GENERAL NEWS

There is a large fund of shrewd sense in the following extract from a recent speech by Governor Knute Nelson, of Minnesota:

A study of our statistics and an exami-nation of our agricultural and industrial development makes it plain that the rapid growth of our nation in commerce, in transportation facilities and in manufacturing has been not at the expense or de-triment of our agricultural interests, but rather to their great advancement and benefit. The great army of men engaged in these other pursuits have been the chief consumers of our agricultural products. But for them the demand would have been But for them the demand would have been very limited and the home market exceedingly scant. Our chief reliance would have been in the foreign demand, which is uncertain and quite limited, and where we have to compete with the entire world, both as to prices and quantities. Today scarcely 20 per cent of all our agricultural products find a market abroad. In truth, our agricultural interests needed, above all things, that which is now complained of—the imployement of extensive capital in other industrial pursuits, in order that the other industrial pursuits, in order that the field of labor might be enlarged and the demand for agricultural products greatly increased. And without our extensive network of railroads, radiating in all directions and extending to the outermost verges of our country, agriculture would have been kept within narrow bounds and would have been confined to the lands within easy reach of our seaboards and of our inland lakes and water courses. Our railroads are today the indispensable distributors of our products and commerce. Without them all traffic and intercourse would be at a standstill, and society would be in a state of apathy and helplessness. The recent strikes have demonstrated how entirely

dependent we are upon the transportation facilities of our railroads. It was fortunate for our farmers that the strikes did not occur at a time when crops were to be sold and marketed. Had they occurred at that time and continued at considerable length, much hardship and distress would have been the result. The capital which built our railroads and established our great manufacturing onlished our great manufacturing on-terprises and furnished work for thousands of worthy and industrious la-boring men was not capital abstracted or withdrawn from agricultural pursuits, nor capital raised by taxation or government loans; but capital gathered from the surloans; but capital gathered from the surplus finds of people from all over the world; some of them very rich, many of them of moderate or limited means. This capital, when it came, came as an investment and not in any spirit of hostility, for it depended for its reward, more than any other capital, upon the general prosperity of the entire country. And at the time when it came it was overmuch needed and could scarcely have been obtained from any other source, and it has brought to us in its wake a large army of unemployed and furnish them with labor. Now what good can be accomplished, what immediate and substantial roller can be obtained by arsubstantial relief can be obtained by arraying the farmers against the capital which has developed our railroads and our manufacturing establishments? Capital may become tyrannous and so, too, may labor. But neither the one nor the other should therefore be suppressed.

There seems to be some foundation according to "Holland," for the report that capitalists have in contemplation the extension of various trolley systems and the building of new ones so that in the course of a year or two it will be possible to go by trolley car from New York city to Albany or Troy, 150 miles away. The plan contemplates a system similar to that one which has in view the connection of the cities intermediate, so that one who chooses to do so may go from New York to Philadelphia by trolley line. At the next session of the Connecticut legislature legislation will be sought which will make it possible to build a trolley line across the state, with a view, doubtless, ultimately of connecting the cities lying between New York and Boston. Some of the electricians here do not fear to predict that by the beginning of the next century all of the considerable cities east of the Alleghenies and north of the Potomac will be united by trolley wires as they now are by telegraph ones, and there is less belief in the feasibility of supplanting steam by electricity when swift and long distance service-such, for in-stance, an uninterrupted trip between New York and Philadelphia-is the one the traveler desires. The New Haven railroad, however, in its recent great improvements has so constructed its track and roadbed as to make it possible to utilize electricity if a satisfactory motor is ever invented.

The annual report of State Gas In-spector Jordan, of Indiana, contains much that is interesting. The amount of capital invested in the state, due to the discovery of natural gas, he says, is \$800,000,000 and the influx of invest-ment continues. The gas has been drawn upon so heavily that there is no more productive territory to be had. He says that already the limit of supply has been reached and that the initial rock pressure has fallen from 350 pounds to 240 pounds. Many wells have been abandoned and the end is only a question of time. The report points out that during the first four years of consumption the waste of gas was equivalent to \$20,000,000. The waste still continues in the domestic use, which ought to be dispensed to the consumers in meters instead of through mixers. Cheap piping and cheap con-nections have already caused much waste of gas.

