# GENERAL NEWS

Argument is being made in certain quarters in behalf of a radical change in the system of regulating anthracite prices. It is contended, and not with-out shrewdness, that if the producing companies, through their sales agents, would strike a fair average for the year and then stick to that average throughout the year, it would solve the problem of trade stability and obviate the intermittent clamor occasioned by fluctuating monthly circulars. The change would be in the nature of a radical innovation, but there are ap-parently no insurmountable difficulties in the pathway to it.

The opinion given below is taken from the Philadelphia Stockholder, which is apparently somewhat inclined to view the authracite situation through unfavorable spectacles. "The

excessive production of anthracite coal in June, aggregating no less than 4,-411,409 tons for four weeks ended June 28, has resulted in the market becoming congested, storage depots east, west and at tidewater points now being fully stocked. It is not unlikely the production for last month will considerably exceed 4 590,000 tons, which will be the heaviest June output on record. The effect upon the market has been unfavorable, in that it has checked demand, dealers regarding the heavy output as a threatening factor to prices, and, in consequence, are now buying spar-ingly, with extreme dullness the result. The advance in the July circular of prices failed to stimulate trade, and the probability of a further ad-vance in August has bad no quickening effect. Easters buyers are well stocked up, and are practically out of the market at present, notwithstanding vessel freights continue low. City and line trade has been, and is, very dull, and western consumers are taking very little coal, not any more than they be-lieve they can easily dispose of. In short, the usual period of summer dullness is now at hand, and will probably cor hue for the next six or eight weeks."

Not since the days when Abner Heesten was division superintendent, fifty years ago, has the Reading Railroad company sent out such a coal tonnage as that shipped on Saturday from Palo Alto, says a Pottsville dispatch. It was, in fact, the greatest day in the history of the Reading company since its advent as a carrying corporation. Forty-three trains were sent out on Saturday's run, each train hauling forty seven cars, and each car containing twenty-three tons of coal. One hundred and twenty-six cars were sent to Buffalo, vis Tamaqua, Shamo-kin, Fall Brook and the New York Central railroad This greatly in-creased tonnage is due in a measure to the strike in the coke region of Pennsylvania, many of the furnaces and other industries of the state sending in large orders for authracite coal that previous to the strike used exclusively soft coal. Train Master Gailus, who has been officially connected with the Reading road for twenty years, says this is the heaviest tonnage ever sent out from Palo Aito. The total tonnage for the month of June is estimated at 1,000,000 tous.

MINOR INDUSTRIAL NOTES:

Orders have been issued to suspend operations on the Delaware, Su-quenauma & Schnyikill rairoad on three days of this week. The Fourth of July is included among the idle days.

Bear Valley collision

Bear Valley colliery will resume opera-ficons on Thursday after an idleness of aix mosths caused by the building of a naw bresker. This plant employes 400 men Beading. breaker. This plant employes 400 men and boys, and is operated by the Reading

So well satisfied are contending interests with the outlook for the Reading that it is said a reorganization plan, acceptable to all concerned, has been practically agreed upon and will be announced by, if not before, Sept. 1.

The readjustment of west-bound passenger business from New York, demanded of the Trunk Line association by the Lehigh Valley people, has not been completed and in the interim the several companies are working under presentarrangements without friction, and rates on the class of business are being firmly maintained.

Two through trips to Perth Amboy were made last week by a Hazleton Lehigh Valley crew. Conductor Fry was in charge of the crew and Engineer John W. O'Donnell made both runs. It is not known as yet whether the Valley road will run crews regularly to Perth Amboy, as is done by the Delaware Susquehanna and Schuylkill. It is supposed that these trips are ex-perimental ones.

The number of railway employes killed last year was 2,727, being greater by 173 than those killed during the previous year. The number of employes injured was 31,-29, being greater by 3,463 than the number injured the previous year. The number of passengers killed during the year was 290, being less by 77 than the number



"SIESTA." The Spanish call the noon-day rest from the hot sun, Siesta.

Just as necessary in our climate, if we would do it; but here it is business-rushing about and use of energy in the hot sun.

Johann Hoff's Malt Extract taken at meals, or drank in the office, renders living easier in hot FREE EXCUES ON and PICNIC GROUNDS weather. It supplies energy be- RATES FOR SUMMER BOARDERS cause it aids digestion and the nutritive functions. Beware of imitations. Look for signature of "Johann Hoff" on neck label,

Eisner & Mendelson Co., Sole Agents, New York.

killed the previous year, and the number injured was 3,229, being 2 in excess of the number injured the previous year.

