CENTRAL RAILROAD OF N. J.

TIME TABLE IN EFFECT MAY 20, 1891.

TIME TABLE IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittaton, Wilkes-Barro, etc., at 8.20, 9.15, 11.30 a. m., 12.50, 2.00, 8.30, 5.00, 7.25, 11.05 p. m. Sundaya, 9.00 a. m., 1.00, 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 Buffest parlor car), 3.30 (express) p. m. Sunday, 2.15 p. m.

parior car), 3.30 (express) p. m. Bunday, 2.13 p. m.

FOR BIAUCH CHUNK, ALLENTOWN, BETHLSHEM, EASTOR and PHILADELPHIA, 8.29 R. m.,
12.60, 3.29 5.00 (except Philadelphia) p. m.

Sunday, 2.15 p. m.

For LONG HARNCH, OGEAN GROVE, etc., at
8.20 a. m., 12.50 p. m.

For Reading, 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.
For Pottsville, 8.20 a. m., 12.50 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 (express) a. m.,
1.10, 1.30, 4.50 (express with Buffer parlor car)
p. m. Sunday, 4.50 a. m.
Leave Philadelphia, Reading Terminal, 9.00
c. 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,
Gun Pass Agent.

For New York and Philiadelphia, 5 90 a. m., 12:10, 1:25,
Eor Honesdale (from Delaware, Lackawanna
and western depott, 7:00, 8:30, 10:10 a.m., 12:30
m., 2:17, 5:19 p. m.,
For Carbondale and intermediate stations,
5:00, 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,
2:13 a. m., 2:1frand 11:35 p. m.
Fast express to Aibany, Saratoga, the Adlrondack Mountains, Beston and New England
points, 5:40 a. m., grriving at Albany 12:45,
saratoga 2:20 p. m., and leaving Seranton at 3
p. m. arriving at Albany 14:45 p. m., Saratoga, 12:55 a. m., and Beston, 7:00 a. m.
The only direct route between the coal fields
and Beston. "The Leading Tourists" Route
of America" to the Adirondack Mountain resorts, Lakes George and Champiain, Montreal,
etc.
Time tables showing local and through train

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

H. G. YOUNG, J. W. BURDICK, Report of the Property of the P

MAY 13, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. H. at 8 a.m., 1210, 238 and 11.35 p. m. via D. L. & W. R. R. 609, 308, 11.23 a.m., and 1.30 p. m?

Leave Scranton for Pittston and Wilkes-Barre via D. L. & W. R. R. 600, 808, 11.23 a.m., 130, 350, 607, 7, 40 p. m.

Leave Scranton for White Haven, Hazleton, Potsville and all points on the Beaver deadow and Pottsville branches, via R. & W., 649 a.m., via D. & H. R. k. at 8 a.m., 1210, 238, 416 p.m., via D. L. & W. R. R. 600, 808, 120 a.m., 130, 350 p.m.

Leave Scranton for Bethlehem, Easton, leading, Harrisburg and all intermediate oints via D. & H. R. K., 8 a.m., 1210, 238, 11.35 a.m., via D. L. & W. R. R. 600, 808, 11.20 a. m., 130, D. L. & W. R. R. 600, 808, 11.20 a. m., 130 p.m.

Leave Scranton for Tockhayanov Towards.

Am., via D., L. & W. R. R., 0.W. S. C. 11. S. B. M., Leave Scranton for Tunkhamock, Towan L. Elmira, Ithacs. Geneva and all intermediats points via D. & H. R. R., 9.7 a.m., 12 10 and 11.35 y. m., via D. L. & W. R. R., 8.95 a.m., 1.35 p. m. Leave Scranton for Rochester. Buffalo, Nigara Falls, Detroit, Chicago and all points yest via D. & H. R. R., 9.7 a.m., 12 10, 21, 51, 13 5 y. m., via D. & L. & W. R. R. and Pittston function, £08 a.m., 130, 8.55 p. m., via E. & W. J. R., 84 b. m.