MINOR INDUSTRIAL NOTES: Lehigh Vailey car shops at Easton, employing 500 men, will hereafter operate four days a week.

The Chronicle states that railroad earnings afford evidence of an improving tend-ency in the general situation.

By order of Attorney General Olney the suit against the Southern Pacific railroad at San Francisco was dismissed. It was stated on Saturday that the Philadelphia-Reading reorganization commit-tee controls about 65 per cent. of the out-standing general mortgage bonds.

President Fowler, of the New York, On-tario and Western, says that the annual report soon to be issued will show an in-crease in surplus of about \$150,000.

The western lines, in view of the light business from through travel, are turning their attention largely to excursion busi-ness, hoping thus to take in enough money to tide over the dull season.

It is claimed that a long strike of the bituminous coal miners has completely exhausted stocks of coal all over the west, and that to replenish these stocks the carrying interest will have a heavy traffic in coal for many months to come.

The report of the Boston and Albany for the year ending June 30, shows it was one of the worst ever experienced by the

one of the worst ever experienced by the company. The company formerly earned 14 per cent. on \$30,000,000 of stock. Last year, on \$35,000,000 of stock it carned 9.9 per cent. And yes the stockholders of most roads would think the millennium was close at hand were their roads to show anything like this.

There is likely to be fun for travelers east-bound from the Pacific coast. It is said that, on Thursday, Burlington agents bought, in San Francisco, seven Union Pacific tickets to Chicago at a cut of \$13.50.

These tickets read over the St. Paul from Omaha. Another ticket at the same rate was bought, reading over the Northwestern from Omaha. It is not believed either of the above lines joined in the cut, and the entire blame is laid on the Union Pacific 19. The standard of the same rate was bought, reading over the St. Paul from Omaha. It is not believed either of the above lines joined in the cut, and the entire blame is laid on the Union Pacific 19. The standard of the above lines are a cut of \$13.50.

The year ent. On \$20,000,000 of stock. Last yearned 9.9 per cent. On \$35,000,000 of stock. Last yearned 9.9 per cent. And yes the stockholders of most rougher, 57c. December, 53%c.; October, 53%c.; September, May and December yearned 9.9 per cent. And yes the stockholders of most rougher, 57c. December, 53%c.; December, 53%c.; September, May and December yearned 9.9 per cent. And yes the stockholders of May and December, 53%c.; September, May and December yearned 9.9 per cent. And yes the stockholders of May and December, 53%c.; September, May and December yearned 9.9 per cent. And yes the stockholders of May and December, 53%c.; September, May and December yearned 9.9 per cent. And yes the stockholders of May and December, 53%c.; September, May and December, 53%c.; October, 63%c.; September, May and Decembe

cific. The Burlington will, it is said, meet the reduced rate over its own counter in San Francisco, and thus the pace will be set for all competing lines, and no means of telling when or where the fun will stop.

It is said the mission to England of Hon. W. B. Ives, president of council in the Dominion cabinet, is not to purchase new rifles for the northwest mounted police, as given out, but to float a company whose purpose is to build a line of railway from Point Levis to Montreal, and sell it to the government as the Montreal exten-sion of the Intercolonial, which has its present terminus at Point Levis, opposite Quebec.

