# JENERAL NEWS

The committee on transportation, of which John Field is chairman, bas issued a further circular calling attention to the freight rates from Philadelphia over the trunk lines, as compared with the rates charged from other eastern cities. The circular, which is secompanied by a table showing the rates in detail, says: "The average distance of Philadelphia from Chicago by the trunk line railroads entering this city is 939 miles. The average distance of Boston from Chicago by the trunk line railroads entering that city is 1,153 miles. Boston is, therefore, 213 miles more distant from Chicago than Philadelphia, yet goods can be shipped at a less rate from Boston to Chicago, all rail, than from Philadelphia to This statement is abund-Chicago. antly proved by the annexed table, showing in detail the rate of freight on each of the six classes of merchandise by the several trunk line railroads from Boston. The rate from Philadel-phia to Chicago on first-class matter by each of the trunk lines entering this city is 69 cents per 100 pounds. There are three different lines entering Boston which carry first class matter from that city to Chicago for 65 cents per 100 pounds. When it is remem-bered that the haul of the Boston roads is 218 miles longer than that of the Philadelphia roads, and that the Boston rate is 4 cents lower, the unjust and indefensible character of the Phildelphia rate becomes apparent. further demonstration of the unjust nature of the discrimination to which Philadelphia is subject, we refer to the fact that Portland, Me., which is 197 miles further from Chicago than Philadelphia has trunk line, all rail rates to Chicago on the six classes of goods, varying from 1 cent to 4 cents per 100 pounds less than those accorded to Philadelphia upon the same classes of merchandise, desire to impress upon the consideration of the pnainess men of Philadelthe important fact that the runk line railroads which center at Philadelphia, by their vote and influ-ence in the Trunk Line association or pool, consent to the establishment by other lines of these discriminating freight schedules in favor of New York, Boston and Portland, Me., and thereby abrogate the differentials the corresponding seven months of 1893 of anominally conceded Philadelphia." If Mr. Field's committee wants to get at some truly astonishing facts in rail-way discrimination it should investithe various tolls charged by dif-

The negotiations between the Brooks Iron company, of Birdsboro, and the Phenix Iron company for the purchase of Jones' mines, near Joanna, have been consummated in the purchase of the ore right in the former company. The machinery and buildings will be disposed of at public sale. A competent mining anthority says ore can be mined at Jones' mines at 50 cents at ton.

The bed of iron ore recently discovered at Galeton is five feet in thickness, and is said to be superior to any iron ore ever discovered in the state.

A river of petroleum is now rushing lines to Philadelphia to load the largest fleet of bulk oil vessels that has ever been at that port at any one time. At least 15,000,000 gallons of crude and refined petroleum will be required to fill the orders now on hand for this particular class of vessels. There are twelve bulk steamships and two barks leading petroleum in Philadelphia on foreign account. The average cargo of a modern bulk carrier is 1,500,000 gallons. There are also large sailing vessels carrying oil which are principally owned in France. The shipments from the Philadelphia ports during the past week augregated 5,075,008 gallons. The total shipments since Jan. 1 have been 223,861,151 gallons. It is believed that this year's shipments will be the largest ever known in the history of this port.

G. J. Grammar has been offered and will probably accept the position of general freight agent of the Lake Shore road. Mr. Grammar was for years connected with the Mackey lines, and under his management as traffic manager they prospered, but after the relations of President Mackey and Traffic Manager Grammar became strained and the latter left the roads their business dropped off. It is in-timated that President Ingalls, of the Big Four, recommended Mr. Grammar to General Manager Caldwell.

The committee of the Easton board trade, who waited upon President Maxwell and asked that the Jersey Central shop now at Junction be returned to Phillisburg, have lost hope of having their desires gratified. This same committee also urged the company to build a new passenger station at Phillipsburg. Mr. Maxwell in-formed the committee that the company had united with the Delaware, Lackawanna and Western road in having plans made for a union station, but that for some cause or other the Delaware, Lackawanna and Western had withdrawn. He, however, informed the committee that Phillipsburg would be ample accommodations, and if the present arrangements, that of using the Delaware, Luckawanna and Western station, was not sufficient, that a new station would be built.

