley for Coxe Bros. & Co.

The stock of coal on hand at tide-water

pared with 9,158,787 tons in the corresponding period of 1893, a decrease of 3,198,-982 tons, of which 4,816,097 tons were coal, a decrease of 1,999,258 tons, and 1,173,708 tons coke, a decrease of 1,289,734 tone.

Henry Blank, a passenger train engi-neer on the Lehigh Valley railroad claims that he often beats the fast run made to Allentown on Friday on the Central. He claims than he ran to Allentown on that

very day, on No. 2, in 33 minutes, one min-ute better than the Central. The Valley's schedule for this train is 41 minutes and

The Haskell Multi-charge steel cannon which has been building at the Scott works in Reading for the past year is now completed. Its total cost is put at \$120,000. The gun as its name indicates, has several charges. Under the breach there are four pockets which explode their charges in proceeding each string a greater velocity. succession, each giving a greater velocity to the projectile as it passes.

to the projectile as it passes. A large plane will be erected at Buck Mountain by Coxe Bros, & Ca, whereby the coal will be holsted from the mouth of the tunnel, which is being bored at present, to the top of Eckley mountain, where the coal will then be run to Eckley breaker over the electric railread. Four cars will be holsted at each trip and sev-eral hundred cars will be holsted daily. The tunnel is expected to strike several very has veins of coal and the company very fine veins of coal and the company expects to increase its tonnage considera-bly when once the improvements is in operation

Criticising a Young Lady. "She would be a pretty girl for but one

thing." "What's that?" asked Charley. George-Her face is always covered with surple and red blotches. purple and red blotches. Charley—Oh, that's enalty enough dis-moned of. Used to be the same way my-self, but i caught on to the trouble one day, and got rid of it in no time. George—What was it? Charley—Simply blood eruptions. Took a short course of P. P. I tell you, it's the boss blood corrector. The governor

had rhoumatism so had that you could hear him holler clear across the country every time he moved. He tried it, and

you know what an athletic old gent he is-now. If somebody would give Miss Daisy a pointer, she would thank them after wards. All the drug stores sell it. ** mines. He came to America in 1859 and

FINANCIAL AND COMMERCIAL

Stocks and Bonds.

NEW YORK, June 19 .- There was a further slight failing off in business at the Stock exchange again today, and trading throughent was sluggish. The only feat-ure of the day's work was the heaviness of the securities of bankrupt roads. These stocks not in the hands of receivers ade new low records. Union Pacific sl from 12% to 0%, Erie from 13% to 12%, tchison from 7 to 6. Reading from 16% Atchison from 7 to 6, Reading from 16% o 15% and Northern Pacific preferred rotm 15% to 13%. The general narket held firm during the ariv trading. The industrials were in de-mod especially Sogar and Chicago Gas, ugar advanced to 19%, Chicago Gas to 1%. In the afternoon the depression in he bankrupt stocks had an adverse in-mence of the general hat and adverse in-The open the general list and a decline of $\frac{1}{2}$ to 1 per cent, took place. Just near the close there was a raily of $\frac{1}{2}$ to 3 per cent, and the list left off irrner. After the close of business the leading bank the close of business the maning bank presidents of the city held a conference to fizeus the advisability of furthishing gold needed for export. The sentiment is that he bankers will adopt this policy and in he future will provide exporters with the metal.

SOME SELF-MADE MEN Concluded From Page 9.

1.40

age of 17 advanced to the position of mine laborer, but being ambitious to learn a trade he became an apprentice to a stone mason. After some time, however, he joined the Carbondale police force and successfully earned his promotion to the office of assistant chief of police and from thence in 1890 he was elected to the clerkship of the court, which position he now holds for the second term and, in all probability, will be elected for the third time. The career of Mr. Thomas differs materially from that of some of his countrymen. It contains few adventures of travel or tbrilling accidents, but it is at any

rate a grand story of a poor boy of tender years weighed down by poverty and handicapped by severe manual labor, but who struggled enormous difficulties suffiagainst cient to discourage the strongest of At the commencement of his men. career the hopes of attaining a position of influence were distant in truth, but stimulated by the noble impulse of assisting his widowed mother, his battle was bravely fought and the issue was one of great honor and credit. Self help and self education, coupled with the perseverance with which he is so strongly imbued, were the characteristics of Mr. Thomas in his gallant fight and now at a comparatively early age he enjoys the confidence and good will of his neighbors, who by reason of his integrity and honesty, have placed him in an honorable position, the duties of

which are being discharged faithfully and to the satisfaction of all. DAVID M. WILLIAMS was born in Rhymney, South Wales, in 1835, and when S years old earned the sum of 12 cents a day in the