Cure for Headache. As a remedy for all forms of Headache Electric Bitters has proved to be the very best. It effects a permanent cure and the most dreaded habitual sick headaches yield to its influence. We urge all who are afflicted to procure a bottle and give this remedy a fair trial. In cases of habitual constipation Electric Bitters curea by giving the needed tone to the bowels, and few cases long resist the use of this medicina. cases long resist the use of this medicine. Try it once. Large bottles only Fifty cents at Matthews Bros'. drug store,

For earache, toothache, sore throat, swelled neck and the results of colds and inflammation, use Dr. Thomas' Eclectric Oil—the great pain destroyer.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds

New York, Aug. 6 .- Wall street review: The railway and miscellaneous share market was characterized by irregu-larity today. At the opening the Grangers and Sugar were weak, while Western Union, Missonri Pacific and a number of other railway issues were firm. Before 11 o'clock there was a change for the better in the Grangers, the early sellers showing a disposition to cover the contracts.

The railway list outside of the Grangers

The railway list outside of the Grangers first advanced 1/2 to 11/2 per cent, and then lost 1/2 to 11/2 per cent, of this gain when the corn carriers dropped in the last half hour. Industrials were quieter and only 17,000 shares of Sugar changed hands during the session. The stock sold at 104/4 100 and closed at 105/4. In the mactive issues, Baltimors rose 2½ to 72 and Erie preferred 21/2 to 29. The market closed weak and 1/2 a2/2 per cent, lower on the day. Sales were 134,250 shores.

The following complete table showing the day saluctuations in active stocks is supplied and revised daily by LaBar & Fuller, stock brokers, 121 Wyoming zwenes:

Open High Low Clos-

High- est. 27% 105 40% 40% 109 104 74% 67% 17%	2714 2714 10454 4946 109 10334 7046 7346 17	eat. Inc. 2714 2774 10494 10584 4 494 4946 4996 109 109 10334 10384 7046 7049 2834 9834	
1914	164	154 19	
3674 13644 4856 115 2714 2958	3616 12976 4736 114 2616 8934	12934 12934 4736 114 2614 8914	
9744 15 1414 23	97 15 1416 21%	9786 15 1416 2192	
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	**************************************	est. est. 1754 2714 2714 100 100 100 100 100 100 100 100 100 1	

Chicago Grain and Provisions, SCRANTON, Aug. 6.-The following quota-

WHEAT. Obening	Sept. 64 55 5374 5456	Dec. 5014 5714 5614 5696	May. 6234 62 6216
Opening Highest Lowest Closing OATS	5014 5014 5014 5314	4616 4811 4616 4314	4634 4934 4534 49
Opening Highest Lowest Closing PORK	5014 81 30 3:34	 	8414 8514 84 3516
Opening	1815 1825 1305 1315		
Opening Highest Lowest Closing SHORT RIBS	715 720 712 717		****
Opening	682 685 677 682	:::	****

Scranton Wholesale Market

SCRANTON, Aug. 6.-FRUIT AND PRODUCE SCHANTON, Aug. 6.—FRUIT AND PRODUCE —Dried apples per pound, 6% a7c.; evaporated apples, Haide, per pound; Turkish prunes, 5a514c.; English currants, 2a21/c.; layer raisins, \$1.75a1.80; muscatels, \$1.00a1.49 per box; new Valencias, da7c. per pound.

Beaux — Marrow dets. \$3.00a3.15

Beans -- Marrow-fats, \$3.00a8.15 per BEANS — MATTOW-1813, \$3.002d.15 per bushel; mediums, \$1.85a1.00.

Fras—Green, \$1.15a1.20 per bushel; spilt, \$2.50a2.60; lentels, 5 to 8c, per pound, POTATORS—New, per barrel, \$2.50a2.75, OMONS—Bushel, 90c.

BUTTER—17c. to 21c. per lb.

CHESTAL SACOMOR PARTIN

CHEER-Sya0%c. perib.
EGes-Freeb, 14%a15c.
MEATE-Hams, 18c.; small hams, 18%c.; skinned hams, 14c.; California hams, 9%c.; shoulders, 9c.; bellies, 9%c.; smoked

breakfast bacon, 12c.

SMOKED BEEF-Outsides, 151/c.; sets, 15c.; insides and knuckles, 163/c. Acme sliced smoked beef, 1 pound cans, \$2.25

Ponu-Mess at \$15; short cut, \$16. Porks—Mess at \$15; snors out, \$15.