The Hazard Wire Rope works of Wilkes-Barre shipped to New York city a wire cable that is next to the largest in the United States. It was manufactured for the Columbus and Ninth avenue division of the Broadway cable line and is the first of four ordered by that company. The rope is 31,800 feet in length and is one and a half inches in diameter. It is made from a high grade English crucible steel, every foot of which was drawn and tempered in the Hazard works. There are six strands of nineteen wires each wound over a bemp core, the latter forming a cushion and giving elasticity to the rope. The whole number of wires is 114 and the breakage strain is 112 tons. As the rope stands on its spool it weighs 125,000 pounds. This menster weight could not be carried on an ordinary freight car or gondols, so the strongest car owned by the Lehigh Valley railroad company was used to transport the great burden to the

Lake Poyntelle will not be the main attraction of the Ontario and Western railroad to the sweltering people of our valley during next season, if we may credit the Olyphant Record, which says that the railroad company has an eye on semething better, and when its scheme is matured and all things put in order, the grounds it will offer the attraction of the Ontario and Western

public will be second to none in the state. Its surveyors are manipulating their instruments and taking notes in the neighborhood of Big Hickory lake, OF INDUSTRIES in Wayne county. This is a fine sheet of water, in a region that is matchless for rustic beauty and a fine landscape scenery, and around are a cluster of lakes that cannot be duplicated in any neighboring county. It is the design of the company to make this a plenic ground where societies or Sunday schools can spend a quiet day, inhaling the pure air, viewing the country for miles around and boating on the clear

waters where fishes abound.

The car repairing department of the Pennsylvania railroad shops at Sunbury has been put on thirteen hours s day. Over 100 carpenters are employed and the work of refitting freight cars for immediate and prospective use is being pushed with much vigor. Thirty locomotives which were stored on tracks outside the shops, are being brought in and overhauled. The business of the company at that point has trebled within the past two weeks and is increasing daily. Long trains of lumber, coal, coke, machinery, grain and merchandise are passing continually to the south, east and west. Nor does this state of things exist on the Pennsylvania railroad alone. Reading, too, is doing an enormous

MINOR INDUSTRIAL NOTES:

The net profits of the Bank of England for the last half year were £587,429,175 8d. The Cramp Ship Building company paid an extra dividend of 10 per cent. on Sept. 15. The company has paid 8 per cent. per annum and 62 per cent. in extra dividends during the past four yerrs.

The average yield of onions this year, the American Agriculturist says, was 172 bushels to the acre, as compared with 243 bushels in 1893. The total crop is estimated at 1,684,000 bushels, against 2,226,000 bushels last year.

The eight carloads of bituminous coal which arrived in Hazleton some weeks ago for use on the Lebigh Valley engines have been consumed, and information from a reliable source says that no more will be used.

The Reading's coal tonnage for the week The Reading's coal tonnage for the week ended September 15 aggregated 220,578.10 tons, against 255,604.03 tons last yoar, a decrease of 34,030,13 tons. The tonnage for the year to that date aggregates 9,165,-151.16 tons, compared with 10,055,232.15 tons in 1893, a decrease of 890,080.19 tons. The Financial Chronicle, in its issue of Sept. 15, shows the earnings of 132 roads for August to have been \$42,709,261, an increase over August, 1893, of \$337,248, Earnings for the first seven months of this year, \$91,628,328, a decrease as compared with

division of the Lehigh Valley, says he is pestered with applicants for positions as brakemen. Almost every hour in the day his office is filled with idle men looking for ferent carriers on bituminous and anthracite coal, rebates duly accounted about the station to the effect that no brakemen are wanted. anthracite coal, rebates duly accounted

What is known as the old tunnel workings in Jeanesville, which have been abandoned for many years, were on Tres-day visited by an engineering corps and a survey made. The intention is to strip the surface from the old workings in order to remove the coal which cannot be gotten out in any other way, and of which an enormous quantity still remains. At some places the coal does not lie at a very great depth and the cost will be small.

Bucklen's Arnica Salva The best salve in the world for Cuts Bruises, Sores, Ulcers, 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.

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FINANCIAL AND COMMERCIAL

Stocks and Bonds.