5. m., via D. L. & W. R. R. and Pittston function, £08 a.m., 120, 850 p. m., via E. & W. R. R. & 41 n. m.
Por Elmira and the west via Salamancu, via A. & H. H. R. &07 a.m., E. 10,6.15 p. m., via D. L. & W. R. R. , 808 a.m., 120 and 6.07 p. m. Pullman parlor and sleeping or L. V. chair are on all trains butween L. & B. Junction or Vikes-Barre and New York, Philad Ipaia, Juffalo and Suspension Bridge.
IOLLIN H. WILBUR, Gen. Supt. East Div. CHAS. S. L.E.E. Gen. Pass. Ag't. Phila. Ps. L.W. NONNEMACHER. Ass't Gen Pass. Ag't. South. Bethichem. Pt.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD
Trains leave Scranton as follows: Express of New York and all points East 140, 250, 15, 800 and 9 50 a.m.; 12 55 and 3.50 p. m.
Express for Easton, Trenton, Philadelphia and the South, 515, 800 and 9.51 a.m.; 1253 at 3.50 p. m.

axpress for Eiston, Trenton, Philadelphia at the South, 5.15, 5.00 and 9.51 a.m.; 12.55 at 3.55 p.m.

Washington and way stations, 3.55 p.m.
Tobyhanna accommodation, 5.10 p.m.
Express for Binghamton, Oswego, Elmira, Jorning, Bath, Dansville, Mount Morris and infialo, 12.10, 2.15 a.m. and 124 p.m., making lose connections at Buffalo to all points in the Vest, Northwest and Southwest.

Bath accommodation, 9 a.m., linghamton and way stations, 12.37 p.m., Nicuoleon accommodation, 5.4 p. m. and

0 p. m. Binghainton and Elmira Express, 605 p. m.

Express for Cortland, Syracuse, Oswego, Itica and Richfield Springs, 215 a.m. and 1.2

Utica and Richfield Springs, 245 a.m. and 124 p.m.
Ithaca, 245 and Bath 9a.m. and 124 p.m.
For Northumberland, Pittston, Wilkes-Barre,
Plymouth, Bloomsburg and Danville, making
close councetions at Northumberland for
Williamsport, Harrisburg, Baltimore, Washington and the South.
Northumberland and intermediate stations,
600, 955 a.m. and 1.39 and 6.07 p.m.
Nanticose and intermediate stations, 8.93
and 11.29 a.m. Plymouth and intermediate
stations, 3.50 and 8.57 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.

DELAWARE AND HUD
SON RAILROAD.
Commencing May 20, 1822, trains will run as follows:
Trains leave Bridge Street
Station, Scranton, for Pittston, Wilkes-Barre, etc., 8.00, 4.07, 9.87, 10.42 a. m., 12.10, 1,55, 2.39, 4.18, 5.15, 6.18, 9.15 and 11.35 p. m.
For New York and Philadelphia, 8.00 a. m., 12.10, 1.25, 50 p. m.

J. H. OLHAUSEN, Gen. Sunt.

GENERAL NEWS

Chairman Caldwell, of the Western Passenger association, has issued a no-tice to all the lines of the association that because of the action of the Atchison and the Alton roads in refusing to join the proposed boycott against the Lake Erie and Western the boycott is off, and no attempt will be made to carry it out. The effort could only end disastrously with the two lines on the cutside ready to snatch up all the business which the other lines threw

The Philadelphia Press of yesterday said: "The talk of a change in the management of the Lebigh Valley Railroad company has been revived. This time it is said that Robert P. Linderman, of South Bethlehem, who is president of the Bethlehem Iron company, will succeed President Wil-Mr. Linderman is a grandson of the late Asa Packer, who was president of the Lehigh Valley Railroad company up to the time of his death. lany up to the time of his death. The loundation of the story is said to be the report that Mr. Linderman has been elected president of the Lehigh university, and by virtue of this office he becomes a director of the Lehigh Valley Railroad company." The inaccuracy of this rumor is shown in the set that Mr. Linderman, has not hear fact that Mr. Linderman has not been elected president of Lehigh university, and has no intention of being a caudicate for that position.

The executive committee of the Trunk Line association will meet in New York today for the purpose of taking up the general question of the portionment of westbound passenger nsiness. If the matter can be satisfactorily arranged the session will be the last meeting of the committee until next fall. There is an element of uncertainty, however, about the outcome, as the question of readjusting percentages is one which must be handled in he most delicate and careful manner, 'the Lehigh Valley demands, it will be recalled, a larger percentage of the business than it now receives, and this can only be awarded by reducing the percentages of some of the other com-panies in the association. Just where he cut will be made is not known, but here is very likely to be considerable grumbling before the matter is settled, unless the larger lines, like the Pennylvania and New York Central, come to the rescue and consent to the shading of their percentages. It is not unlikely, therefore, that a slight reduction may be made in the percentages of all the roads which now exceed the

Next week the Ontario and Western seople will take off three of their passenger trains now on the "schedule" be-tween Scranton and Carbondale. The trains are losing money and the com-pany cannot see any wisdom in keeping them on under the circumstances By the new arrangement a train will leave Scranton at 8.30 a.m., running brough to Lake Poyntelle, reaching there at 10.10. Returning, leave there at 4.50. This will give spiendid opportunity for pionic parties to spend a day at that pretty lake. The other trains vill be the New York train (north), arriving at Carbondale at 11 34, ten minutes earlier than formerly; and the evening train to Hancock. The manenger business.

