GENERAL NEWS OF INDUSTRIES

ing the month of June of nearly a third in the weekly production of pig iron and the consumption in the manufacture was nearly 20,000 tons per week greater than the output of furnaces, it is questionable, says Dun, whether any further improvement has yet occurred in July. Many of the western establishments were stopped because the blockade of railroads cut off their supplies of fuel, and have not yet ventured to re-sume. Others west of Pittsburg have been inactive because the coal strike continues, and the limited production scarcely suffers for the needs of the works near at hand. Behind all other embarrassments there is a reasonable narrowness of demand for finished products. In all quarters there is much disappointment because after the stoppage of works for months, there appears scarcely demand enough to keep supplied the establishments now in operation, little more than half the producing force in the country.

The most hopeful sign noted this struck for higher wages and steadier week was that the failures reported to Dun continue comparately few and not very important. They have been 236 in the United States, against 469 last year, and 44 in Canada against 24 last year. The aggregate of liabilities for the twelve days ended July 12 was only \$1,630,300.

It is evident to the Philadelphia Stockholder from the statement of shipments of anthracite coal (approximated) for the week ended July 14, as prepared by the Bureau of Anthracite Coal statistics, that little effort was made during that week to restrict the output, as each of the regions report an increase, the Wyoming leading, with 94,242 tons. The aggregate in-crease was 169,926 tons, the total being 985,097 tons, against 815,171 tons for the corresponding week last year. In the preceding week, however, shipments were only 627,699 tons, a decrease over the same week last year of 22,891; so that the total for the month to July 14 amounts to 1,612,796 tons, or an average of 115 199 tons per day. In case the same average is maintained throughout the month the shipments for July will amount to 3,771,169, which is in excess of the output decided upon by the sales agents. The various companies are, however, now restricting the output, beginning with this week, so that there is every reason to believe that the July allotment will be confined to the figures decided upon-3,500,000 tons. Including the increase for the week ended that date foot up a grand total of 20,-764,134 tons, against 22,583,819 tons for the same period last year, a decrease of 1.819,685 tons. The full statement is

appondou.	1894	1803.	Dif.
Regions. Wyoming Lehigh	Tons. 573,413	Tons, 489,171 181,219 194,781	frn'ce Inc 84,242 Inc 21,422 Inc 61,263
Total	985,097	815,171	Inc 160,926

Total for year to date.....20,764,134 22,583,819 Dec 1.819,685

Reports gleaned by the Stockholder rem what it calls remable sources are to the effect that some of the large pro ducing anthracite companies are cut ting the July circular prices. It was stated Thursday that the Lehigh Valley was filling orders on egg at \$3 55 per ton, or 50 cents below the circular, while both the Reading and the Valley had made a still deeper cut into the price of stove. The figures given (\$3.65) at which this siz) is being sold is 60 cents per ton below the circular. The story, however, lacked confirmation in official circles, but the street gave it eredence, as it is known that cutting has been in force by other companies for some time past, and the Reading and the Lebigh Valley have only met them as a matter of protecting their

A portion of the report of Chief Bolles, of the bureau of industrial statistics of this state, is devoted to the 'sweat' shops in Philadelphia. The persons engaged in making ready-made clothing are of various nationalities At the present time a large number of Russiane are employed, as well as a considerable number of Americans: but the inquiry snowed that nearly all of them are of foreign parentage, whose parents, in most cases, followed the same pursuit. Two bundred and thirty seven shops were visited by the agents of the bureau. In many cases not more than 400 or 500 cubic feet of space is occupied by a person, while the best informed on these matters declare that from 750 to 1,000 cubic feet of space per head is required in shop rooms to maintain good health. There were 1806 persons employed in the places visited. Of this number 980 were men, 755 wemen, 40 boys under 16 and 22 girls un der 16. Of the employers, there were 915 Russians, 469 Americans, 168 Germans, 98 Poles, 48 Austrians, 31 Hungarians, 23 Irish, 20 Roumanians, 19 Italians and 14 English.