D. E. Seguine, of South Easton, for sixteen years in the employ of the Lehigh Valley railroad, tweive of which were as chair car conductor, has received notification from General Superintendent Wilbur of in. D. E. Seguine, of South Easton, for six-teen years in the employ of the Lehigh Valley railroad, twelve of which were as chair car conductor, has received notifica-tion from General Superintendent Wilbur of his appointment to the position of in-spector of passenger cars of the Lehigh Valley system. His duties cover all the passanger car confirment including the passenger car equipment including the Pullman service. He has six assistants and his headquarters will be at Easton.

The total number of passengers carried during the year ended June 30, 1898, was 588,560,612. Passenger mileage during the 593,500,612. Passenger mileage during the same year was 14,229, 101,084. The average journer per passenger was 23,97 miles. The number of tons of freight reported by the railways for the year was 745,110,482. Ton mileage was 93,578,111,853. The average number of tons in a train was 183,97, and the average had per ton for the entire country was 125,00 miles. Passenger train pulsage was 325,618,770 and freight train mileage was 535,618,770, and freight train mileage 501,779,506.

The Audenried No. 4 colliery, which has been idle for the past few months, started up Tuesday morning. The water has long since been out of the first lift, but the secsince been out of the first lift, but the sec-ond lift was chock full, and although the breaker could be kept running on the coal from the upper lift, it was impossible to generate enough steam to supply the many pumps in operation and the breaker and hoisting engines besides. The large com-pound pump, which is said by the Hazle-ton Standard to be the most powerful in the region and was drowned out in the lower lift since the destructive flood sev-eral weeks ago, was rescued last Monday eral weeks ago, was rescued last Monday morning and placed in active operation at neon. With this mammeth machine and two others pumping night and day it will be but the matter of a week till the lower ift will be free from water,

Strike's Result Forecasted.

Richwood Timez. The result will be that President Debs vill be defeated and his great organization assolved. Reason and justice will prevail to this country in the long run, and the American people will not sustain such a strike as that of the American Railway union, which, though is may be considered wildly absurd in its principle, is yet most serious in its consequences.

Specimen Cases. S. H. Clifford, New Cassel, Wis., was troubled with neuralgia and rheumatism, his stomach was disordered, his liver was affected to an alarming degree, appetite fell away, and he was terribly reduced in

flesh and strength. Three bottles of Elec-tric Bitters cured him. Edward Shepherd, Harrisburg, Ill., had a running sore on his leg of eight years' standing. Used three bottles of Electric Bitters and seven boxes of Bucklen's Arnica Salve and his leg is ound and well. John Speaker, Catawba, O., had nve large fever sores on his leg, docters said he was incurable. One bottle Electric Bitters and one box Bucklen's Arnica

DR. WOOD'S NORWAY PINE SYRUP cures cough and coids quieser than any other remedy, because it combines the lung-healing quality of the pine tree with other valuable medicines. Soid by all dealers on a guarantee of satisfaction.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds. New York, July 3.—When it is stated that the total sale of stock at the exchange reached the beggariy total of 60,300 shares it will be seen that the day's operations call for no extensive comment. The neat and the fact that many operators left the street at an early hour to spend the national hol-blay out of town had a fendency to hold the trading n check. The chief charac eristic of the day's limited speculation was its undertone of firmness. Erie rose \$1; Union Pacific 14; Reading 14 and Northern Pacific preferred 14c. A reported agreement between the receivers and the represultatives of the general mortgage stir-found Reading securities while the efforts of the Union Pacific receivers to get rid of unprofitable branches had a strengthening Minor Industrial Notes:

General passinger agents of the trunk lines say there is a marked increase in passinger business, fid a steady stream of summer travel is indicated.

The returns of the first six months of 1894 show that the Lake Shore fully earned its dividend, and this means S to 10 per cent, on its stock for its fiscal year.

The collieries in the Schnylkill region shut down on Monday, Theslay and Wednesday Resumption will take place on Thursday and continue up to Satuaday night.

Since Jan. I the Pennsylvania lines have handled d, 545,370 tons of coal, against 1,954,092 tons the corresponding period last year, a decrease this year of 8,588,696 tons.

brokers, 121 Wyoming ave	Mar on 4	uner,	stock
Open- ing.	iiizh-	Low est.	Clos-
Am. Cot. Gil	101 554 40	100g 556 42	10056 544 49
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Omaha Pac, Mail	14111	****	9877
Reading   169;   Rock Island   169;   R. T   109;   St. Paul   169;   T. C. & I   19	1694 6714 1034 5954 1956	1644 0614 1034 5016 19	10% 6736 1176 1176 1186
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Wabash p	1356 1154 4454	11 44%	831 <u>6</u> 111 <u>6</u> 449 <u>4</u>
	_		