A force of Pennsylvania Coal comany carpenters under the direction of Mr. Simpson, are at work refitting the tides of No. 3 shaft, at the foot of No. 2 plane, Pittston, with cribbing, and according to the Gazette, when the work is completed, which will be in a fortnight, the shaft will be driven to the Marcy vein, seventy feet deeper than it is at present. The purpose in driving to the lower vein is to make a breaker and its made the state of the conference of the conferenc driving to the lower vein is to make a second opening for the works in that vein at No. 8. For more than twenty years past No. 3 has been used as a nump station, and in that time it has been only partially repaired several times. It is the intention of the company, while driving to the lower vein o refit the shaft, for pumping purposes, but no coal will be hoisted from it. The sinking will be carried on under the direction of Mr. Horan.

Already the effort of the Western Passenger association to boycott the Lake Eric and Western people for offering a low excursion rate to the Na-tion Republican League convention in Denver has fallen to pieces. The Alton road killed it by refusing to take any nand in the fight. The boycott is not worrying the officials of the Lake Eric and Western in the least, H. C. Parker, traffic manager, says it is surprising that a road of the mileage of the Lake Erie and Western can create so much commotion with the Western Paseenger association which is looked upon as one of the strongest of the associations, over carrying a few people to Denver, or so much trouble with the Central Traffic association, when it gets a small per cent. of the business out of Peoria, all of the roads together not getting as much as one should be hauling daily from that city. So far as the Denver passenger business is concerned. the Lake Erie and Western simply met rates which other lines were willing to make, and they now propose to carry out their contract to the letter with the Indiana Lincoln club.

MINOR INDUSTRIAL NOTES: Pittsburg freight agents spent \$4,000 in entertaining the National association of freight agents, recently.

The Reading railroad is displacing the old 70-pound rails between Harrisburg and Allentown with a heavier rail. There has been a reduction of wages dong the North Branch division of the Lehigh, station agents and clerks catching

East bound shipments from Chicago, last week, were 45,681 tons, against 53,867 for the preceding week, and 59,670 for the corresponding week of last year. Lake

GOETHE'S VISIT TO CARLSBAD.

There is no doubt that the life of the great poet was greatly prolonged by drinking the waters of the Sprudel Spring. We have the Sprudel Spring brought to us the Sprudel Spring brought to us and revised daily by LaBar & Fuller, stock by the Sprudel Spring brought to us and revised daily by LaBar & Fuller, stock in the form of Salt, which is obtained by evaporation from the waters of Carlsbad.

The Carlsbad Sprudel Salt (powder form) dissolves tenacious bile, allays irritation and removes obstructions by aiding nature. It acts soothingly and without pain. Best results obtained when outdoor exercise can be had. The genuine has the signature of Eisner & Mendelson Co., Agents, New York," on bottle.

shipments for the week amounted to 52,-524 tons, against 57,144 for the preceding

The total gross earnings of 120 roads for May were \$36,501,050, against \$44,343,051 in May, 1893, a decrease this year of \$7,983,001, or 1734 per cent.

Freight men say that the eastern lines are keeping their new agreement, and that rates are practically maintained on all east-bound business It is stated that had not the coal strike

occurred a number of western roads would have shown better earnings the first week n June this year than in June, 1993.

Every contract the Pullman Car com-pany has made in the last two years has had a clause to the effect that their con-tract will be carried out unless strikes interfere. The probabilities are very strong that E. B. Stahlman will be elected as the arbitrator of the rate troubles existing be-

tween the roads in the Southern Railway The water in No. 11 Audenried slope is

being pumped out rapidly. Four large pumps are in operation and lowered the water two feet during the past twentyfour hours. The city of Montreal has offere I to give the Grand Trank road \$1,000,000 for the purpose of elevating its track through the portion of that city where the track of the Canadian Pacific is above the streets.