The Albany Argus has the following concerning the three famous locomo-tives on the Central-Hudson road: The 999 is still the queen of all locomotives. Her run of 4361 miles in 4251 minutes stands as a world's record, and her mile in 32 seconds has never been equalled in this or foreign countries. But it is more than probable that within the next few months the New York Central officials will order one of those records broken by another engine, and will then give the 909 an opportunity to enter into the record-breaking business again. Engines 888 and 870 came out of the New York Central shops at West Albany, where the 999 was built. The 870 will be rechristened and will be known as the They are now running regularly on the Empire State express and the company is experimenting with them by running them first on one division then another, under differ engineers. At present the takes the Empire State held and the question of the charter was discussed. All men will be restored to du Superintendent Sweigard. express from New York to this city; the 888 from Albany to Syracuse, and the 870 from Syracuse to Buffalo The other day Engineer Chase with the 888 left Albany with the Empire State express thirteen minutes late. The distance, ninety-five miles, was made in ninety-six minutes. Mr. Dormady says he made the run from Utica to Albany in ninety minutes the other day. Continuing he said: 'I made thirteen miles in ten minutes last week, and I could have kept up that speed all day. Considering the run of ninety-five miles in ninety minutes, I believe that I could make 190 miles in 175 minutes." The difference between the speed which an ordinary engine can make and the average speed of the 999 is shown in a run made by that engine

The Pannsylvania Pailered converses.

The Pannsylvania Pailered converses. and I could have kept up that speed all make and the average speed of the 999 is shown in a run made by that engine last Tuursday. The engine left Syra-cuse one hour and ten minutes late with the St. Louis express. The train consisted of eleven cars and had two

stops to make, one at Utica and the other at Schenectady. The train arrived in Albany on time, the time having been made up in a run of 153 miles.

There will be no more disappointed set of men in the country than the Chicago railroad officials, says a Chicago dispatch, if traffic does not constantly increase from this week until it has reached its normal limit, East-ern lines, especially the coal roads, are doing an enormous westbound business, Eastbound traffis has not recovered so rapidly, due largely to the difficulties still in the west at the stock yards. No line dares to work at night, and nothing like a normal business is done in the day time. The universal opinton is that the traffic outlook is healthy.

MINOR INDUSTRIAL NOTES:

Three thousand striking miners have voted to return to work in the Jellico, (Tenn.) district.

Lebigh Valley car and upholstery shops at Easton will be closed this week on ac-The Lehigh Valley railroad has issued

notices reducing the time of shop hands to eight hours a day and five days a week. Madoc Thomas, of Edwardsville, has been appointed inside foreman at the Simpson & Watkin's mine at Forty Fort. The employes at the Reading Coal and Iron company's Monitor colliery bave

The Pennsylvania company is running its shops at Fort Wayne and Logansport but seven hours a day, but will soon increase to eight hours.

In the new general offices of the Pennsylvania in Philadelphia, under one roof, are found 15,000 officers and clerks who transact the business of this company. A dispatch from the city of Mexico says that, owing to the general business de-pression in Mexico, there will be but little railroad building done in that republic this

year. Official notice is given of the appoint ment of E. M. Bronson as assistant general passenger agent of the Pounsylvania lines. vice Samuel Moody, who will retire on

The manager of the American Steamship company says: 'Reduction in steerage rates naturally will not be permanent, and, thus far, it has not served to swell our

The old engineers of the Reading rail-road, who went west in the last two weeks to take the places of strikers on the Wa-bash, are proving, it is stated, very comnetent men.

H. J. Richards, of Wilkes-Barre, the pat entee of the Richards' safety lamp, after filling the position of fire boss in the No. 4 Audenreid mines for the past few months, has resigned.

A mortgage of \$1,500,000 given by the Delaware, Susquehanna and Schuylkill Railroad company to the Trust Company of North America, was received in the office of the recorder of Carbon county Mon-

The western roads are just beginning to resume business under normal conditions, although it will be some time before busi-July 14, the shipments for the year to ness, particularly in the passenger department, will be what it was before the

> William S. Spiers, who has been assist ant general freight agent of the Lehigh Valley for a number of years, and who, at the beginning of the present lake season went to Chicago to look after business in general in the west, has had his title changed to western freight agent, with headquarters in Chicago as heretofore. The position of assistant general freight agent is abolished.

> The New York Central, the New York. New Haven and Hartford and several other eastern roads have become members of the international railway congress, which is to hold a convention in London, England, in July, 1895. Special preparations are already making for the event, which will be attended by a large number of officials of roads in this country.

The Trunk Line association, it is announced, has under consideration a proposition to make a uniform rate of a half cent a mile per 100 pounds on all freight handled in the territory the association covers. This would greatly simplify busi-ness and enable the shipper to know just what he will have to pay for freight charges.