Land—Leaf in tieress at \$6.; in tubs,

956; in 10-pound pails, \$956.; in 5-pound

pails, \$956.; 3-pound pails, 10c. per

pound; compound lard—tierces, 7c.; tubs,

756c.; 10-pound pails, 756c. per pound;

5-pound pails, 756c. per pound;

pails, 8c. per pound.

palls, 8c. per pound.

FLOUR-Minnesota patent, per barrel,
\$4.00a4.25; Ohio and Indiana amber, at
\$3.25; Graham at \$3.50; rye flour, at FEED-Mixed, per owt., at \$1.10. Grain-Rye, 65s.; corn, 59 to 62s.; cats, 58 to 56c. per bushel.

RYE STRAW-Per ton, \$13a16. HAY-\$14.50a16.

New York Produce Market. NEW YORK, Aug. 6.-FLOUE-Dull, held WINTER WHEAT-LOW grade, \$1.85a2.50:

WINTER WHEAT-Low grade, \$1.85a2.50; do. fair to fancy. \$2.40a2.93; do. patenta, \$2.75a3.20; Minnesota clear, \$2.25a2.65; do. straights, \$3a3.50; do. patenta, \$2.40a4; low extras, \$1.85a2.50; city mills, \$3.55a3.05; do. patenta, \$4.25a4.35.

WHEAT-Dull, \$\frac{1}{2}c\$, higher, firm; No. 3 red store and elevator, 57c.; afloat, 535a 573c.; f. o. b., 585c; No. 3 ungraded red, 54a58c; No. 1 northern, 654c.; options advances, closed firm at 15c, over Saturday with trading moderate, December day with trading moderate, December and September most active; sales included

and September most active; sales included No. 2 red closing August, 57c.: September, 58c.: December, 61%c.: May, 663%c.

CORN—Dull, easier; decidedly higher: No. 2, 56%c.; elevator; 59:61c. afloat; options were moderately active and closed ateady at 2%a3%c. over Saturday, August, 69c.; September, 58c.: October, 57%c.: November, 57c.: December, 53%c.; May, 53%c.; September, May and December most active.

Middles-Nominal.

Land-Firmer, quiet; western steam \$7.60 asked; city, \$7; September closed \$7.60; refined firm; continent, \$7.75; South America, \$3; compound, \$5.5%; PORK-Firmer, quiet, \$14.50; extra prime, \$13.213.50.

Butter-Quiet, Steady, state dairy.

\$13a13.50.

BUTTER—Quiet, Steady, state dairy, 15a21c.; do. creamery, 17a23c.; Pennsylvania, do., 17a23c.; western dairy, 12a16c.; do. creamery, 14a28c.; do. factory, 12a1516c.; elgins, 25c.; imitation creamery, 14a17c.

CHEESE—More active; state large, 7a53fc.; do. fancy, 85fc.; do. smail, 75fa 95fc.; part skims, 3a55fc.; full skims, 2a25fc. 2a2)4c.; part skims, babyc.; full skims, 2a2)4c.; Ecos-Easler, quiet; state and Penn-sylvania, 14 12 15c.; western fresh, 12 14: 13 14c.; do. per case, \$1a3.00

Philadelphia Tallow Market. PHILADELPHIA, Aug. 6.—Tallew was dull and prices were in buyers' favor. Prices wers: Prime city in hogsheads, 4a45c.; prime country, in barrels, 4c.; do. dark in barrels, 354a35c.; cakes, 45c.; grense, 3%c.

In Holland, Mich., C. J. Doesbury publishes the News, and in its columns strongly recommends Dr. Thomas' Eclectric Oil for coughs, colds, sore throat, catarrh and asthma.

The Breathing of a Locomotive. The "breathing" of a locomotive-that is to say, the number of puffs given by a railway engine during its journey—de-pends upon the circumferences of its driv-ing wheels and their speed. No matter what the rate of speed may be, for every one round of the driving wheels a locomo-tive will give four puffs—two out of each cylinder, the cylinders being double. The sizes of driving wheels vary, some being eighteen, nineteen, twenty and even twenty-two feet in circumference, although they are generally made of about twenty feet. The express speed varies from fifty-four to fifty-eight talles an hour.