The Lake Ericand Western carned in the first week of June \$57,171, a decrease as compared with the corresponding week of 1833 of \$12,804; the Louisville, New Albany and Chicago, \$58,381, a decrease this year of

The Pennsylvania company has given William Brewer, the baggagemaster who last summer lost a leg in the Colehour colission, \$2,500 and a position for light work. Since injured he has drawn \$600 from the Voluntary Relief department. The renewal of the 108-lever interlocking

machine of the New York Central at Grand longral station, New York, was accom-plished in twenty-four hours, which is be-leved to be the fastest time ever made in the erection of so large a machine.

The Lehigh and Wilkes-Barre Coal com-pany has a gaug of experienced timber-men engaged re-timbering the old No. 2 slope at Tresckow, When the slope is se-curely timbered, a pump will be fitted up in it to supply blickert's coal washery with wash water.

A bill has been passed by the house of representatives authorizing the issue by railroad companies of interchangeable 5,000-mile inheage blokets, with permis-sion to carry express baggage thereon. This is an amendment to the interstate commerce law.

At Buffalo, N. Y., judgment for \$11,750 was entered in suits brought by forty-seven Lehigh Valley conductors who went out on strike against the Order of Railway Conductors. The men allege that they were promised a strike allowance until they found work.

The Lake Shore management has pro-ceed to the city of Toledo to build shops there which will employ 1,000 men, providing the city will vacate to the company a certain street to make room for the pro-posed shops. It is thought the council will

vacate the street The coal tournage of the Reading railroad for the week ended June 16, was 206,652 tons, a decrease of 7,796 tons as compared with the same week last year. For the year to date shipments aggregated 6,044,-834 tons, a decrease from the corresponding period last year of 1,070,334 tons.

The Bethlehem Steel company yesterday shipped to the Cramps' Ship yard, where the battleship Massachusetts is nearing completion, 300 tons of 17-inch nickel steel Harveyized armor, constituting one of the battleship of the harbette of the battleship. barbettes of that ship. A similar amount for the other barbette of the Massachusetts will be delivered next week.

will be delivered next week.

The statement of the Lehigh Valley Railroad company for the quarter ended March 31, 1894, as filed at Albany, shows: Gross carnings, \$031,982; operating expenses, \$541,742; net carnings, \$00,240; charges, \$168,740; deficit, \$75,509. The figures cover, it is understood, only that portion of the system doing business in the state of New York.

The Walsale railroads is contailing as

railways have about ruined their pas
Denses wherever practicable. The position bottles free at Mathe of thief train dispatcher of the eastern division, held by James Sullivan, of Wabash, was abolished. The report that the trainmasters on this division would be re-tired is pronounced without foundation by an official of the company. The position of chief dispatcher will be recreated when

Draper colliery, at Gilberton, which has been idle for the past five mouths, will scon resume operations. During the sus-pension carpenters and machinists have been actively engaged in overhauling the breaker and its machinery, and the struc-ture has been much enlarged and im-proved. Jigs, screens and many other parts of the mechanism are brand new. A new track has been laid from the slope to the breaker. The changes and improvements will much increase the capacity. When operations are resumed employment will be given to about 500 men and boys.

That there freeling which is so common and so overpowering is entirely driven off by Hood's Sarsaparilla, the best blood purifier. Hood's Sarsaparilla overcomes washness

Hood's Pills are the best after-dinner pills, assist digestion, cure headache. 25c.

THE world is always interested in the cure of consumption; yet its prevention is of far more importance. Dr. Wood's Norway Pine Syrup is guaranteed to cure coughs and coids. Sold by all dealers on a guarantee of satisfaction.

FINANCIAL AND COMMERCIAL,

Stocks and Bonds. New York, June 20 .- If the buils on

toeks looked for an improvement in busi ness or prices because of the action of the bank presidents yesterday, they were wo-fully disappointed for trading at the Stock exchange at times today approached stag-nation, and as for prices the general run exchange at times today approached stagnation, and as for prices the general run of the usually active issues did not vary as much as a point. At the opening the feeling, if anything, was a little more bearish, the engagement of \$2,250,000 gold for export tomorrow and the likelihood of the shipments reaching six million for the week exerting an unfavorable influence. The liquidation in the bankrupt stocks also continued and this helped the bears. So far as the gold shipments are concerned it is announced that the metal withdrawn from the treasury today will be made good by the banks. American Sugar was most prominent in the early decline, falling from \$6% to \$60%. The vote in the senate today on Sugar does not bear out the fact that a discriminating duty of 1-10 per cent. as recommended by the finance committee will be wiped out later on. Whisky was weak, declining 1%; Chicago Gas receded 1. Railway stocks were weaker, Eric selling down to 12 and Northern Pacific, preferred, to 13%. In the afternoon trading was somewhat firmer, but the changes outside of Manhat. 12 and Northern Pacific, preferred, to 18%. In the afternoon trading was somewhat firmer, but the changes outside of Manhattan were slight. This stock jumped from 114% to 118a118%. The rise was due to a decision by Judge Ingraham permitting the construction of a third track on Ninth ayenue. Speculation left off about firm. Net changes for the day show losses of ½ to ½ outside of St. Paul, Lend, Union Pacific and Lake Shore, which gained ½ to ½ per cent. The sales were 104,000 shares. The following compaste table showing the