General Manager O'Dell, of the New York and New England, tells the owners of the property that he must have 1,000 freight cars, 6,000 tons of steel rails and a number of new bridges, and has but \$25,000 in the company's treasury to work with. He wants \$1,000,000 of receiver's certificates issued with which to make greatly-needed improvements.

P. A. B. Widener, president, and William L. Elkins, vice president of the Pailadelphia Traction company, are soon to go abroad. It is understood that Widener and Elkins while abroad will make a thorough inspection of all the newest European devices to prevent accidents on surface railron is with a view to applying them to the Traction system in Philadelphia on their return.

The colleries of the Lehigh Valley Coal company were all closed down Wednesday evening, to be side until next Monday. It is expected that the mines will only work half time for some time to come. The Reading company's colleries are expected to shut down for one or two days this week. The stocks of coal are full, and the great stagnation in the west has caused temporary duliness in the coal trade,

The Reading Iron company at Pottsville is daily expecting a large consignment of soft coal. Employes of the rolling mill have been notified to make necessary repairs preparatory to starting operations on Monday, morning next. Repairs are being made to all other departments, and it is believed the entire plant will be put into operation in a few days after the rolling mill has produced enough iron.

It looks as if the Reading Railroad comvituminous coal on its freight and coal lo comotives. Orders have been issued to re-move the brick arches placed in the fire-boxes recently for the burning of this fuel. About eighteen engines in the Shamokin round house that were altered in this manner are now being changed back to the old-order and will again begin using buckwheat coal.

The Lehigh Valley car order has been awarded, as announced two weeks ago, to the Buffalo Car Manufacturing company and the Lebanon Manufacturing company each company contracting to build 1.00 60,000 pounds each, and are to have King's hopper bottom. They will all be equipped with M. C. B. couplers, air brakes, iron brake beams, and will be mounted on Fox

The Trainmen's Brotherhood has die banded and thrown up its charter, About twenty-five Reading employes in Reading belonged to the order. Ten train hands recently lost their positions because they belonged to this organization, and fearing that all would be removed, a meeting was held and the question of throwing up the charter was discussed. All the discharged men will be restored to duty by orders of

The statement of the Reading Railroad Relief association for the month of June, 1804, shows payments of benefits aggregating \$16,983,601. Of this amount \$7,750.00 was paid on account of deaths, on account of accident disablements \$4,262 and for sick disablements \$3,921.60. Twenty death claims were paid, six occurring from accident and fourteen from natural causes. The total number of new cases reported during the month was 549.

White Star line, which lands emigrants at Queenstown and Liverpool, has announced that it would carry out-going

the number of locomotives to be constructed is less than at other times, owing to the financial stringency, the standing of the rolling equipment is maintained. The Pennsylvania company is building just so many new cars as will keep its equipment up to its high standard. the number of locomotives to be construct-

The Pennsylvania railroad reports that the quantity of cont and coke originating on and carried over its lines east of Pitts-burg and Erisfor the year thus far has been 6,793,138 tous, compared with 10,592,-981 tons in the corresponding psriod of 1893, a decrease of 3,6,6,842 tons, of which 5,492,960 tons were coal, a decrease of 1.-300,178 tons coke, a decrease of 1,405,325

It is stated that A. S. Van Wickle has leased the Tamaqua, Hazleton and North-ern branch, and will construct a connecting link between Treschow and Leviston for the transportation of his own coal from the latter point. A corps of survey-ors worked in the vicinity of Tresckow colliery for the past few days oudeavoring to locate the most convenient route by which the projected link could be joined to the Tamaqua, Hazleton and Northern brauch without making the grade too

FINANCIAL AND COMMERCIAL.

New York, July 20.—The engagement of \$2,500,000 additional gold for export to-morrow, making the total for the week \$3,300,000, created a more beariah feeling in stock circles during the early hours of business today and prices declined ½ to ½. Atchison was heavy, falling to 3½ on reports of poor statement for May. In the afternoon a firmer feeling prevalled and the general railway list railied 36 to 36. American Sugar was comparatively quiet, ranging between 101a10236 and left off at 10136. Whiskey after an and left off at 101%. Whiskev after an early advance to 21% fell to 1934. Coicago Gas declined % to 74%, rose 75% and left off at 755%. Speculation left off tolerably firm. Total sales were only 90,000 shares.