NEW YORK, Sept. 26 .- Business on the Stock exchange was on a large scale, but the improvement was at the expense of values. Total sales, 210,000 shares. opening the market was fairly steady, except for Sugar, which was affected by the annoucement of the closing of some refineries. The usually active issues were not eries. The usually active issues were not influenced at this time by the heaviness of Sugar and when the New York Central directors declared the regular quarterly dividend of 1½ the railway list moved up ½ to 1½, New York Central, Burlington and Quincy, St. Paul, Rock Island and Northwest, being most prominent. The strength did not last long and in the afternoon the hears hearms nogree. ent. The strength did not last long and in the afternoon the bears became aggressive. They raided Whiskey. Reading. Sugar and the Grangers. There were sales of whiskey at 8%, the lowest point ever touched. Reading fell to 17%, Sugar to 94%. The closing was heavy aithough there were no new developments to account for the weakness. The market left off weak off weak.

off weak.

The range of yesterday's prices or the active stocks of the New York stock market are given below. The quotations are furnished THE TRIBUNE by G. du B. Dimmick, manager of William Linn Allen & Co., stock brokers, 412-Spruce street, Scranton.

Wabash pr. 14% Wabash pr. 14% Western Union. 88% New York Produce Market. NEW YORK. Sept. 26.-FLOUR - Dull

NEW YORK. Sept. 26.—FLOUR — Dull, unsettled, weak.
WHEAT—Dull, lower, with options weak;
NG. 2 red. store and elevator, 55a55½c.;
afloat, 55½a55½c.; t. o. b., 56a56½c.; ungraded red, 50a55½c.; No. 1 northern, 62½c.; options dull, weak, ½a½c. lower;
September, 56½c.; October, 55½c.; November, 56½c.; December, 57½c.; May, 62½c.

OATS—Dull, lower, weak; options dull, weaker; September 324c; October, 324c; November, 324c; May, 375c; No. 2, white, November, 364ca a565c, spot prices, No. 2, 324ca33c; No. 2, white, 354ca36c; No. 2 chicago, 335c.; No. No. 3, 32c.; No. 3 white, 35c.; mixed western, 334ca344c; white, 354ca40c.; white state, 254ca40c.

BEEF—Quiet, unsettled,
Terrer BEEF—Dull. OATS-Dull, lower, weak; options dull, TIERCED BEEF-Dult.

CUT MEATS-Quiet, weak, MIDDLES-Nominal.

Middles-Nominal.
Lard-Quiet, easier; western steam \$8.70; city, \$8.00; September \$8.80; January, \$7.95; refined, quiet; continent, \$9.10; South America, \$9.50; compound, 6%47c. FORK-Dull, weak.
BUTTER-Fair demand, fancy firm: state dairy, 1423c.; do. creamery, 1825c.; Pennsylvania do., 1825c.; western dairy, 13217c.; do. creamery, 15254c.; do. factory, 12%416c.; elgins, 25%c; imitation creamery, 15218; c. CHEESE-Moderate demand, fancy, firm; state large, \$2.00; c.; do. fancy white, 10% a10%c.; do. colored, 10%c.; do. small, 8%a 10%c.; part skims, 425%c.; full skims, 3 a3%c.

a3)4c. EGGS--Fairly active; fancy, firm; state and Pennsylvania, 20a21c; ice house, 15)4a, 17c; western fresh, 18a20c., do., percase,

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.

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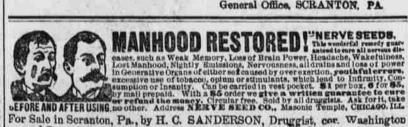
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#### BUSINESS AND

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#### CENTRAL RAILROAD OF N. J.

LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring leauliness and comfort. TIME TABLE IN REFECT MAY 20, 1894.

Time Table in Effect May 29, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.29, 9.15, 11.30 a.m., 12.50, 2.03, 3.00, 7.25, 11.05 p. m. Sundays, 9.00 a.m., 1.03, 2.15, 7.10 p. m.

For A lantic City, 8.29 a.m.

