

GENERAL NEWS OF INDUSTRIES

A special to the Philadelphia Record from New York says the formal plan for the reorganization of the Reading Railroad company will be presented to the receivers of the company. While the details of this plan have not been carefully guarded it is considered absolutely certain that no assessment of the stock and junior securities is contemplated. The stock and preference bondholders will be asked, however, to subscribe to an issue of 5 per cent. collateral trust bonds at a fair price, \$10,000,000 which will be backed by \$15,000,000 securities, are now in the company's treasury. The refunding of the general mortgage coupons for the period of five years and the creation of a voting trust during the period of refunding is another provision, though the voting trust features is susceptible to change in favor of a representation on the board of managers of the general mortgage and preference income bondholders. The \$2,000,000 or more of equipment notes coming due are also to be taken care of and a new trust will likely be given given assurance of their heavy co-operation in the matter of re-organization and the principal features of the proposed plan having been thoroughly canvassed, the prospects of the submission of a re-organization plan to the security holders at a very early day are exceedingly flattering.

Application has been made by Francis J. Gowen receiver of the South Jersey Railroad company, to Judge Dallas, in the United States circuit court, for an order to provide for the payment of wages of employees. It was related that the men was not paid during June, July and August and that there is coming to them about \$30,000 for which they hold time checks. The complainant creditors and some of the bondholders of the road were represented by counsel, but before the discussion had proceeded far the judge held that the matter was not at this time in such shape that an order could be made.

The Newport Colliery company, which operates several collieries near Wilkes-Barre, has been in financial distress for some time. Operations were continued, however, until Tuesday, when the colliery at Lee passed into the hands of the Lehigh and Wilkes-Barre Coal company. The Newport company operated under a lease from the Lehigh and Wilkes-Barre Coal company, which mortgage on the property, which will be advertised for sale at once. It comprises about 500 acres of first class anthracite coal, which is said to yield not less than 1,000,000 tons if operated to its full capacity. As several parties have been negotiating for the leasehold interest of the Newport company, it is expected that sufficient money will be realized from the sale to satisfy all outstanding indebtedness. Meantime the Lehigh and Wilkes-Barre company guarantee the payment of the employees for the work done during July and August.

An important conference on the affairs of the Philadelphia and Reading railroad was held in New York Tuesday afternoon. It was attended by George Earle, jr., F. L. Tyler, of Philadelphia, and by Fred P. Oicott, of New York, and other members of what is known as the Oicott committee of the general mortgage bondholders' committee. It was agreed to consolidate the Philadelphia committee, of which Mr. Earle is chairman, with the Oicott committee and a sub-committee was appointed to draft a plan for the re-organization of the Reading company. Some time will be occupied with this work. It is regarded as likely that there will be an assessment on the Reading stock and income bonds for which a new security will be given. The coupons on the general mortgage bonds will also be funded for a limited period.

At a special meeting of the executive and financial committee of the Lake Shore and Michigan Southern Railway company, Monday, D. W. Caldwell, president and manager of the Nickel Plate road, was appointed general manager. But D. W. Forester was elected as vice president.

The figures which Poor's Manual gives us relating to the freight traffic of our railroads in 1893 plainly disclose the fact that developments are still in the direction of lower average rates, and consequently that the struggle for existence waxes fiercer and fiercer. The record presented, as we pointed out when dealing with the passenger business, does not cover a uniform period, but takes in all returns made up to the close of the various fiscal years of these several companies reporting. The period of depression is, therefore, only partly represented, those statements made which are given only to June 30, or even to an earlier date, as they do in a few instances, of which Rock Island and the Chicago and Northwestern may be cited as the most important examples, reflecting a period when traffic were good rather than otherwise. The result is that we have an unusual increase in tonnage and ton-miles, but for the reason stated, the falling off in rates, no such corresponding increase in earnings.

In order to make profits under such conditions, managers have before them a task which it seems is destined to present new phases and difficulties without end. There has not been a year when the average was as low as in 1893, and inferentially not a year when earnings were in more demand to meet the requirements of the operating department. The fact that no step in the other direction appears to be possible long ago demonstrated that capital outlays were necessary in order to provide facilities to meet such a condition, if the vast sums already invested were to continue to receive any remuneration at all. As it is we are reminded by the statistics which emanate from trustworthy sources, every now and then, that the rate of profit progresses toward the vanishing point, showing that what has been done to avoid its actual disappearance has not been too well done, nor done any too quickly.