The following complete table snowing the

Open- ing.	High-	Low out.	Clos-
Am Sugar	1021 ₉ 498	101	1014
Can. So	****	****	55.00
Cen. N. J. Chic & N. W. 105 Q. B. & Q. 7546 Chic. Gas. 7544 C. C. C. & St. L. 8744	105 76 7556 3734	7514 7494 87	105 7654 7434 37
Col., Hock, Val. & T. D. & H	13.3% 163% 2134	130% 163 19%	1000 1639 193
G. E. Co. 30%	3656	363%	30%
Lake Shore	4586 11684 2684	4534 11536 2536	45% 116% 26
Nat. Lead	4.474	****	43.64
N. Y. & N. E	08 1434	9776 1494	98 143
N. Y. S. & W 21%	2114	2144	2134
North Pac. pf. 14 Omaha 3056	26%	14 3534	14 8534
Pac. Mail. 1714 Reading. 1714 Rock Island. 6736 R. T. 1236 St. Paul. 59 T. C. & I. 1854	1746 6746 1214 5016 1819	1676 6714 1176 5878 1814	171 674 1216 5916 1814
Texas & Pac. Union Pacific. 10 Wabash p'. 14 Western Union. 8514 W.& L. E. 1094 W. & L. E. pfd. 4294	1016 1416 8514 1046 4316	10 14 8476 1046 4234	10% 14% 85% 10%

Chicago Grain and Provisions. SCRANTON, July 29.—The following quota ions are supplied and corrected daily by La-lar & Fuller, stock brokers, 121 Wyoming ave-

WHEAT.	July.	Sept.	Dec.
Opening	5376	5596	5846
Highest	54	55%	5874
Lowest,	53184	5516	5846
ClosingCORN,	13%	5512	5836
Opening	4256	4176	3634
Highest	4216	4244	3644
Lowost	4236	4136	3614
Closing	4316	4136	3616
OATS.	200	3.478	0079
Opening	31	27	
Highest	26	2734	2000
Lowest	31	27	
Clouder	35	2736	
PORK.	2/7/	100.00	5733
Opening	1250	1255	****
Highest	1250	1255	****
Lowest	1245	1250	6111
Closing	1245	1250	
LARD.			
Opening	680	682	****
Highest	632	682	YOUN
Lowest	680	680	2017
Closing.	682	682	
SHORT RIBS.	72.00		****
Opening	060	C55	****
Highest	660	655	****
Lowest	060	630	****
Closing	660	652	****

Scranton Wholesals Market.

SCRANTON, July 20. - FRUIT AND PRO-DUCE—Dried apples per pound,6a7c.; evap-orated apples, 11a14c. per pound; Turkish pranes, 5a5½c.; English currants, 2a2½c.; layer raisins, \$1,75al 80; muscatels, \$1,00a 1.40 per box; new Valencias, 7a756c. per BEANS - Marrow-fats, \$2.95a3.00 per

busnel: mediums, \$1,75a1,90. -tireen, \$1,15a1,20 per bushel;split \$2,50a2.60; lentels, 5 to 8c, per pound. POTATORS—New, per barrel, \$2.25a2.50, Oxions—Bushel, \$1.

BUTTER-16c, to 181/c, per 1b EGGs—Fresh, 18;414c. POULTRY—Chickens, dressed, 12 to 13c.; turkeys, 12 to 13c.

MEATS-Hams, 131/c.; small hams, 14c. skinned hams, 14c.; California hams, 9%c.; shoulders, 9c.; bellies, 10c.; smoked breakfast bacon, 125/c.

SMOKED BEEF-Outsides, 135/c.; sets,
15c.; insides and knuckles, 165/c. Acms sliced smoked beef, 1 pound cans, \$2.25

PORK-Mess at \$15; short cut, \$16. LARD-Leaf in tierees at 9c.; in tubs, 9%c.; in 10-pound pails, 9%c.; in 5-pound 9%c.: 8-pound pails. 10c. pound; compound lard—tierces, 7c.; tuber 7%c.; 10-pound pails, 7%c. per pound

pound pais, 7%c. per pound; 8-pound FLOUR-Minnesota patent, per barrel, \$4.20a4.30; Ohio and Indiana amber, at \$3.50; Graham at \$3.50; rye flour, at

Fred-Mixed, per cwt., at \$1.00. Grain-Rye, 65s.; corn, 52 to 55s.; cats, 55 to 60c. per bushel. Rye Straw-Per tou, \$13a15.

HAY-\$14.50a16.