For New York, Newark and Elizabeth, 8.29 (express) a.m., 12.30 (express) with Buffet parlor car), 8.39 (express) p. m. Sunday, 2.15 p. m. FOR MAUCH CHUNK, ALLENTOWN, BETHLE-HEM, EASTON and PHILADELPHIA, 8.29 a. m., 12.50, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m. For Long Branch, Ocean Grove, etc., at For Loss Baron. For Reading, Lebanon and Harrisburg, via Bentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday,

Affentown, 8.20 a. m., 12.50, 5.00, p.m. Bullary,
2.15 p. m.
For Pottsville, 8.20 a. m., 12.50 p. m.
Returning, leave New York, foot of Liberty
street, North river, at 8.10 (express) a. m.,
1.10, 1.20, 4.30 (express with Buffet parlor car)
p. m. Sunday, 4.30 a. m.
Leave Philadelphia, Reading Terminal, 2.71
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 ou application in advance to the
ticket agent at the station.
H. P. BALDWIN,
GURAUSEN,

J. H. OLHAUSEN, Gen. Supt.

MAY 13, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. at 7.45 a.m., 12.05, 2.88 and 11.38 p. m. via D., i. & W. R. R., 6.00, 5.08, 11.20 a. m., and 1.30 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D., i. & W. R. R., 6.00, 8.03, 11.20 a. m., 180, 3.50, 6.07 s. 9p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Besver Meadow and Pottsville branches, via E. & W. V. 6.40 a.m., via D., & H. R., at 1.45 a.m., 12.05, 2.88, s.10 p.m., via D., & E. & W. R. R., 6.00, 8.08, 11.30 a.m., 1.30, 3.50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R. 7.65 a.m., 12.00, 2.33, 11.33 p.m., via D., L. & W. R. R., 6.00, 8.03, 11.30 p.m., 1.30 p. L. & W. R. R., 6.00, 8.03, 11.30 p.m., 1.30 p. L. & W. R. R., 8.00, 8.03, 10.30 p.m. Leave Scranton for Tunkhannock, Towanda, Elmira, Rubaca, Geneva and all intermediate points via D. & H. R. R., 8.5 a. m., 12.05 a. ml. 12.05 p.m. Leave Scranton for Rochester. Buffalo, Niagura Falls, Detroit, Chicago and all points west via D. & H. R. R., 8.5 a. ml. 12.05, 2.15, 11.35 p. m., via D. L. & W. R. R., 8.05 p. m., via D. E. & W. R. R., 8.05 p. m., via D. E. & W. R. R., 8.05 p. m., via D. E. & W. R. R., 8.05 p. m., via D. L. & W. R. R., 8.05 p. m., vi

DELAWARE AND HUD-SON RAILBOAD.

DELAWARE AND HUD-SON RAILROAD.

Commencing Monday, July 30, all trains will arrive and depart from the new Lack-awana avenue station as follows:

Trains will leave Scranton station for Carbondale and intermediate points at 2.20, 5.45, 7.00, 8.25 and 10.10 a.m., 12.00, 2.20, 3.55, 5.15, 6.15, 7.25, 9.10 and 11.20 p.m.

For Farview, Waymert and Honesdale at 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

For Wilkes-Barre and intermediate points at 7.45, 8.45, 9.18 and 10.45 a.m., 12.05, 1.20, 2.38, 4.00, 5.10, 6.05, 9.15 and 11.38 p.m.

Trains will arrive at Scranton Station from Carbondale and intermediate points at 7.40, 8.40, 8.34 and 10.40 a.m., 12.00, 1.17, 2.34, 3.40, 4.64, 2.35, 7.45, 9.11 and 11.38 p.m.

From Monesdale, Waymert and Farview at 9.34 a.m., 12.00, 1.17, 2.40, 5.55 and 7.45 p.m.

From Monreal, Earratoga, Albany, etc., at 4.34 and 11.38 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 16.05 and 11.55 a.m., 116, 2.14, 3.39, 5.10, 6.08, 7.29, 9.03 and 11.16 p.m.

DELAWARE, LACKAWANNA AND
WESTERN RAILROAD.
Trains leave Scranton as follows: Express
for New York and all points East. 1.40, 2.50,
5.15, 8.00 and 9.50 a. m.; 12.55 and 3.50 p. m.
Express for Easton, Trenton, Philadelphia
and the South, 5.15, 8.00 and 9.50 a. m.; 12.55
and 3.50 p. m.
Washington and way stations, 3.55 p. m.
Tobyhanna accommodation, 6.10 p. m.
Expr. ss for Binghamton, Oswego, Elmira,
Corning, Bath, Dansville, Mount Morris and
Buffalo, 12.10, 215 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.
Nicaoloon accommodation, at 4 p. m. and
6.10 p. m.
Binghamton and Elmira Express 6.65 p. m.