Taking the average circumference of the driving wheel to be twenty feet and the speed per hour fifty miles, a locomotive will give, going at express speed, 880 puffs per minute, or 52,800 puffs per hour, the wheel revolving 12,200 times in sixty min-utes, giving 1,000 puffs per mile. Therefore an express train going from London to Liverpool, a distance of 2015 miles, will throw out 213,048 puffs before conving at

During the tourist season of 1883 the journey from London to Edinburgh was accomplished in less than eight hours, the distance being 401 miles, giving a speed throughout of fifty miles an hour. A lo comotive of an express train from London to Edinburgh, subject to the above conditions, will give 423,455 puffs.-Iron.

Four Eccentric Bequests.

The friends of an Irish miser, who suspected that the deceased had hoarded a great sum of money, were filled with aston-ishment and disgust when the following testamentary document was read: "I give and bequeath to my sister-in-law, Mary Dennis, four old worsted stockings, which she will find underneath my bed; to my nephew, Charles Macartney, two other pairs of stockings, lying in the box where I keep my linen; to Lieutenant Johnson, of his majesty's Fifth regiment of foot, my only pair of white cotton stockings and my own scarlet greatcoat; and to Hannah Bourke, my housekeeper, in return for her long and faithful services, my cracked

earthen pitcher." Hannah first found her tongue, and telling the other legatees that she relinquished all claim to her valuable share of the property, retired in anger from the scene. In equal rage Charles kicked the pitcher after her, when, as the crock broke, out tumbled a great number of golden guiness. The other legatees immediately searched for their stockings, etc., and to their great joy found them all to be crammed full of money.-All the Year Round.

A Suggestion to Contributors. The late Philip Welch, who flooded all the comic papers and some of the serious ones with the most original, the most conrise and pointed paragraphs, wrote each one-they were always short-in the mid-

dle of a sheet of good, thick note paper.

Thus he secured two advantages. Having a sheet of paper for each joke he was under no temptation to lengthen his wit-ticism to suit the page; and for the nature of his material, such as one would use for an invitation to an evening party, naturally led him to be concise and finished—to have a beautiful bon mot in the exact middle of a beautiful expanse of white. I will only add that I make these obser-

vations chiefly for the benefit of my friend Penloper, whose comparative failure as a humorist I attribute to his use of cheap yellow paper and an ill sharpened pencil. Taverner in Boston Post,

A Wily Youth. "I'm to have my photograph taken to

day," she said. "Indeed," he replied. "May I beg one when it is completed?" "Oh, I couldn't think of letting you have

"Well," he said resignedly, "Pm sorry." Then he added, "There is one thing the photographer won't need to do when he is taking your picture." "What is that?"

"He won't need to tell you to look pleas ant, for you siways look pleasant."
"Perhaps I may be able to spare you one," she said after a pause.—New York

Beecham's pills are for biliousness, bilious headache, dyspepsia, heartburn, torpid liver, dizziness, sick headache, bad taste in the mouth, coated tongue, loss of appetite, sallow skin, when caused by constipation; and constipation is the most frequent cause of all of them.

Book free; pills 25c. At drugstores, or write B.F. Allen Co.,365 Canal St., New York.

Stand at the Head. For thirty years Ducber Watch Cases have been endorsed by every prominent denlerin the United States. The Dueber trademark in this country, 17 and the Hall mark in RUBY JEWELED England are a guaran-tee of pure metal. 17-ADJUSTED WATCHES & jewel Hampdan movements in Ducker cases stand at the head.

If your dealer does not keep our watches mail us your address and we will send you the name of a dealer who does. THE DUBBER WATCH WORKS, Cauton, O.