after living some years in the neigh-borhood of Scranton he traveled in the west. When he returned to Providence, and while working in the mines he was elected to the position of alderman by his numerous admirers, a position which he still holds. Alderman Williams is chiefly known in the Elsteddfodic world, where he rejoices in the bardio title of "Dewl Glan Elyrch" and has upon many occasions earned trophles in keen competitions and served as preaident, secretary, adjudicator and other offices connected with the ancient Welsh institution and has the honor of a place in the portrait gallery of the 129 bards of Wales and America. Although lacking the advantage of even an elementary education, and commencing his career as an unlearned miner, the alderman has successfully fought his own battle, and by his uprightness and geniality sujpys the cou-fidence of his feilow-sitizens and is tble to look back with pleasure upon the sweet memory of his younger days and enjoy the reward of a well spent life and an honorable carcer. Such, therefore, is a brief sketch of a few men whose history justifies the assertion that in no other place can such a record of illustricus contemporaries be found, and they are, moreover, men of whom the citizens of the Electric

City are justly proud inasmuch as they have progressed with the onward march of Scranton and have accomplished much to amass its collective wealth and build its great commercial enterprises and have succeeded where many petter favored by fortune would signally fail. Their's is the true and only



all others in the market, in all

conditions when there has been

an undue loss of strength and

vigor."



DRAIN TILE, FRONT.



DR. G. EDGAR DEAN has removed to 618 Spruce street, Scranton, Fa. (Just op posite court-house Square.) posite court-house Square.)
 D.R. A. J. CONNELL, Office 201 Washington avenue, corner Spruce street, over Francke's drug stora. Kesidence, 722 Vine st. Office hours: 16.30 to 12 a. m. and ¥ to 4 and 6.90 to 7.30 p. m. Bunday, 2 to 3 p. m.
 D.R. W. E. ALLEN. Office cor. Lasks-wanna and Washington aves.; over Leon-ard shoe store; office hours, 10 to 12 a. m. and 8 to 4 p. m.; evenings at residence, 612 N.
 D.R. L. EFRY

 $\frac{W a aning con a va}{D^{B}, C. L. FREY, Practices limited to Discuss of the Eya, Ear, Nose and Throat; office, 122 Wyoming ava. Residence, 529 Vine streat.$ office, street.

treet. D. R. L. M. GATES, 125 Washington Avenua. Office hours, 3 to 9 a.m., 1.30 to 3 and 7 to 8 p.m. Residence 309 Madison avenue JOHN L. WENTZ, M. D., Offices SS and 5f Commonwealth building: residence 711 Madison ave: office hours, 10 to 12, 2 to 4, 7 to 5; Fundays 2.80 to 4, evenings at residence. A speciality made of diseases of the eye, ear, noss and throat and gynesology.

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A LFRED HAND, WILLIAM J. HAND, At-tornoys and Counsellors, Commonwealth building. Booms 19, 20 and 21 W. F. BOYLE, Attorney.at-Law, Nos.19 and 20, Burr building, Washington avenue.

HENRY M. SEELY Law offices in Price building, 128 Washington avenue. FRANK T. OKELL, Attorney at Law. Room 5, Coal Exchange. Scranton, Pa.

MILTON W. LOWRY, Att'ys, 227 Washing C. H. VON STORCH, ton av., C. H. square JAMES W. OAKFOED, Attorney at Law. rooms 63, 64 and 65, Common wealth bTg. SAMUEL W. EDGAR, Attorney at Law Office, 317 Sprucest., Scranton, Pa.

L. A. WATRES, Attorney at Law, 43 P. F. SMITH. Counsellor at Law. Office, rooms 54, 55, 55 Commonwealth building. C. R. PITCHER, Attorney at Law, Com-

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M 188 WORCESTER'S KINDERGARTEN and School, 412 Adams avenue. Pupils received at all times. Next term will open April 3 DENTISTS.

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CENTRAL RAILROAD OF N. J.

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

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TIME TABLE IN REFECT MAY 20, 1894.

TIME TABLE IN EFFECT MAY 20, 1894. Trains leave Scranton for Pittston, Wilkes-Barrs, etc., at 8.29, 9.16, 11.30 a. m., 12.50, 2.00, 8.29, 5.03, 7.25, 11.05 p. m. Sundays, 9.00 a. m., L00, 2.15, 7.10 p. m. For Atlantic City, 8.20 a. m. For Atlantic City, 8.20 a. m. For New York, Newark and Elizabeth, 8.33 (express) a. m., 12.50 (express with Buffor parlor car), 0.30 (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, EASTON and PHILADELPHIA, 8.30 a. m., 12.50, 320, 5.00 (except Philadelphia) p. m.
Sunday, 2.15 p. m.
For LONG BRANCH, OCEAN GROVE, etc., at 8.30 a. m., 12.50 p. m.
For Reading, Lobanon 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, 5.00, p.m. Bunday, 2.15 p. m. For Pottsville, 8.20 a. m., 12.50 p. m. Returning, leave New York, foot of Liberty street, North river, at 3.10 (oxpress) a. m., 1.10, 1.30, 4.30 (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, 6.27 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. Agont J. U. OLHAUSEN.

