GENERAL NEWS OF INDUSTRIES

Says the Hazleton Sentinel: "Work on the famous Ebervale tunnel is fast approaching an interesting point. The tunnel proper has now been driven to a point near the Ebervale breaker, and is down 100 feet lower than the Ebervale mines, or a distance of 550 feet. The tunnel will be driven as far as the canal running between Nos. 2 and 3 Ebervale, and will be completed about the first week of August. A 12-inch bore hole is now being put down at the point where the tunnel will end, and which is expected will play an important part in the gigantic enterprise. Parties who have eagerly watched the progress of the work were at a loss to understand how the tunnel and drowned out mines would be connected without loss of life, but the projectors have arrived at a happy solution of the vexed question by putting down the bore hole. When the tunnel and hole are completed a large and powerful dynamite cartridge will be put down the bore hole and exploded with a view to breaking down the pillar between the mines and tunnel, thus making the opening for the water which for many years filled the mines at Harleigh and Ebervale, thus preventing the shipment of coal from either colliery until the washery of the new Ebervale Coal company was put in operation. The Jeddo branch of the tunnel will be completed about the latter part of August. The tunnel when completed will cost in the neighborhood of $2,000,000. After the water is removed the mines will be cleared up and all the coal available from the inside removed, after which the out crop will be stripped. Knowing ones claim there is coal enough at Ebervale to keep the place in operation for fifteen or twenty years.

* * *

The train records show that 1,439 fewer loaded cars were received and forwarded at Indianapolis in the week ended June 23 than in the week preceding, says the Journal. This, on its face, would seem a very unfavorable exhibit, but a little investigation shows that 90 per cent. of the decrease was in coal traffic, and with three roads—the Big Four, the Cincinnati, Hamilton and Dayton and the Monon—and the other 10 per cent. in export business, less flour, cerealine products and provisions have been shipped, it being an off week in shipments of that character. The higher prices for corn and oats have considerably increased east bound shipments to Pennsylvania, New York and the New England states, and the tonnage and poultry now going forward is no small item. The shipments of cattle, hogs and horses are heavier than usual in June. West-bound tonnage averages well with that of some weeks past, but it is still 75 per cent. below that of 1892 and 25 per cent. lighter than in 1893, as in June, 1893, the depression with the iron industries began to be felt and the shutting down of so many manufactories greatly lessened the demand for coal and coke. Another thing which cuts largely the into west-bound business is that the railway companies are buying but few rails and are cutting down, as far as possible, the purchase of railway supplies of all kinds.

* * *

There seems very little doubt now that the old South Mountain railroad, which was abandoned ten years ago, will be built. The road is graded and nearly all of the masonry completed. All that is required is the rails and bridges. It starts at Harrisburg and touches Lingelstown, Bernville, Reading, Slatington and terminates at Portland, Northampton county. The road as laid out is 128 miles long. It was purchased by Contractor James March, of Lebanon, who obtained a clear title from the court last October. He has sold his interest to a syndicate of Maryland and Philadelphia capitalists.

* * *

MINOR INDUSTRIAL NOTES:

The Pennsylvania company has put on a line of Pullman cars between Toledo and New York.

The Laurel Hill colliery, which has been idle since the flood some weeks ago, resumed Monday.

All of Coxe's collieries began working ten hours per day Monday. This is a reduction of two hours.

The Tomhicken colliery of the Cross Creek Coal company is still idle, with no immediate prospects of resuming.

The Lehigh Traction company will construct a branch road from Jeanesville through Coleraine, the work to be begun immediately.

Allentown advices are to the effect that the coal trade on the Lehigh Valley railroad is heavier at present than at any time during the past year.

Vice President Hartshorne, of the Lehigh Valley railroad, is reported as saying that the movement of general merchandise over that road of late has been greater than ever before.

All breaks in the Lehigh canal above Easton caused by the recent floods, have been repaired, and now the idle boatmen are again at work. They lost a full month by reason of the break in the basin.

Since its inception, five years ago, the Pennsylvania Relief department east of Pittsburg has paid out $1,085,204.29, of which $117,716.69 was for accidental deaths and $320,676 for death from natural causes.

Joseph Wood, general manager of the Pennsylvania lines west of Pittsburg, in company with T. N. Ely, chief of motive power, spent last week in a thorough inspection of the Pittsburg, Fort Wayne and Chicago.

It is announced that there is a marked feeling of confidence among the higher railway officials of the important roads as regards the rate situation, and rates, it is thought, are better maintained than for a long time.

Colonel Le Grande B. Cannon has returned from Europe. He says he believes the management of the Delaware and Hudson will be compelled to sustain the value of the stock and keep up the standard of the property.

The New York, Susquehanna and Western railroad tunnel through trap rock at the palisades, one and one-eighth miles long, and built in less than two years at a cost of $2,000,000, is said to be one of the most successful engineering feats ever accomplished.

