

LUCE BROS. CASH STORES,

122 N. Main Avenue, Scranton,

Feed, Meal and Corn, \$1.00 Sugar Cured Hams, 91-2c 25-lb. Sack Buckwheat, 50c 1 gallon Finest Maple Syrup, 80c 1 doz. Finest Cold Packed Tomatoes, 80c Long and Cut Hay, per 100 lbs., 75c Choice Oats, per bag, 90c Best Butter, per lb., 21c

30-lb. Pail Jelly, 75c

ON OTHER SIDE OF CHANNEL

Some Events of the Day on the West Side of the City Noted.

MOCK CONVENTION TO BE HELD

The People of the West Side Are Invited to Attend It--Concert and Social at the First Welsh Congregational Church.

Other Interesting Note.

The members of the Hyde Park Literary and Debating Society met in regular session last evening and an interesting programme was discussed.

The society will hold a mock political convention early in March, which the public is invited to attend.

The society has also challenged the Young People's Literary society to a debate on any topic, but have not yet been answered.

The latter organization will probably decide at next Friday evening's meeting.

Concert Will Be Held.

On Friday evening a concert and social will be conducted in the First Welsh Congregational church by the members of the edifice.

The programme has been prepared with special care and will be very pleasing. It will be rendered in the following order: Selection by the choir; duet, Messrs. Bowen and Jones; solo, Thomas Abraham; solo, Miss Lizzie Jenkins; solo, David Richards; solo, Mrs. David Lewis; of Providence; solo, David Stephens; lango solo with piano, John Clark and Miss Norma Williams; solo, William Evans; solo, John Davis; solo, Evan Miles; solo, Mrs. David Lewis; duet, Messrs. Abraham and Evans; selection by choir, "The Firm"; Judge H. M. Edwards; pianist, Rog Evans; pianist, Miss Norma Williams. Doors open at 7 o'clock. Admission will be 25 cents.

Entertainment and Social.

An excellent entertainment and social will be given at the residence of Mrs. J. J. Jones, of Hyde Park, on Friday evening, Feb. 23.

The Columbia Horse company will give a ball on Thursday evening in Turner's hall.

John Lohmann, of Edwardsville, spent the Sabbath with friends on this side.

Mrs. Haydn Ashley, of South Main avenue, is visiting friends in Mauch Chunk.

Subscriptions for The Tribune may be left at the West Side office at 113 North Main avenue.

Miss Leona Pitts, of Onondaga, N. Y., spent the Sabbath with Miss Alice Williams, of North Main avenue.

The young men of the Plymouth Congregational church will give an entertainment and oyster supper on Friday evening.

Misses Margaret Bristley, Alice Williams, and Henry M. Williams, of North Main avenue, have returned home from a visit with Carbondale friends.

Samuel Williams and Miss Maggie Costello, both of Hampton street, were

wedded at Binghamton on Thursday last. They are residing with the bride's mother.

The Marquette club, whose elegant rooms are situated on South Main avenue, will give a reception to their friends on Thursday evening.

A full rehearsal of those who will participate in the "Living Pictures" entertainment to be given by Camp 23, Independent Order of True Americans, and Camps 178 and 233, Patriotic Order Sons of America, to be held in Mearns' hall on Washington's birthday, are requested to meet at the residence of Mrs. Randolph Jones, of Jackson street, on Wednesday evening.

West Side Business Directory.

PHOTOGRAPHER--Cabinet Photos, \$1.40 per dozen. They are just lovely. Call on Photo Art, 101 and 103 South Main avenue.

THE HORSEING--N. Busch, practical horseholder. Work done only in a first-class manner and guaranteed satisfactory. Shop, Price street, close to North Main avenue.

GROCERIES--Hovers Standard Java Coffee is unequalled in quality and price. For sale only at F. W. Mason & Co. Fine Groceries, 116 South Main avenue.

SECOND HAND FURNITURE--CASH for anything you have to sell. Furniture, Stoves, Ranges, etc. Call and see the stock of J. C. King, 1024 and 1026 Jackson street.

WEST SIDE--Go to Fred Reynolds, 200 North Main avenue, and see his complete line of Wall Paper, Paints and Oil Colors. Just opened with new stock.

PLUMBING--William D. Griffiths, 113 North Main avenue, does first-class Plumbing, Heating and Gas Fitting. Satisfaction is strictly guaranteed.

OYSTERS--R. F. Davis, market house, dealer in Foreign and Domestic Oysters served in every style. 200 North Main avenue, next to Clarke's.

NORTH END NOTES.

As P. J. Clark has withdrawn from the contest L. N. Roberts has no opponent in the fight for alderman of the Second ward.

Mrs. George Owens, of Hartford, Conn., who has been visiting her children in this place for the last two months, expects to return home tomorrow.