New York Produce Market. NEW YORK, July 29.-FLOUR-Dull,

weak.
WHEAT—Dull, 1/2c. lower, closing steady;
No. 2 red, store and elevator, 561/4c.; afloat,
561/4651/3c.; L. o. b., 571/4677/4c.; ungraded
red, 544/58c.; No. 1 northern, 654651/4c.; options closed weak at 1/4/3/2c. below yesterday; No. 2, red closing, July, 561/4c.; Augnst, 561/4c.; September, 581/4c.; October,
591/4c.; December, 611/4c.
CORN—Dull, firm; No. 2, 471/4c.; elevator,
471/448c.; afloat; options were dull, steady;
July, 461/4c.; August, 471/4c.; September.

July, 46%c.; August, 47%c.; September, 46%c.; December, 43%c. OATS—Fairly active; option, active, closing steady; July, Silic.; August, 22%c.; September, 31%c.; October, 32%c.; spot prices, No. 2, 43c.; No. 2 white, 41%, 43c.; No. 3 white, 40c.; mixed western, 42.

No. 3 white, 40c.; mixed western, 43a 440.; white do., 41a55c.; white state, 41 BEEF-Quiet, steady.
THERCED BEEF-Inactive, steady. CUT MEATS - Quiet, steady.
LARD - Quiet, easier: western steam,
\$7.22½; city,6½c.; July, \$7.20; September,
\$7.20; refined, quiet; continent,\$7.55; South
America, \$7.85; compound, 6a6½c.

America, \$1.55; compound, 620% c.

Ponk—Dull, steady.

BUTTER — Quiet, choice firm: state
dairy, 12a17%c.; do. creamery, 141%a18c.;

Pennsylvania, do.,14a14%c.; western dairy,
10a14c.; do. creamery, 13a18c.; do. factory,
9%a14c.; elgins, 17%a18c.; imitation creamery, 114a144c.

ory, 114:1446.
CHERSE—Fair demand, easy.
EGGS—Choice firmer and fairly active;
state and Pennsylvania, 14c.; western fresh, 12a13; do. per case, \$1.00a2.75,

Philadelphia Tallow Market. PHILADELPHIA, July 20.-Tallow was dull and unchanged. Prices were: Prime city in hogsheads, 41/241/C.; prime country, in barrels, 41/3c.; do. dark in barrels, 31/4a 4c.; cakes, 41/4c.; grease, 31/4c.

HE WANTED TO BE KING.

TAMASESE, THE TRAITOR, WHO SOUGHT TO RULE IN SAMOA.

He Was a Coward and Never Reached the Goal of His Ambition-He Had No Claim to the Throne-His Insults to the American Flag.

Cable advices from Auckland, New Zea land, brought news of the death of Tamasese, the would be king and pretender to the throne of Samoa.

It was my privilege and good fortune to be actively engaged with others in opera-tions against Tamasese and his rebel army in Samoa in the fall of 1888 and spring of 1889, while acting in the capacity of special correspondent in that far distant country. It will be remembered that immediately after the detheonement of Malietoa Lau pepa, the king of Samoa, by a German naval force because of a mythical offense, and his deportation to the Cameroon islands, on the west coast of Africa, the Ger-

man forces set up Tamasese as his successor. He had not the shadow of a claim to the throne, not being a member of the royal family by blood connection or in any other way. In fact his claim was as just and reasonable as would be that of some smallbore political leader in the United States who forcibly assumed to be the legal president of the United States without an election having been held.

When Malieton Laupepa was kidnaped, virtually, from Samoa, Mataafa, who was next in line of succession, and who has been well termed by American residents the "George Washington of Samoa," was shosen to succeed him. Mataafa received the strongest moral and practical support of American and English residents; but his ascendancy to the throne, backed by the popular will of two-thirds of the native population, was in direct opposition to the plans made by the Germans.

The armies of Mataafa and of Tamasese therefore went to war, the former having about 5,000 fighting men, armed with breech loading rifles, but suffering from a scarcity of ammunition, while the rebel forces, numbering 3,000, also had repeating rifles, some of the insurgents having two guns each. Of ammunition they possessed

an almost inexhaustible supply. In November, 1888, Tamasese's army, then encamped near Mulinuu Point, close to Apia, after having committed outrages on the property of American citizens liv ing in the vicinity, looting their houses and loudly expressing contempt of the American flag and the United States government generally, was forced to retreat from its position, largely because of the unmistakable note of warning sent to Tamasese by gallant Captain Richard P. Leary, commanding the United States man-of-war Adams, who notified him that the rebel forces were partly occupying territory owned by an American citizen, and that in view of the outrages committed on Americans and their property it would be healthier for the rebel forces to leave the immediate vicinity forthwith.