brokers, 121 Wyoming avenue;			
Open- ing. Am. Cot. Off. 2814 Am Sugar. 9834 A. T. & S. F. 652 Can. So. 50	High- ont. 2814 1816 636 50	Low est. 2844 9634 634 50	Clos- ing. 2814 9734 694 50
Con. N. J. Chie & N. W. 106 Q. B. & Q. 784 Chie. Gas. 7034 C. C. C. & St. L. Col. Hock Val & T. D. & H. 150	10686 7834 7054	106 7714 7834 11934	100% 77% 79%
D. L. & W. D. & C. F. 2446 Srie. 1256 G. E. Co. 8614 Lake Shore. 12214 L. & N. 4476 Manhattan 11514 Miss. Pac. 25	2416 1216 1806 1806 4514 118 28	2016 12 26 18216 4436 11516 2778	2036 12 30 18816 45 14716 2076

3014 856 68 1554 38% 814 98 1514 orth Pac. 336 forth Pac. pf. 1336
 Omsha

 Pac, Mail

 Reading
 1936

 Rock Island
 6846

 R T
 1042

> Chicago Grain and Provisions. SCRANTON, June 20.-The following quota-ons are supplied and corrected daily by La-ar & Fuller, stock brokers, 121 Wyoming ave-

pening....ighest.... CORN. 41% 42% 41% 41% 42% SHORT RIBS.

New York Produce Market.

New York Produce Market.

New York June 20.—Floure-Steadier.
Wheat—Dull; Male. higher, closing firm; No. 2 red store and elevator 62%c.; afloat 62%6363c; f. o. b., 63%683%c.; ungraded red, 57a61c; No. 1 Northern, 70a70%c.; options firm, closed Male. over yesterday; No. 2 red, June, 62%c.; July, 63%c.; August, 64%c.; September 65%c.; December, 65%c.

Cors—Dull, firmer: No. 2, 46%4840%c.; elevator: 46%446%c. afloat, ungraded unixed 45; options active Maske higher: June, 45%c.; July, 46%c.; August, 47%c.; September, 47%c.;
Cors—Dull, scarce, firmer more active, options dull, firmer; June, 52%c.; July, 51%c.; August, 59%c.; September, 364c.; No. 2 white, July, 53c.; spot prices, No. 2, 51o53c.; No. 3 white, 54c.; No. 2 Chicago, 54c.; No. 3 white, 54c.; mixed western, 55a54c.; white do., 52a57c.

Beeff—Quiet, steady; tierced beef dull; cut meats dull, steady, pickeled bellies 7c.; middles nominal.

Land-Oulet, weaker: western steam.

middles nominal.

middles nominal.

LARD-Quiet, weaker; western steam, \$0.95; city, 63.6c; July, \$7.00; September, \$7.15; refined, dull; continent, \$7.00; South America, \$7.75; compound, 5%a6c.

FORK-Dull, steady.

BUTTER-Fair demand, firmer; state dairy, 13a17c; Pennsylvania, do., 15a18c.; western dairy, 10a15c.; do. creamery 14a 18c.; do. factory, 9%a141/4c; elgins, 171/4a 18c.; imitation creamery, 12a15/4c.

CREESE-Moderate demand, steady, EGOS-Quiet, week; state and Pennsyl-Ecos-Quiet, weak; state and Pennsylvanis, 12al2/4c.; western fresh, llai2c.; do., per case, \$4,52a 83.02.

Philadelphia Tallow Market. PHILADELPHIA, June 20.—Tallow was duli and unchanged. Prices were: Prime city in hogsbeads, 434c.; prime country, in barrels, 434 and 434c.; do, dark in barrels, 434c.; cakes, 434a43c.; grease, 334a4c.

A Million Friends.