Last Friday the Woodward colliery of the Delaware, Lackawanna and Western Coal company broke its former record by 103 cars. Some months ago they broke the record by hoisting 1,400 cars, which was a banner

NOT OUT OF THE MODE.

Silk is Very Popular, but All Wool Fabrics Are Still Worn. Although silk is so much worn this season, fine wool fabrics are by no means out of the mode. All the old standard weaves are shown in the new colors, while crepons, both all wool and silk and wool mixed, are seen with new variations. They may be set trimmed or combined with satin and moire. The latter is worn in all colors, al-



GREEN CREPON COSTUME.

though black seems to be the favorite, as it always is in moire. Pretty woman gowns are made with a yoke or vest, belt and skirt sleeves of bengaline or moire, the skirt being trimmed with bias silk bands to match, or the sleeves may be of the woolen goods, with a balloon puff of silk reaching from shoulder to elbow. The gimp or galloon trimming is used as a finish. The popularity of silk seems to have given a fresh impetus to the ribbon trade, and ribbons are shown in an unusually wide range of color, width and style. Satin faced noire and double faced satin or peau de soie in bias, fully soft, rich qualities, called 'backed' ribbons may be found in all the fashionable shades, but brogan ribbon seems to have gone out in company with grosgrain silk—both are invisible. Ribbon is much used this year not only for millinery, but for trimming costumes in bows, bands and ruffles, and is a particularly pretty garniture for light summer goods, such as muslins, satins and challoes. It is not confined to the trimming of the gowns, however, but is used on heavier toiles and wraps by itself or combined with black, white or cream lace.

An illustration is given of a summer walking costume composed of thin lettuce green crepon. The skirt is plain on the right side, but is draped over the left hip, the drapery being held in place by a large silver buckle. The back of the skirt has no trimming, but the front and sides are ornamented with two oblique bands of wide white moire ribbon. The plain round neck fastens invisibly under the left arm, the back being in one piece, plaited in at the waist. A double band of ribbon is carried from the under arm seam on the right side across the front to the left shoulder, where it is fastened under a low with long ends, and a ribbon belt confines the waist. The gown has gigot sleeves.

THE LINEN DUSTER'S DAY DONE.

The Passing of a Fright and the Coming of Pretty Dust Cloaks. The linen duster of 30 years ago has entirely disappeared. It was a strictly utilitarian garment, suggesting overalls, ingeniously constructed so as to not only cover and protect the gown, but conceal every good point of the wearer, emphasizing the bad ones if there were any. A more becoming article of apparel could not be de-



GRAY CLOTH DUST CLOAK.

vised, and how women ever persuaded themselves to appear in such attire is a marvel. But we have changed all that. The linen duster is obsolete, and in its place we have dust cloaks made of serge, silk or thin worsted goods, fashionably cut, carefully made, becomingly trimmed and well fitting. Buttons, stitching, braid, passementerie and gupure may be used as a garniture, although all heavy trimming should be avoided, as these dust cloaks are strictly hot weather garments, and lightness is a consideration. They not only protect the dress from dust and splatters, but as the costume is completely covered it is possible to wear on hot days the thinnest sort of muslin gown under the cloak without the fact being apparent.

There is an unwritten law, which no well bred woman ever infringes, against wearing in the street a bodice thin enough to allow the arms and neck to appear through the stuff, but a loose coat of thin silk conceals the diaphanous gown and adds little to the warmth of the wearer. These cloaks are becomingly made with a snugly fitting back and straight front, and are made of girdle, or they may have a gupure covered yoke and a full front. The sleeves are usually loose and often made in bishop fashion. As to material, serges and thin cloaks are used in all the duster shades. A sketch is given of a dust cloak in thin silver gray cloth trimmed with silver buttons. It is close fitting in the back, while the front hangs straight from the shoulders. The large revers, extending below the waist and sharply hollowed out at the top, are fastened back by buttons. The pockets, placed high on the hips, are also adorned with buttons, as are the close cuffs of the bodice. The plain standing collar is surrounded by a facing of collar lined with silk. The black straw hat which accompanies the cloak is trimmed with black ostrich tips.

Stand at the Head.