MR. FRED WEICHEL

At his newly-renovated and licensed Hotel at CLARK'S SUMMIT, is now prepared to fur-nish traveling men and social parties with the LATEST, NEW-STYLED RIGS, single or double, to take them to Lake Winda, Gravel Pond and all saburban points and Summer resorts at reasonable prices. A large livery barn connected with notel for travel ing public.

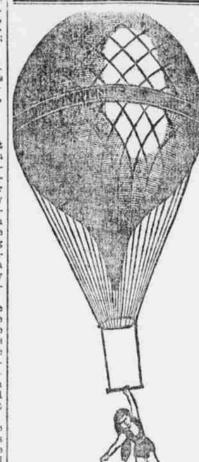


Bad Blood.

Purifies The BLOOD.

I have been suffering ten years with Erysipelas. Have taken doctors medicines and patent medicines of most all kinds, but none seemed to do me any good. I finally made up my mind to try Burdock Blood Bitters. Have used four bottlee of B. B., and think myself entirely cured.

MRS. N. J. MCCATLY, bervice, Beaver Co., Pr.



TWO BALLOON ASCENSIONS

Laurel Hill Park Next Wednesday

MISS LULU RANDALL, of Detroit, Mich., under the management of Prof. Chas. Katrich, will make a balloon ascension, parachute drop and trapeze perfor-



mance at Laurel Hill Park, Wednesday, August 8 at 2.30 p.m.
The signatic balloon will be inflated in full view of the audience. The trapezo performance, the rapid ascension, the leap, the collapsing of the balloon and the tescent are sights truly wonderful to be-

In the evening at 7.80 Prof. Charles H. Rabrich will make an ascension with his pet dog, Grover, surrounded with differ-ent-colored lights. No one should fail to use this rich treat.

ADMISSION, 10 CENTS.

THE CATHEDRAL

To that beauteous and romantic spot,

Mountain Park.

Monday, Aug. 13

It will be the great event; one of the finest gatherings of the season. Take the family along. Refreshments supplied on the grounds.

Trains leave Jersey Central depot at 8, 8, 30, 9 and 11.30 a.m., 2 and

on "The Flyer," 12 50 p.m.

BICYCLE RACE MEET

GRAND CLASS A

Green Ridge Wheelmen

Scranton Driving Park WEDNESDAY AFTERHOOM, August 22, 1894, at 2 O'clock

L. A. W. Sanction and Race Rules. Admission, 60c. Grand Stand, 15c

HASSON STARK.

AT THE OLD DEPOT HOTEL,
FACTORYVILLE.
Is prepared to receive summer boarders and furnish rigs for tourists to surrounding towns and summer resorts.

William MASON, Management of the control of the cont

Third National

dad Blood. Bad Blood.

Bank of Scranton. ORGANIZED 1872.

This bank offers to depositors every facility warranted by their balances, busi-ices and responsibility. Special attention given to business ac-counts. Interest paid on time deposits.

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THE

TRADERS

National Bank of Scranton CHGANIZED 1893.

CAPITAL \$250,000, SURPLUS \$30,000.

SAMUEL HINES, President. W. W. WATSON, Vice President. A. B. WILLIAMS, Cashier.

SAMUEL HINES, LEVING A. FINCH, JOSEPH J. JERMYN, CHAS, P. MATTHEWS, JOHN T. PORTBE W. W. WATSON.

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Large Medium and White Clover, Choice Timothy and Lawn Grass Seeds

Guano, Bone Dust and Phosphates for Farms, Lawns and Gardens.

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Robinson's Sons LAGER

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Manufacturers of the Celebrated PILSENER

LAGER

CAPACITY

Remember, tickets are not good 100,000 Bbis. Per Annum,

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Linseed Oil, Napthas and Gasolines of all grades. Axle Grease, Pinion Grease and Colliery Compound; also, a large line of Par-raffine Wax Candles.