J. H. OLHAUSEN,



For New York and Phila-delphia, 8.00 a.m., 12.10, 125, 238, 416 and 11.30 p.m. For Honesdale (from Delaware, Lackawanna and western depoid, 7.00, 8.33, 10.10 a.m., 12.00 m., 2.17, 5.10 p.m. For Carbondale and intermediate stations, 5.40, 7.00, 8.30, 10.19 a.m., 12.00 m., 21.7, 3, 35, 5.10, 2.00 a.m., 2.17 and 11.25 p.m. Fast express to Albany, Saratoga, the Adl-rondack Mountains, Boston and Now England points, 5.40 a.m., arriving at Albany 12.45, Saratoga 2.30 p.m., and leaving Scranton at 3 p.m., seriving at Albany 15.56 m., Sara-toga, 12.56 a.m., and Boston, 7.00 a.m. The only direct routs between the coal 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 service between stations on all divisions Dela-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.



MAY 13, 1844 MAY 13, 1844 Train leaves Scranton for Philadelphia and New York via. D. & H. E. H. at S. a.m., 12.9, 238 and 11.35 p. m. via. D., L. & W. R. K., 600, 803, 11.39 a. m., and 1.30 p. m. Leave Scranton for Phileton and Willess-Barre via. D. & K. W. R. K., 600, 803, 11.20 a. n., 1.30, 850, 650, 8:04 p. m. Lave Scranton for White Haven, Hasleton, Pottaville and all points on the Heavar Mendow and Pottsville branches, via. E. & W. V., 640, m., via. D. & H. R. R. & S. a. m., 12.0, 288, 416 p. m., via. D. & H. R. R. & S. a. m., 12.0, 288, 416 p. m., via. D. & H. R. R. & S. a. m., 12.0, 288, 416 p. m., via. D. & H. R. R. & S. a. m., 12.0, 288, 416 p. m., via. D. & H. R. M. S. a. M. S. S. Leave Scranton for Bethlehem, Leston, Reading, Harraburg, and all intermediates points via. D. & H. R. R., 600, 8:05, 11.20 a.m., 120 a.m., 130, 2.50, p. m. Leave Scranton for Tankhannock, Towanda, Elmin, Ithaca, Genava and all intermediates points via. D. & H. R. R., 907 a.m., 1240 and 11.33 p. m. via. D. L. & W. R. R., 808 a.m., 12.00, m. Leave Scranton for Rochestor, Bailay, N. avest via. D. & H. R. R. 907 a.m., 1240 and 11.33 p. m. via. D. L. & W. R. R. and Pittston Junction, 608 a.m., 120, 8 sop. m., via. D. L. & W. R. R., 808 a.m., 120, 12.10, 12.10 p. m. via. D. L. & W. R. R. and Pittston Junction, 608 a.m., 120, 8 sop. m., via. L. & W. R. R. 24 n. m. The H. R. 807 a.m., 120, 15, m. via. D. L. & W. R. R., 808 a.m., 130 and 607 p. m. Potentian parlor and elsophing or L. W. enafted and stangension Britty. Midde Barrish, S. Barrano, V. S. Barrano, 12.0, 15, 15, 15 M. M. R. 807, a.m., 120, 15, m. via. D. L. & W. R. R., 808 a.m., 130 and 607 p. m. Midde Barrish, 130 and 607 p. m. Midde Barrish, 130 and 607 p. m. Midde and Staspension Britty. Midde Barrish, 808 a.m., 130 and 607 p. m. Malinan parlor and elsophing or L. W. enafted and staspension Britty. Midde and Staspension Britty. Midde and Staspension Britty. Midde Barrish, 804 M. Mon NEMAOHER, Aset Con Pass. As't. Non NEM

The following complete table showing the day's fluctuations in active stocks is supplied and revised daily by LaBar & Fuller, stock brokers, 121 Wyoming avenue: Clos

 brokers, 121
 Wyoming avenue:

 Open-Hitch
 Inv.

 Inv.
 est.

 Am. Cot. Off.
 2754

 Am. Sugar.
 984

 A. T. & S. F.
 965

 Off.
 5096

 Carl. 85.
 9096

 Con. 8.
 9096

 Open. 75
 76

 Open. 8.
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 Con. 75
 75

 Con. 6.
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101 101

161 25% 189% 37

ie & N. W., 1995 B. & Q., 75 de, Gas, 75 , C. C. & St. L., 75 J. Hock, Val. & T.

....

possible result of honest ambition, and truly may it be said of them :



The Pennsylvania railroad reports that the total tonnage of coal and coke for the year thus far has been 5,080,805 tons, com-guarantee of satisfaction."

For sale by Matthews Bros. and John H. Phelps.