WHERE THE FIGHTING TOOK PLACE. Tamasese took the hint and moved with his army to the village of Lautu-Anuu, six miles up the coast from Apia. Here the rebels established themselves on the summit of a steep hill 900 feet high, which occupied one end of a crescent forming the small bay of Laulii. They built a fort on the top of this hill, which American naval officers subsequently declared to be almost impregnable, the approaches also being fortified in the strongest possible way. There Tamasese had his headquarters, while his army ranged for miles through the hills and along the seashore to the east. Mataafa's army followed the rebels clos

ly, the king locating his headquarters on the seashore near the middle of the crescent formed by the bay. His army occupied lines extending back in the mountains about six miles and opposing the rebel lines. Much of the hard fighting occurred in the immediate vicinity of Mataafa's headquarters, and being an occupant of the king's house for several months I was an eyewitness, if nothing more, of many hard fights and skirmishes.

Mataafa, with the heart of a lion, person ally directed his troops in several of the important fights, but Tamasese, whose courage was not particularly great, con-tented himself with sitting in his house, safe within his fortress, during the conflicts, deputing the immediate command of the rebel troops to the chief suatele, who at east had the saving quality of courage. This was particularly the case at the battle of Lautu-Anuu, fought early in November, when Mataafa's forces attacked the fort. Over a hundred men were killed in this fight, the heads of sixty being cut off by the opposing forces.

FIRING ON THE AMERICAN FLAG. Frequently I was compelled to visit Apia for purpose of obtaining provisions or on other business. The trail along the mountain side and through the forest was so rough as to be almost impassable, and therefore I usually made the trip by sea in dugout cance or a boat. I invariably hoisted at the stern an American flag, ashed to a long pole, that the rebels might at least not have the pleasure of attacking us on the plea that they were not aware that the boat was occupied by an American.

This precaution was of little avail, how ever, for they cared no more for the United States flag, unless immediately supported by a war ship, than they did for a dishrag. In passing out of Laulii harbor to shape our course for Apia it was necessary to pass within easy shooting distance of Tamasese's fort on the hill above, owing to shallow water on the opposite shore.

Numbers of times the rebels opened fire on us as we paddled out toward sea, their long range Springfield and Winchester rifles throwing bullets in close proximity to the boat.

In conclusion, it may be said that in the death of Tamasese Samoa experienced a blessing. Many European and native residents will rest easier in the knowledge that his plottings are forever over and his power for evil and mischief making at an end Like Cæsar he was ambitious, but unlike the Roman emperor his actions proved him to be a traitor to his country.-John C. Klein in New York World.

No Wonder They Mobbed Him.

It is related of a dissenting minister that he started a church in a rural district, but his congregation being incorrigible snorers, and, what he considered worse, mean contributors to the cause, he was soon obliged to abandon it. His farewell sermon to the lukewarm brethren was characterized by more heat than eloquence. He ended thus "At the last day the Lord will say unto Peter, 'Where is your flock?' and St. Peter will answer, 'Here, Lord.' He will say to Calvin, 'And where are your sheep?' and Calvin will reply, 'Here, Lord.' And so all the shepherds can answer. But when he asks me, 'Where are your sheep!' how will

you feel when I am compelled to reply,

the foot of the gangplank back of one of

the steamship officers for half an hour or

more idly gazing at the crowds, suddenly

woke into life, took a few rapid steps that brought him on the travelers' heels, and

Lord I haven't any; mine were all hogs!' -Oil City Blizzard. Wednesday afternoon, half an hour before one of the big transatlantic steamships was due to sail from her pier, a smart bansom rattled along the wharf and set down two young men immaculately arrayed and carrying extensively labeled valises. They bore every sign of the experi-enced traveler, and as they started up the gangplank their blase air was the admira tion of all beholders. A stout, quietly dressed man, who had been standing at

jump; you can't do any business here to-

You get along too, Frenchy." The blase young men wheeled about like trained soldiers, said "All right, Jimmie," and made for West street and another hansom. A spectator was moved to inquire into the wherefore of the occurrence, and was told by the quiet man, who was a central office detective, that the two young gentlemen were high class sneak thieves who once made a luxurious living by robbing steamship cabins. Their method of working was to go aboard like pas-sengers a few minutes before sailing time, saunter down into the saloon, dodge from there into the unlocked stateroom, fill their travel stained valises with such little things as silver topped toilet articles, bouquet holders, and jewelry as they could find. They were not above taking an extra nice overcoat or steamer rug now and then, either.