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HENRY M. SEELY Law offices in Price building, 126 Washington avenue. FRANK T. OKELL, Attorney at Law. Boom 5, Coal Exchange. Scrauton, Pa. MILTON W. LOWRY, Attys. 227 Washing C.H. VON STORCH, (ton av., C. H. square AMES W. OAKFORD, Attorney at Law. AMUEL W. EDGAR, Attorney at Law. Office, 317 Spruce st., Scranton, Pa. A. WATRES, Attorney at Law, 421 P. SMITH, Counsellor at Law, Office, rooms 54, 55, 56 Commonwealth building R. PITCHER, Attorney at Law, Com-monwealth building, Scranton, Pa.

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HOTELS AND RESTAURANTS. THE WESTMINSTER, 217-219 Wyoming avo. Rooms heated with steam; all mod-ra improvements. C.M. TRUMAN, Prop. THE ELK CARE, 155 and 127 Franklin avenue. Rates reasonable.
P. Zirgler, Proprietor. P. ZIEGLER, Proprietor.
W. L. STRIKSTER HOFEL.
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COYNE HOUSE European plan: good rooms Open day and night. Bar supplied with the best.
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CRANTON HOUSE, near D., L & W. pas-tenger depot. Conducted on the European Nicron Koon, Proprietor. ARCHITECTS. AVIS & BOUFT, Arontects, Rooms 21, 25 and 25 Commonwealth bld'g, Scranton

L. WALTER, Architect. Office, rear of L. BROWN, Arch B. Architect, Price building, 126 Washington Ave., Scranton.

MISCELLANEOUS BAUER'S ORCHESTRA - MUSIC FOR balls, picules, parties, receptions, weddings and concert work furnished. For terms address R. J. Bauer, conductor. 117 Wyoming see, over Hulbert's music store. HORTON D. SWARTS - WHOLESALE MEGAROEE BROTHERS, PRINTERS'
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Supplies, envelopes, paper bags, twina
Warehouse, 130 Waenington ave., Scranton,

HORSES AND CARRIAGES FOR SALE
at 1:33 Capousa svenne.
D. L. POOTE, Agent PRANK P. EROWN & CO., WHOLE I sale dealers in Woodware, Cordage and Ci Cloth, 720 W. Lackawanna avenue.

Hotel Waverly

M. E. Con 15th and Filbert Sts., Philada. Most desirable for residents of N.E. Pount sylvania. All conveniences for travelers to and from Broad Street station and the Twelfth and Market Street station. Do-tirable for visiting Serantonians and poo-ple in the Anthracite Region.

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AYLESWORTH'S Meat Market The Finest in the City

The latest improved fur-nishings and apparatus for keeping meat, butter and eggs. 223 Wroming Ave.

SATISFACTION Come and see us about the Job Work you will need soon. The Scranton Tribune Job Dent.

CENTRAL RAILROAD OF N. J.

LEHIGH AND SUSQUEHANNA DIVISION Authracite coal used exclusively, insuring cleanliness and comfort. TIME TABLE IN EFFECT MAY 20, 1894.

Time Table in Effect May 2), 1894.

Trains loave Scranton for Pittston, Wilces-Barre, etc., at 8.23, 9.15, 11.30 a.m., 12.50, 2.03, 3.33, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a.m., 10.9, 2.15, 7.10 p. m. Sundays, 9.00 a.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, Bethle-Hem, 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 (with through car) a.m., 12.50 p. m.

For Reading, Lobanon and Harrisburg, via Allentown, 2.20 a.m., 12.50, p.m. Sunday, 2.15 p. m.

For Pottsville, 8.20 a.m., 12.50 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 8.10 (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, 2.00
a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.
Through tickets to all points at lowest rates
may be had on application in advance to the
ticket agent at the station.
H. P. BALDWIN,
Gen. Pass. Agent

J. H. OLHAUSEN, Gen. Supt.

DELAWARE AND HUD
SON RAILROAD.
Commoncing May 29, 1892,
trains will run as follows:
Trains leave Bridge Street
Station, Scranton, for Pitts
Common Wiless Barre, etc., 8:0,
8:07, 9:37, 10:42 a. m., 12:10,
1,25, 2:38, 4:19, 5:15, 6:15, 9:15
and 11:35 p. m.
For New York and Philadelphia, 8:00 a. m., 12:10, 1:25,
268, 4:16 and 11:30 p. m.