6 10 p. m. Binghamton and Elmira Express, 6 05 p. m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2 15 a. m. and 1.28 Utics and Richfield Springs, 2.15 a. m. and 1.24 p. m.

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

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

Northumberland and intermediate stations,
600, 955 a. m. and 1.30 and 6.07 p. m.

Nanticoge and intermediate stations, 8.08
and 11.20 a. m. Plymouth and intermediate
stations, 3.50 and 8.57 p. m.

Pullman parlor and sleeping coaches on all
express trains.

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

RIE AND WYOMING VALLEY RAIL
Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.35
a. m. and 3.24 p. m. Also for Honesdale,
Hawley and local points at 6.35, 9.45 a.m., and
824 p.m. Hawley and local points at a.s., s. 18.28 p.m.
All the above are through trains to and from Honesdale.
An additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scranton from the Lake at 8.26 a.m. and 7.45 p.m.
Trains leave for Wilkes-Barre at 6.40 a.m. and 3.41 p.m.



In Effect June 24th, 1894. North Bound.

Stations

205 203 201

202 204 206

Stations

Statio 

All trains run daily except Sunday. f. signifies that trains stop on signal for passengers.
Recure rates via Ontario a Western before purchasing tickets and save money. Day and Ringt Express to the West.
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T. Filterott, Div. Pass, Agt. Scranton, Pa.

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#### AMUSEMENTS.

ACADEMY OF MUSIC. ONE NIGHT ONLY. THURSDAY, SEPT. 27.

#### The Great Racing Draws, The Great Brooklyn Handican

STRONG CAST. Thoroughbred Race Horses and Lady Bicycle Riders.

A REPRODUCTION OF THE GREAT BROOKLYN HANDICAP.
THE GREAT RACE TRACK.
Showing the Judges, Grand Stand and Multitudes of People.
THE RACE TO THE FINISH.
One of the most realistic and exciting scenese ever witnessed on any stage.
Sale of seats opens at the box office Tuesday, Sept. 25, at 9 a.m.

THE FROTHINGHAM THURSDAY, SEPTEMBER 27.

THE LONDON SPORTS BIG BURLESOUE CO.

30-PECPLE-30 16-COMEDIANS-16 10-PRETTY SINGING AND-10 Many brilliant stage beauties. New acts. New songs. New contumes. A strictly "up-o-date" performance. Box office open for sale of seats Tuesday, Regular prices of the house.

### THE FROTHINGHAM

ONE NIGHT ONLY. FRIDAY, SEPTEMBER 28. Mr. Gus Thomas Successful Comedy-Drains, the Greatest of American Plays, as produced at the Madison Square Theater, New York,

A Drama of intermingled Laughter and Tears. Pretented with a Great Cast of Pop-ular Playes. Sale of seats commences Wednesday at 9 a.m. Regular prices of the house.

ACADEMY OF MUSIC. FRIDAY, SEPT. 28.

Cosgrove & Grant's Comedians in The Dazzler With FLORRIE WEST, CHARLES WAYNE, Mason & Raiston, the De-Witt Sisters, Wild West and others.

SPECIAL SCENERY AND ELECTRICAL EFFECTS. New Costumes. New Music. New Features. sale of seats opens at the box office Wednes-day at 9 a.m.

ACADEMY OF MUSIC. SATURDAY, SEPT. 29. THE FAUST AND THORNE CO.

FOR ACT I-Walton's Home in New Orleans. Happy Life in Ante-bellum Days. ACT II— Jealousy and Suspicion. Husband and Wife. ACT III—Life for Life. Wife for Wife. The Duel. ACT IV—Retribution. The Harvest is Reaped.

In the sensational drama of Southern life,

Sale of seats opens at the box office at 9

ACADEMY OF MUSIC. MONDAY, OCT. 1.

THE GREAT COMEDY. The Amazons WITH MISS

JOHNSTONE BENNETT. Presented per arrangement with DANIEL ROHMAN, Manager Lyceum Theater, New By a Special Company, under the MANAGEMENT OF CHAS, FROHMAN, Prices-25, 50, 75 and \$1. Sale of seats opens at the box office Friday, Sept. 28.

Week Commencing Monday, SEPT. 24, Every afternoon and evening.

THURSDAY, FRIDAY AND SATURDAY, RALPH E. CUMMINGS

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