Just as the go-ashore bell would ring they would back down the gangplank, waving goodbys to an imaginary friend, and then dispose of the spoils. The steam ship men finally caught on to the little scheme, and now they have detectives stationed at their piers every sailing day,-New York Times.

A President Shooting. During the civil war an order was issued forbidding the discharge of firearms within the limits of Washington. All sorts of magazine and breech loading rifles had been sent to the White House for the presi dent's inspection. He had studied them, and one afternoon he said to Mr. Stoddard, one of his private secretaries:

"They say you're a pretty good marks-nan. At half past 6 tomorrow morning we'll go out on the mall and try some of these guns."

In the morning the president said to his secretary, who tells this story, "You take that thing and I'll take this, and we'll go right along.

"That thing" was an old Springfield musket, filled with a cartridge chamber that went on and came off with a screw twist. Mr. Lincoln selected a Spencer rifle. The secretary fired and made a good shot, though the Springfield kicked him. Presi dent Lincoln crouched, that he might hold his Spencer with an elbow resting on his knee, and squinted along the blue barrel. A short sergeant and four or five men on guard duty, hearing the firing, had run up

to the two marksnen.
"Stop that firing! Stop that firing! exclaimed the sergeant.

Bang went the rifle, and the President's tall, gaunt form shot up to its height. He smiled upon the shouting sergeant, who, recognizing him, stood still, and was silent. Then the squad, without uttering a word, executed a "Right about, face," and with a double quick, raced to the guard house. "Well, they might have staid and seen the shooting," said the President, with a laugh.

Don't Get Seasiek.

Lemons, oranges, champague—all these are recommended, but the best recommendation, the most practical and common sense, is to let the seasickness have its way, and then you are over with it. You can modify any possible attack by a little care as to diet a day or two before sailing by avoiding greasy and rich foods, and this is wise. But don't go on board with the settled idea that you are going to be sick. Dismiss the thought. Keep on your feet the first day out. Walk up and down the deck continuously. By this method you get accustomed to the motion of the ship, tire yourself out, and, if you are any sort of a sleeper, you will sleep soundly the first night. Then the worst is

But if not, and you do get sick, just acfeel miserable, but let the spell run its course and it is done; and you are better for it, and certainly wiser than to try and cure it by a mixture of things, which only give the stomach a reason for a continuance of proceedings. One of the jeading medical authorities in the world says that fifteen grains of sulphate of quinine, administered two hours or four hours at the most before embarking, will completely free even sensitive subjects from the horrors of seasickness.-Ladies' Home Journal.

Ink Warranted to Fade

One of the novelties in the stationery line is an ink that is guaranteed to fade within a week after it has been put upon paper. The inventor says he expects to make a great deal of money out of his invention in a short time.

"Just imagine, if you can," he said to me, "what a demand there will be for my ink among corresponding lovers. The young man can write words that almost scorch holes in the paper and ignite the mails, but they will fade out of sight inside of a week, leaving nothing but white paper behind it.

"By the use of my ink," he continued, "there will be no more letters introduced as evidence in breach of promise cases, and forgers will enjoy immunity from punishment. I think it will have a great sale, don't you?" and he wrung his hands in joy as the visions of prospective wealth danced before his eyes .- New York Herald.

In Her Papa's Place.

The Rev. Mr. S-, a well known clergyman of a well known church in Boston, performed many marriages at his own house. The ceremony was held in the drawing room and afterward the minister always made some pleasant remark to the contracting parties. One day after a wedding Mr. S-- stepped for a moment to the study to arrange the certificate, when his little daughter, four years old thinking something important omitted, slid down from her chair, walked across to the bridal pair, and holding out her little fat hand to the groom, said, with all her father's dignity, "I wish you much happineth." Surely more sincere congratulations than are often received .- New York

Mrs. Yerger-Matilda, you and Mrs Peterby's servants are always talking to gether. What do you find to talk about? Matilda Snowball-We was just amusin ourselves, jesa de same as you and Mrs. Peterby does, except dat you talk about the servants and we talked about our employers. Heah! heah!-Texas Siftings.