For New York and Philadelphia, 800 a. m., 12:10, 1:23, 2:38, 4:16 and 41:39 p. m.

For Honosdale (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, 8:30, 10:10 a. m., 12:00 m., 2:17, 3:25, 5:10, 6:20 and 9:35 p. m.; from Bridge Street Depot, 2:05 a. m., 2:17 and 11:35 p. m.

Fast express to Aibany, Saratoga, the Adlrondack 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 5:50 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 abowing local and through train

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, Second Vice President Gen. Pass. Agt.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 8.6; a.m., 12.05 and 11.38 p. m., via D. L. & W. R. R., 8.05 a.m., 12.05 and 11.38 p. m., via D. L. & W. R. R., 8.05 a.m., 13.0 p. m. Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all noints west via D. & H. R. R., 8.5 a.m., 12.05, 8.15.11.33 p. m., via D. L. & W. R. R. and Fittston Junction, 8.08 a.m., 130, 8.59 p. m., via E. & W. R. R., 3.41 p. m.
For Elmira and the west via Salamance, via D. & H. R. R. 8.46 a.m., 12.05, 6.05 p. m., via D. L. & W. R. R., 8.08 a.m., 1.39 and 6.07 p. m.
Pullman parior and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York Philadelphia, Buffalo and Suspension Fridge.

ROLLIN H. WILBUR, Gen. Supt. CHAS. S. LEE, Gen. Pass. Ag't. Phila, Pa. A. W. NONNEMACHER, Ass't Gon. Pass. Ag't. Scuth Bethlehem, Pa.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

Trains loave Scranton as follows: Express for New York and all points East. 1.40, 2.50, 5.15, 8.09 and 9.50 a. m.; 12.55 and 3.50 p. m.

Express for Easton, Trenton, Philadelphia and the South, all, 8.00 and 9.51 a. m.; 12.55 and 3.50 p. m.

Washington and way stations, 3.55 p. m.

Tobyhanna accommodation, 6.10 p. m.

Expr. as for Binghamton, Cawego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12 10, 215 a. m. and 124 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, as 4 p. m. and 6.19 p. m.

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 1.28 Utica and Richfield Springs, 2.15 a. m. and 1.24 p. m.
1thaca, 2.16 and Bath 9 a. m. and 1.24 p. m.
For Northumberland Pittston, Wilkes-Barre,
Plymouth, Bioomaburg and Dauville, making
close connections at Northumberland for
Williamsport, Harrisburg, Baltimore, Washington and the South.
Northumberland and intermediate stations,
6.00, 9.55 a. m. and 1.29 and 6.07 p. m.
Nanticose and intermediate stations, 8.08
and 11.29 a. m. Plymouth and intermediate
stations, 3.55 and 8.55 p. m.
Pullman parlor and sleeping coaches on all
express trains.

ERIE AND WYOMING VALLEY RAIL
Trains leave Scranten for New York and intermediate points on the Erie railroad at 6.35
a. m. and 3.24 p. m. Also for Honesdale,
itawley and local points at 6.35, 9.45 a.m., and 324 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 Scran-ton from the Lake at 8.15 a.m. and 7.45 p.m. Trains leave for Wilkes-Barro at 8.40 a.m. and 3.41 p.m.

express trains.
For detailed information, pocket time tables,
etc. apply to M. L. Smith, city ticket office,
325 Lacis wanna avenue, or depot ticket office.



North Bound. South Bound. 205 203 201 202 204 206 All trains run daily except Sunday.

f. signifies that trains stop on signal for pas

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J.C. Anderson, Gen. Pass. Agt.

T. Flitcroft, Div. Fass, Agt. Scranton, Pa. WE CAN GIVE YOU