New York Produce Market. New York, July 3.—Flour-Neglected Whear-Quiet &c. lower: No. 2 red, store whear-Quiet &c. tower: No. 2100, store and elevator, 60%c.; minat, 60%c.; f. o. b., 61%c.; unarraded red, 5860%c.; No. 1, northern, 60%c.; options were dull, closing steats; No. 2 red July, 60%c.; September, 68%c.; December, 68%c.; Conn-dull, firm; No. 2, 45%a46c.; deserter, 46%c. 46%c.; forthern very dull. CORN-dull, firm; No. 2, 45%446c.; elevator: 45%c affeat; options very dull, to. higher; Joly, 45%c.; August, 46%c.; Soutember, 45%c. Oars-Duil, firmer; options, dull, firmer;

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Situated at summit of the New York, On-tario and Western Rallway, 2200 feet above sea. The highest steam railroad point in the

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\$8 TO \$10 PER WEEK.

House accommodations, 50.

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July, \$7.2c; refined, dull; continent, \$7.50;
South America, \$7.85; compound, 6a654c.
Ponk-Quiet, firm.

PORTER-Quiet, hrm.
BUTTER-Quiet, state: state dairy, 12a171/gc; de. cream, 15a18c.; Pennsylvania do., 15a18c.; western dairy, 10M/a141/gc; do. creamery, 14a18c.; do. factory, 9/gc.; elgins, 18c.; imitation creamery, 12a15c. Cherser-Fair demand.
EGGS-Quiet. firm: state and Pennsylvania, 12/gc.; western fresh, 12a13c.; do., per case, §2a2.75.

Bucklen's Arnica Salve. The best salve in the world for Cuts Bruises, Sores, Ulcars, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by Matthews Bros.

M. L. Blais, alderman, Fifth ward, Scranton, Pa., stated Nov. 9, 1-93: "He had used Dr. Thomas' Eclectric Oil for sprains, burns, cuts, bruises and rheuma-tism. Cured every time.

Philadelphia Tallow Market. Philadelphia, July 3.—Tallow was duli and weak. Frices were: Prime city in hogsbeads, 4½c.; prime country, in barrels, 4½c.; do. dark in barrels, 4c; cakes, 4½c.; grease, 3½a3½c.

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DR. EDWIN F. RUSH. 103 STATE ST., CHICAGO, ILL.

so says

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Rates, \$7 to \$10 per week. \$1.50 per
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Excursion tickets sold at all stations on D.

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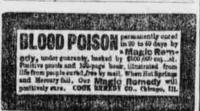
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\$200,000

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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.

TIME TABLE IN EFFECT MAY 2), 1894.

Trains leave Scranton for Pittsten, Wilkes-Barre, etc., at 829, 9.15, 11.39 a. m., 12.50, 2.01, 2.03, 5.00, 7.25, 11.05 p. m. Sundaya, 9.00 a. m., 100, 2.15, 7.10 p. m.

For Adantic City, 8.30 a. m.

For New York, Newark and Elizabeth, 8.29 (express) a. m., 12.50 (express with Buffet parlor car), 3.30 (express) p. m. Sunday, 2.15 b. m. p. m.
FOR MAUCH CHUNK, ALLENTOWN, BETHLE-HELL, EASTON and PHILADELPHIA, 8.20 a. m., 12.53, 1.39, 5.00 (except Philadelphia) p. m. Sunday 2.15 p. m. 250, 150, 500 (except Philadelphia) p. h. anday, 215 p. m. For Long Bhanch, Ocean Grove, etc., at 29 (with through car) a. m., 12.50 p. m. For Reading, Lebandon and Harrisburg, via dilentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday, 15 p. m.

Allentown, 8.20 a. m., 12.50, 5.00, p.m. Sumar, 21.5 p. m.

For Pottsville, 8.00 a. m., 12.50 p. m.

Returning, leave New York, foot of Liberty street, North river, at 4.10 (express) a. m., 1.10, 1.50, 4.30 (express with Buffer parlor car) p. m. Sunday, 4.30 a. m.

Leave Philadelphia, Reading Terminal, 9.90 a. m., 2.60 and 4.55 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, Gen. Supt.



BELAWARE AND HUD
SON RAILHOAD.
Commencing May 29, 1892, trains will run as follows:
Trains leave Bridge Streat
Station. Scranton, for Pitts
ton. Wilkes-Barre, etc., 809,
1,25, 2,38, 4,4,5,45, 6,15, 3,15
and 11,25 p. m.
For New York and Philadelphia, 809 a. m., 12,10, 1,25,
For Horsesdale (from Delawars, Lackawanna
and western depot, 7,00, 8,39, 19,19 a.m., 12,59
m., 2,17,5,10 p. m.
For Carbondale and intermediate stations,
540, 7,09, 830, 19,10 a.m., 12,00 m. etc., 2,00 m.

m., 2.17, 5.10 p. m.