A friend in need is a friend indeed, and not less than one million people have found just such a friend in Dr. King's New Discovery for Consumption, Coughs and Colds, If you have never used this Great Cough Medicine, one trial will convince cough Medicine, one trial vin you that it has wonderful curative powers in all diseases of Throat, Chest and Lungs. Each bottle is guaranteed to do all that is plained or money will be refunded. Trial ws Bros', drug store. Large bottles 5oc. and 81.00.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave thezu Castoria,

The Old Reliable

CAMES

Will be held by the Caledonian Club,

of this city, at

JULY 4

A large number of attractions are down on the bills and a good time may be expected by all who are present.

DAISY DAWSON, the Champion Child Dancer, only 7 years of age, will give a grand entertainment well worth the price of admission.

all the usual games

As the Delegates from all parts of the United States and Canada will be present, this will undoubtedly be a

Street Cars every three minu tes. Admission, 20c. Children, 10c. Grand Stand, 15c.

Grand Picnic in the Evening. ADMISSION, 10c.

SPRING

HEART LAKE, Susquehanna Co.

THIS HOUSE is strictly temperance, is new and well furnished and OPENED TO THE PUBLIC THE YEAR ROUND; is located midway between Montrose and Seranton, on Montrose and Lackawanua Raifrond, six miles from D. I., & W. R. R. at Alford Station, and five miles from Montrose; capacity, eighty-five; three minutes walk from R. R. station.

GOOD BOATS, FISHING TACKLE, &c. FREE TO GUESIS. Altitude about 2,000 feet, equalling in this respect the Adirondsek and Catskill Mountains.

Fine groves, plenty of shade and beautiful scenery, making a Summer Resort unexcelled in beauty and cheapness.

Dancing pavilion, swings, croquet grounds, &c. Cold Spring Water and plenty of Milk.

Rates, 87 to \$10 per week. \$1.50 per day. day.

Excursion tickets sold at all stations on D.,
L. & W. lines.

Porter meets all trains



HEADACHE HEADACHE HEADACHE

Miss Lottis 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 Burnors Blood Bittiss, which I did, and after taking two bottles, I have not had the headache since." Restores

Health

SCRANTON JULY 4

\$2,000 IN DIAMONDS AS PRIZES.

Exhibitions in FANCY and TRICK RIDING by

10 Sharp, Short and Exciting

All the Flyers coming. Parade of Wheelmen in the

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 as our

WAREHOUSE, Have PITTSTON, PA.

Fertilizers

Large Medium and White Clover, Choice Timothy and Lawn Grass Seeds Guano, Bone Dust and Phosphates for Farms, Lawns and Gardens.

HUNT & CONNELL CO. **DUPONT'S**

MINING, BLASTING AND SPORTING

HENRY BELIN, Jr.

General Agent for the Wyoming District, 118 Wyoming Ave.,

AGENCIES.
THOS. FORD, Pittston, Pa.
JOHN R SMITH & SON; Plymouth, Pa.
E. W. MULLIGAN, Wilkes-Barra, Pa.
Agents for the Repauno Chemical Company's High Explosives.

Third National Bank Building

Dancing Free All Day MT. PLEASANT COAL

Coal of the best quality for domestic use, and of all sizes, delivered in any part of the city at lowest price. Orders left at my office.

NO. 118, WYOMING AVENUE, Bear room, first floor, Third National Bank, or sent by mail or telephone to the mine, will receive prompt attention.

Special contracts will be made for the sale and delivery of Buckwheat Coal.

WM. T. SMITH.

SCIENTIFIC HORSE SHOEING

AND THE TREATMENT OF LAME-NESS OF HORSES.

To these branches I devote especial attention every afternoon. Office and forge at the BLUME CARRIAGE WORKS, 115 DIX COURT, SCRANTON, PA.

DOCTOR JOHN HAMLIN Graduate of the American Veterinary Col. FOR PRICES

Deserve **Good Clothes**

BOOKS

points of THE TRIB-UNE's equipment as a first-class printing establishment is the fact that it has a superb Bindery, thoroughly supplied with up-todate machinery and managed by skilled workmen. For neat work promptly done and at prices that are fair and square, it has no superior in Northeastern Pennsylvania.

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Don't Spoil Those Mul tichromes

Them Neatly Bound

THE TRIBUNE will promptly preserve any of the art series purchased by its readers at prices especially moderate. It will make special rates on the binding of any or all parts of the

World's Fair Series America Illustrated Series

Multichrome Series

Or Any Other Series

And do the work so thoroughly that you will simply be delighted.

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

BUSINESS AND

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