For thirty years Duerber-Watch Cases have been endorsed by every prominent dealer in the United States. The Duerber trademark in this country, and the Hall mark in England are a guarantee of pure metal. Jeweled Hamilton movements in Duerber cases stand at the head. If your dealer does not keep our watches mail us your address and we will send you our new catalogue. THE DUEBER WATCH CO., WATERBURY, CONNECTICUT.

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Third National Bank of Scranton. ORGANIZED 1872. CAPITAL, \$200,000. SURPLUS, \$250,000. This bank offers to depositors every facility warranted by their business, honesty and responsibility. Special attention given to business accounts. Interest paid on time deposits.

THE TRADERS National Bank of Scranton. ORGANIZED 1858. CAPITAL \$250,000. SURPLUS \$30,000. SAMUEL HINES, President. JAMES M. EHRHARDT, Vice-President. FRANK E. FLETCHER, Cashier. A. E. WILLIAMS, Cashier.

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

HUNT & CONNELL CO. MOOSIO POWDER CO. Rooms 1 and 2 Commonwealth Bldg. SCRANTON, PA. MINING and BLASTING. Made at the MOOSIO and RUSH-DALE WORKS. Laffin & Rand Powder Co's ORANGE GUN POWDER.

WEAK MEN YOUR ATTENTION. Gray's Specific Medicine. IF YOU SUFFER FROM Nervous Debility, Weakness of Body and Mind, Spermatorrhoea, and Impotency, and all diseases that arise from over-indulgence and self-abuse, you will find relief in the use of Gray's Specific Medicine. Sold by all druggists at 50¢ per package, or six packages for \$2.50, by mail on receipt of money and with every 50¢ order.

DEXTER SHOE CO. BLOOD POISON. A Handsome Complexion. DEXTER SHOE CO., 143 FEDERAL ST., BOSTON, MASS. Special terms to Retailers.

BUSINESS AND PROFESSIONAL. DR. G. EDGAR DEAN has removed to 105 Spruce street, Scranton, Pa. (Just opposite court-house square). DR. A. J. CONNELL, Office 201 Washington avenue, corner Spruce street, over Franco's drug store, Scranton, Pa. Office hours: 10:30 to 12 a. m. and 4 to 6:30 to 7:30 p. m. Sunday, 11 to 12 p. m.

WILLARD WARREN & KNAPP, Attorneys and Counselors at Law, Republican Building, Washington ave., Scranton, Pa. PATTERSON & WILCOX, Attorneys and Counselors at Law, offices 6 and 8 Library Building, Scranton, Pa. ALFRED HAND, WILLIAM J. HAND, Attorneys and Counselors, Commonwealth Building, Rooms 21 and 23, Scranton, Pa.

THE REPUBLIC SAVINGS and Loan Association will loan you money on easier terms and pay you better on deposits than any other association. Call on S. N. CALLEN, D. R. Dime Bank Building. SEEDS. G. R. CLARK & CO., Seedmen, Florists and Nurserymen, store 164 Washington avenue; green house, 150 North Main avenue; store telephone 25.

THE ELK CAFE, 125 and 127 Franklin avenue. Rates reasonable. W. G. SCHENCK, Manager. SIXTH STREET, one block east of Broadway, at Union Square, New York. American plan, 35¢ per day upward. SCRANTON HOTEL, near D. & W. Passenger depot. Conducted on the European plan. VICTOR KOCH, Proprietor.

NEW YORK AND ONTARIO WESTERN RAILWAY. SCRANTON DIVISION. In Effect June 24th, 1894. North Bound. South Bound. 205 203 201. Stations. 202 204 206.

E. Robinson's Sons' LAGER BEER BREWERY. Manufacturers of the Celebrated PILSENER LAGER BEER. CAPACITY 100,000 Bbls. Per Annum. HASSON STARK, AT THE OLD DEPOT HOTEL, FACTORYVILLE. Is prepared to receive summer boarders and furnish rooms for tourists to surrounding towns and summer resorts.

CENTRAL RAILROAD OF N. J. DELAWARE AND HUDSON RAILROAD. Commencing Monday, July 30, all trains will arrive and depart from the new Lackawanna station at Scranton. Trains will leave Scranton station for Carbondale and intermediate points at 2:30, 4:30, 6:30, 8:30, 10:30, 12:30, 2:30, 4:30, 6:30, 8:30, 10:30, 12:30 p. m.