Conductor George Fenicle's train on the Central from Scranton this forenoon had a special car attached having on board a large delegation of the Luther League of Northeastern Pennsylvania bound for the big Lutheran convention at Harrisburg.—Mauch Chunk Daily News.

On Saturday forty-five loaded coal trains passed east over the Valley railroad through Mauch Chunk. That was the heaviest coal train traffic on the Valley for any one day this year. The total number of trains on Saturday—passenger, freight and coal—east bound, was 106.

No branch of railroad service has felt more seriously the depressed times than the telegraph department. A division superintendent says there is not a day that there are not eight or ten applications for positions in that department and a large per cent. of the applicants have excellent indorsements.

The Reading Railroad company is making a reduction of fares in Philadelphia to compete with the trolley lines, and is running bee line trains around the city to Fairmount park. The Reading company has also in contemplation a reduction in the price of mileage books over its system, and also in workingmen's and package tickets.

The Vanderbilt lines, at their usual summer meeting, declared their usual dividends despite the hard times. The statements presented at the meetings showed that all of their roads had suffered from the general depression in business, but taking all things into consideration, the exhibits for the six months reported were more favorable than had been expected.

The Pennsylvania railroad reports that the quantity of coal and coke originating on and carried over its lines east of Pittsburg and Erie for the year thus far has been 6,159,259 tons, compared with 9,567,838 tons in the corresponding period of 1893, a decrease of 3,408,579 tons, of which 4,901,423 tons were coal, a decrease of 3,055,307 tons, and 1,107,826 tons of coal, a decrease of 1,353,272 tons.

The coal washery of the new Ebervale Coal company is in profitable activity at last. One hundred and twenty-five men are now employed and about 250 tons of coal are prepared for market daily, but the product will in a short time be increased to 350 tons daily. The culm banks from which the coal is being taken yield from 50 to 60 per cent., the latter average being realized only from the lump banks.

When So Many people are taking and deriving benefit from Hood's Sarsaparilla, why don't you try it yourself? It will build you up. Hood's Sarsaparilla will make you strong.

Hood's Pills cure nausea, sick headache, indigestion, billiousness. Try a box. **

NOW IS THE TIME TO BEGIN.

Altoona Tribune.

Why is municipal government in the United States so notorious a failure? Why is it that taxpayers are plundered by the extravagance of corrupt or inefficient officials? Is it not because of the indifference of citizens who are so wholly taken up with their private affairs that they think they have no time to devote to the public welfare? Is it not because there is not sufficient patriotic sentiment existing among voters to lead them to take active measures to promote the best interests of the municipality? How can a cure be wrought and a better state of affairs inaugurated? Will it not be by the determination of the citizen to abandon his selfish devotion to his own affairs and to make some sacrifice for the public good?

Mothers! Mothers!! Mothers!!!

Mrs. Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain; cures wind colic, and is the best remedy for diarrhœa. Sold by druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no no other kind. Twenty-five cents a bottle. **

MRS. M. SCHAENBERGER, Beaver Dam, Wis., writes: "We have used Dr. Thomas' Eclectric Oil in our family for Coughs, Colds, Croup and Rheumatism. It cures every time." **

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.

NEW YORK, June 26.—There was a change for the better in stock circles today, the result of the publication of President Cleveland's views on the financial situation. The first effect of the publication was the cessation of the foreign selling. The European traders turned up as buyers which caused General Electric, Erie, the Grangers, Louisville and Nashville, Union Pacific and Western Union each to score gains. J. Pierpont Morgan's statement that the situation abroad had improved and that the foreigners were simply waiting for a better condition of affairs here before branching out, was not without its influence. In the afternoon Missouri Pacific, Cordage, General Electric and Lead all ran off ¾ to ⅞ per cent., but the general market closed firm. Business was light, only 102,000 shares having been traded in during the day. While the feeling for the moment is bullish, the operators are not disposed to extend their lines until tariff matters are disposed. Speculation closed firm and ¾ to 1¾ per cent. higher.