There is still a great deal of superstitious nonsense in the mind of the average mariner. Even the best educated sailors refuse to put to sea in a vessel that carries the

of people who wist the invalids.

Hotel and Surgical Institute, at Burfaio, N. Y., are many who are sent there, by those who have already, from personal experience, learned of the great Triumph in Conservative Surgery achieved by the Surgeons of that famed insti-tution. Little heroic, or cutting surgery is found necessary. For instance, TUMORS many others, are removed by Electrolysis and other conservative means and thereby the perils of cutting operations avoided.

Avoided.

PILE TUMORS, and other diseases of the lower bowel, are permanently cured without pain or resort to the knife.

RUPTUPE, or Breach (Hernia) is radically and other diseases of the lower bowel, are permanently cured without pain or resort to the knife.

RUPTUPE, or Breach (Hernia) is radically without pain. Trusses can be thrown away!

STONE in the Bladder, no matter how lead to the lander, no matter how ed out and safely removed without cutting.

STRICTURES of Urinary Passage are altered in hundreds of cases.

For Pamiphlets, numerous references and all particulars, send ten cents (in stamps) to World's Dispensary Medical Association, 633

Main Street, Buffalo, N. Y.



From the N. Y. Tribune, Nov. 1, 1893,

The Flour Awards

"CHICAGO, Oct. 81 .- Fhe first official announcement of World's Fair diplomas on flour has been made. A medal has been awarded by the World's Fair judges to the flour manufactured by the Washburn, Crosby Co., in the great Washburn Flour Mills. Minneapolis. The committee reports the flour strong and pure, and entitles it to rank as first-class patent flour for family and bakers' use."

MEGARGEL & CONNELL

The above brands of flour can be had at any of the following merchants. who will accept THE TRIBUNE FLOUR COUPON of 25 on each one hundred pounds of flour or 50 on each barrel of flour,

of flour or 50 on each barrel of flour,

Seranton—F. P. Price, Washington avenus I
Gold Medal Brand.
Dunmore—F. P. Price, Gold Medal Brand.
Dunmore—F. D. Maniey. Superlative Brand.
Hyde Park—Carson & Davis, Washburn St.
Gold Medal Brand; J. seph A. Mears Main
avenue, Superlative Brand.
Green Edige—A L. Espencer. Gold Medal Brand.
J. T. McHale, Superlative.
Providence—Fenner & Chappell N. Main avenue, Superlative Brand.
J. T. McHale, Superlative.
Providence—Fenner & Chappell N. Main avenue, Superlative Brand.
Olyphant—James Jordan, Superlative Brand.
Olyphant—James Jordan, Superlative Brand.
Peckville—Shaffer & Kriser Superlative.
Jermyn—C. D. Winters & Co. Superalative.
Archoald—Jones, Supson & Co. Gold Medal.
Carbondale—B. S. Clark, Gold Medal Brand.
Honesdalo—I. N. Foster & Co. Gold Medal.
Minooka—M. H. Lavello

Taylor—Judge & Co., Gold Medal; Atherton & Co., Superiative.
Duryea—Lawrence Store Co., Gold Medal, Moosic—John McCrindle, Gold Medal.
Pittston—M. W. O'Boyle, Gold Medal.
Pittston—M. W. O'Boyle, Gold Medal.
Clark's Summit—F. M. Young, Gold Medal.
Dalton—S. E. Finn & Son, Gold Medal. Micholson—J. E. Harding.
Waverly—M. W. Bliss & Son, Gold Medal.
Factoryville—Charles Gardner, Gold Medal.
Hopbottom—N. M. Finn & Son, Gold Medal.
Tobyhanna—Tobyhanna & Lenigh Lumber
Co., Gold Medal Brand.
Gouldsboro—S. A. Adams, Gold Medal.
Lake Ariel—James A. Bortree, Gold Medal.
Lake Ariel—James A. Bortree, Gold Medal.
Forest City—J. L. Morgan & Co., Gold Medal



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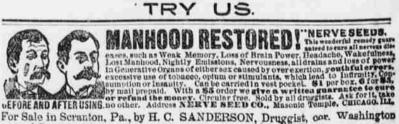
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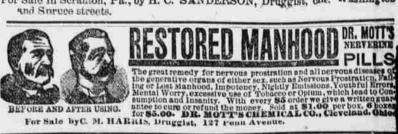
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