For Carbonanie and intermediate stations, 6.60, 7.60, 8.30, 10.10 a. m., 12.00 m., 2.17, 3.25, 5.19, 1.25 a.m., 2.15 a.m. 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. J. W. BURDICK,
Becond Vice President Gen. Pass. Agr.

RAIRCAD

MAY 13, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. at 8 a.m., 1219.

L88 and 1136 p. m. via D. L. & W. R. R. 600, 508, 1130 a.m., and 183 p. m.

Leave Scranton for Pitteton and Wilkes-Barre via D. L. & W. R. R. 600, 808, 1130 a.m., 1203, 350, 607 g. sp. p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V. 6 9 n.m., via D. & H. R. R. at 8 a.m., 1216, 238, 416 p.m., via D. L. & W. R. R. 600, 808, 1130 a.m., 139, 3.59 p.m.

Leave Scranton for Bethiehem, Easton, Beading, Harrishney, and all intermediate points via D. & H. R. R. 5 a.m., 1216, 238, 1163 p.m., via D., L. & W. R. R. 600, 808, 1130 p.m., 130 p.m.

Leave Scranton for Tunkhaunock, Towania, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R. 307 a.m., 1219 and 1133 p. m., via D. L. & W. R. R. 808 a.m., 130 p. m.

Leave Scranton for Rechester, Buffalo, Niggrar Falls, Detroit, Chengo and all points west via D. & H. R. R. R. 8. 808 a.m., 130 p. m.

Leave Scranton for Rechester, Buffalo, Niggrar Falls, Detroit, Chengo and all points west via D. & H. R. R. R. 8. 807 a.m., 1210 and 1133 p. m. via D. & L. & W. R. R. R. and Priston Junction, 208 a.m., 130, 800 p. m. via E. & W. R. R. 34 p. m.

For Elmira and the west via Salamance, via D. & H. R. R. 807 a.m., 1210, 215, p. m., via D. & W. R. R. 34 p. m.

Pullman parlor and siesping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt. East Div.

DELAWABE, LACKAWANNA AND WESTERN RAILROAD Trains leave Scranton as follows: Express for New York and all points East, 1,40, 250, 5,15,800 and 9,50 a. m.; 12,55 and 3,50 p. in. Express for Easton, Trenton, Philadelphia nd the South, 515, 8.00 and 9.51 a. m.; 12.55

Express for Easton, Trenton, Philadelphia and the South, 515, 8.00 and 9.51 a. m.; 12.55 and 3.50 p. m.
Washington and way stations, 3.55 p. m.
Tolythama accommodation, 6.10 p. m.
Expr. as for Binghamton, Oswego, Eimira, 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.
Nicholon accommodation, at 4 p. m. and Ringhamton and Elmira Express 605 p.m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 215 a.m. and 1.2

Utica and Richfield Springs, 2.15 a.m. and 1.25 p.m. Ithaca, 2.15 and Bath 9 a.m. and 1.24 p.m. For Northumberland, Pittston, Wilkes-Barra, Plymouth, Riccumsburg and Danville, making close connections at Northumberland for Williamsport, Herrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 500, 255 a.m. and 1.50 and 6.07 p.m. Nautucoke sing intermediate stations, 8.03 and 11.29 a.m. Plymouth and intermediate stations, 3.50 and 8.57 p.m.

Pullman parior and sleeping coaches on all express trains.

For detailed information, pocket time tables, sic., apply to M. L. Smith, city ticket office, 325 Lacknewanna evenue, 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 0 10 p.m. For Hancock Junction, 10,55 a.m. and 0 10 n.m. p.m. Trains leave Hancock Junction for Scran-ton, Sa in and 205 p.m. Trains leave Carbondale for Scranton at 124 a.m. and 8.34, 5.34 p.m.



SCRANTON DIVISION. In Effect June 24th, 1891.

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丁原社	5.00		Preston Park	5.20	2 31	
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sengers.

Secure rates via Ontario & Western before burchasing tickets and save money. Day and Kingt Express to the West.

J. C., Andorson, Gen. Pass. Agt.

T. Flitterett, Div. Pass, Agt. Scranton, Pa.

All trains run daily except Sunday.

f. signifies that trains stop on signal for pas-

THE DICKSON MANUFACTURING CO. Locomotives and Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY.

General Office, SCRANTON, PA