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

	Opening.	Highest.	Lowest.	Closing.
Am. Cot. Oil	26¾	26¾	26¼	26⅝
Am Sugar	97½	98⅛	97½	97⅞
A. T. & S. F.	5⅛	5⅛	4⅞	5
Can. So.	49¾	49¾	49¾	49¾
Cen. N. J.	....	....	....	....
Chic & N. W.	....	....	....	....
C., B. & Q.	77¾	77⅞	76⅞	77⅛
Chic. Gas	78¾	79	77⅞	78⅛
C., C., C. & St. L.	37	37	36½	36⅞
Col., Hock. Val. & T.	16¾	16¾	16¼	16¾
D. & H.	129¾	130¼	129¾	129¾
D., L. & W.	....	....	....	....
D. & C. F.	23¾	23¾	23¾	23
Erie	13	13	12½	12¾
G. E. Co.	36¾	36⅞	36¾	36⅞
Lake Shore	131¾	131	131¼	131
L. & N.	44¼	46¾	44¼	44¼
Manhattan	114¼	114¾	114¼	114¾
Mich. Pac.	25⅞	25⅞	25¾	25¾
Nat. Lead	37	38¼	37½	37¾
N. Y. & N. E.	8¾	8⅞	8⅞	8⅞
N. Y. Central	97½	98	97½	97¾
N. Y., O. & W.	14⅛	14⅛	14⅛	14⅛
N. Y., S. & W.	....	....	....	....
U. S. C. Co.	23½	23¾	23½	23⅞
North Pac.	3½	3½	3⅛	3½
North Pac. pf.	13⅝	13⅝	13⅝	14
Omaha	....	....	....	....
Pac. Mail	14⅝	14¾	14⅝	14¾
Reading	15⅝	15⅝	15	15¼
Rock Island	68¼	68½	68¼	68½
R. T.	10⅞	10⅞	10½	10¾
St. Paul	58⅞	59¼	58⅞	59¾
T., C. & I.	18¾	18⅞	18¾	18⅞
Texas & Pac.	8¾	8¾	8⅝	8⅝
Union Pacific	10¼	10⅝	10	10¾
Wabash pf.	13¾	14	13¾	13¾
Western Union	85¼	85⅛	85¼	85⅛
W. & L. E.	10¾	11⅛	10¾	11⅛
W. & L. E. pf.	45⅝	45⅝	45⅝	45

Chicago Grain and Provisions.

SCRANTON, June 26.—The following quotations are supplied and corrected daily by LaBar & Fuller, stock brokers, 121 Wyoming avenue.

WHEAT.	July.	Sept.	Dec.
Opening	60¾	62⅛	65¼
Highest	60⅞	62⅞	65⅝
Lowest	59⅝	61¾	64⅝
Closing	59⅞	61¾	64⅝
CORN.			
Opening	40¾	41¼	....
Highest	41	41½	....
Lowest	40⅛	41¼	....
Closing	40¾	41¼	....
OATS.			
Opening	28⅞	30¼	....
Highest	28⅞	30¼	....
Lowest	28⅛	29¾	....
Closing	28½	30⅛	....
PORK.			
Opening	12 55	12 82	....
Highest	12 55	12 65	....
Lowest	12 50	12 60	....
Closing	12 55	12 65	....
LARD.			
Opening	6 70	6 85	....
Highest	6 70	6 85	....
Lowest	6 67	6 80	....
Closing	6 67	6 82	....
SHORT RIBS.			
Opening	6 55	6 67	....
Highest	6 55	6 67	....
Lowest	6 50	6 60	....
Closing	6 52	6 62	....

New York Produce Market.

NEW YORK, June 26.—FLOUR—Dull, easy.

WHEAT—Dull, lower with options; No. 2 red, store and elevator, 62⅝c.; afloat, 63⅜c.; f. o. b., 63⅜@63½c.; ungraded red, 58@63½c.; No. 1 northern, 69½c.; options closed dull at ⅝@⅞c. under yesterday; June, 62⅝c.; July, 62⅝c.; August, 63⅞c.; September, 65c.; December, 68⅝c.

CORN—Dull, steady; No. 2, 45½c.; elevator, 45½c. afloat; options were very dull and unchanged; June, 45⅝c.; July, 45⅝c.; August, 46½c.; September, 46⅝c.

OATS—Dull, lower; options, dull; July, ⅜c.; up others ⅛c.; June, 51c.; July, 49½c.; August, 36c.; September, 34⅝c.; spot prices, No. 2, 50@51c.; No. 2 white, 52c.; No. 2 Chicago, 52c.; No. 3, 50c.; No. 3 white, 51c.; mixed western, 50@52c.; white do, and white state, 52@57c.

BEEF—Dull, steady.

TIERCED BEEF—Dull.

CUT MEATS—Quiet, firm; pickled bellies, 7½c.; do. shoulders, 5½c.; do. hams, 10¼@10½c.; middles nominal.

LARD—Quiet, easy; western steam closed at $7.10; city, 6¾@6⅞c.; July, $7.05; September, $7.20; refined, dull; continent, $7.40; South America, $7.80; compound, 5⅝@6.

PORK—Steady.

BUTTER—Fair demand, fancy firm; state dairy, 12@17½c.; do. creamery, 15@18½c.; Pennsylvania, do., 15@18½c.; western dairy, 10@15c.; do. creamery, 14@18½c.; do. factory, 9½@14c.; elgins, 18@18½c.; imitation creamery, 12@15½c.

CHEESE—Fair demand, steady.

EGGS—Dull, weak; state and Pennsylvania, 12@13c.; western fresh, 11@12c.; do., per case, $2.00@2.75.

Philadelphia Tallow Market.

PHILADELPHIA, June 26.—Tallow was dull and unchanged. Prices were: Prime city in hogsheads, 4⅝c.; prime country, in barrels, 4c.; do. dark in barrels, 4@4¼c.; cakes, 4⅝c.; grease, 3⅝c.

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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.

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

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A few of the entries received are TAYLOR, TAXIS, TITUS, KENNEDY, WELLS, Etc., Etc.

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CENTRAL RAILROAD OF N. J.

LEHIGH AND SUSQUEHANNA DIVISION

Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a. m., 12.50, 2.00, 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 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.

FOR MAUCH CHUNK, ALLENTOWN, BETHLEHEM, EASTON and PHILADELPHIA, 8.20 a. m., 12.50, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m.

For LONG BRANCH, OCEAN 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.

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

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

Leave Philadelphia, Reading Terminal, 9.30 a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.

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

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

J. H. OLHAUSEN,

DELAWARE AND HUDSON RAILROAD.

Commencing May 29, 1892, trains will run as follows: Trains leave Bridge Street Station, Scranton, for Pittston, Wilkes-Barre, etc., 8.00, 9.07, 9.37, 10.42 a. m., 12.10, 1.25, 2.38, 4.16, 5.15, 6.15, 9.15 and 11.35 p. m.

For New York and Philadelphia, 8.00 a. m., 12.10, 1.25, 2.38, 4.16 and 11.39 p. m.

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

For Carbondale and intermediate stations, 5.40, 7.00, 8.00, 10.10 a. m., 12.00 m., 2.17, 3.25, 5.10, 6.20 and 9.35 p. m.; from Bridge Street Depot, 2.04 a. m., 3.15 and 11.56 p. m.

Fast express to Albany, Saratoga, the Adirondack Mountains, Boston and New England points, 5.40 a. m., arriving at Albany 12.45, Saratoga 2.20 p.m., and leaving Scranton at 2.17 p. m., arriving at Albany at 8.50 p. m., Saratoga, 12.55 a. m., and Boston, 7.00 a. m.

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

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

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

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 2.50, 5.15, 8.00 and 9.55 a. m.; 12.55 and 3.50 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.55 a. m.; 12.55 and 3.50 p. m.

Washington and way stations, 3.55 p. m.

Tobyhanna accommodation, 6.10 p. m.

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

Bath accommodation, 9 a. m.

Binghamton and way stations, 12.37 p. m.

Nicholson accommodation, at 4 p. m. and 6.10 p. m.

Binghamton and Elmira Express, 6.05 p. m.

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

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

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

Northumberland and intermediate stations, 6.00, 9.55 a. m. and 1.30 and 6.07 p. m.

Nanticoke and intermediate stations, 8.08 and 11.20 a. m. Plymouth and intermediate stations, 3.30 and 8.52 p. m.

Pullman parlor and sleeping coaches on all express trains.

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

NEW YORK, ONTARIO AND WESTERN RAILWAY CO.

TIME TABLE IN EFFECT SUNDAY, JUNE 24.

Trains leave Scranton for Carbondale at 8.30, 10.55 a.m. and 6.10 p.m.

For Hancock Junction, 10.55 a.m. and 6.10 p.m.

Trains leave Hancock Junction for Scranton, 6 a.m. and 2.05 p.m.

Trains leave Carbondale for Scranton at 7.24 a.m. and 3.33, 5.34 p.m.

ERIE AND WYOMING VALLEY RAILROAD

Trains leave Scranton for New York and intermediate points on the Erie 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.

An additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scranton from the Lake at 8.15 a.m. and 7.45 p.m.

Trains leave for Wilkes-Barre at 6.40 a. m. and 3.41 p. m.

PICTURESQUE LEHIGH VALLEY RAILROAD.

MAY 13, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 8 a.m., 12.10, 2.33 and 11.39 p.m. via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., and 1.30 p. m.

Leave Scranton for Pittston and Wilkes-Barre, via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30, 3.50, 6.07, 8.40 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via L. & W. V., 8.40 a.m., via D. & H. R. R. at 8 a.m., 12.10, 2.38, 4.16 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30, 3.50 p.m.

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

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10 and 11.39 p. m., via D., L. & W. R. R., 8.08 a.m., 1.30 p. m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R., 9.07 a.m., 12.10, 2.33, 11.35 p.m., via D., L. & W. R. R. and Pittston Junction, 8.08 a.m., 1.30, 3.50 p.m. via E. & W. R. R., 3.41 p.m.

For Elmira and the west via Salamanca, via D. & H. R. R. 9.07 a.m., 12.10, 6.15 p.m., via D., L. & W. R. R., 8.08 a.m., 1.30 and 6.07 p