Zedore Murphy, of Priceburg, who came to Providence last Wednesday morning slightly demented, having been kicked in the head in a fight the night before, left the boarding house of Mrs. Burton, of Ashley, Mrs. William Kloss, of Archbold, and Mrs. Frank Kloss, of Waverly.

The Welsh Congregational church will be well filled last night when the combined classes of Miss Margaret W. Price and Miss Lizzie J. Williams gave an excellent entertainment. Although each number of the programme was heartily applauded the wand drill by five members of Miss Price's class was the feature of the evening.

Mrs. Sarah Jones, formerly Mrs. Robert Richardson, died last evening about 7 o'clock at her home on Main avenue from paralysis, after a two weeks' illness. Mrs. Jones was born in South Wales on April 18, 1815. She moved to this place in 1860, where she has since been a resident. She is survived by four children, all of whom reside here. They are: Mrs. Thomas H. Thomas, Mrs. George Emery, Henry R. and John R. Richardson.

Home Seekers' Excursions, via the Nickel Plate Road.

to points in the south, at one fare for the round trip, March 5 to April 2 and 20. Ask for city ticket, and detailed information, at address, F. J. Moore, general agent, No. 23 Exchange street, Buffalo, N. Y.

IN FAVOR OF MUNYON.

What People Say About His New Ideas.

The Learned Professor Gives Facts That Convince the Most Skeptical.

Mr. Ribbel, 126 Ninth avenue, New York city, says: "I can heartily endorse Professor Munyon's new treatment for catarrh of the bladder. Three months ago I was suffering greatly with catarrh of the bladder, pains in the back and dizziness in the head. I also had chronic cystitis. I visited some of the most noted specialists in New York without receiving the slightest benefit. I was almost in despair when I began to use Munyon's Catarrh Cure, but to my surprise my hearing was greatly improved in less than two weeks' treatment, and today I am satisfied that I am completely cured."

Munyon's Rheumatism Cure is guaranteed to cure rheumatism in any part of the body. Acute or muscular rheumatism cured in from one to five days. It never fails to cure sharp, shooting pains in the arms, legs, sides, back or breast, or soreness in any part of the body in from one to three hours. It is guaranteed to promptly cure lameness, stiff and swollen joints, stiff back, and all pains in the hips and loins. Chronic rheumatism, sciatica, lumbago or pain in the back are speedily cured.

Munyon's Homoeopathic Home Remedy Company, of Philadelphia, put up specimens for nearly every disease, which are sold by all druggists, mostly for 25 cents a bottle.

FIERCE FIRE AT DURVEA

William A. Breaker of Connell Coal Company Entirely Destroyed.

THE LOSS WILL REACH \$100,000

Origin of the Fire is Unknown--Breaker Had a Capacity of Preparing 1,500 Tons of Coal a Day--It Will Be Rebuilt at Once.

The William A. Breaker, at Durvea, owned by the Connell Coal company of this city, was entirely destroyed by fire last evening. It was not possible last night to ascertain the cause of the fire. The William A. colliery was one of the most modern in the valley, and the loss caused by its destruction will be not less than \$100,000. This loss is only partially covered by insurance.

The fire was discovered about 6:30 o'clock between the blower engine house and the annex to the breaker. In a few minutes the flames had spread to the breaker with such rapidity that all hopes of saving the structure were abandoned. The fury of the flames was beyond description, and the massive structure was soon enveloped in a mountain of fire, which threw out a fierce, searching heat to a considerable distance. The timber used in the construction of the breaker had become impregnated with oil, which rendered the total destruction of the breaker an easy matter. The adjoining buildings, however, were saved.

To combat with the flames successfully under such circumstances was impossible, even with the best of appliances. About 9 o'clock the fire showed signs of abatement, but long before this thousands of people surged around the colliery, being attracted by the glare which illuminated the region for miles around.

The Loss is Heavy.

The owners had spent a huge amount of money in perfecting the machinery and adopting all modern improvements and will sustain a heavy loss. Over 600 men and boys were employed in and about the colliery, who will be thrown out of employment for some time.

While the fire was raging and it was patent to those interested in the colliery that the breaker would be totally destroyed, a telegraphic dispatch was sent to William Connell, who is sojourning at Jacksonville, Fla., informing him of the catastrophe. The destroyed breaker had a capacity of preparing 1,500 tons of coal per day, so that an estimate may easily be formed of its massiveness and great cost of erection, as well as the large number of hands required for its operation.

Built a Few Years Ago.

The William A. breaker was erected in 1891, and in it was placed the most improved machinery for the preparation of coal for market. It is the intention to have the breaker rebuilt as soon as possible. The fire could be plainly seen from the tall buildings in the center of the city.

Colonel E. H. Ripple, treasurer of the Connell Coal company, went to the scene immediately after the fire broke out and assumed charge of the work of saving the adjoining buildings.

DUNMORE DOINGS.

James McDermott spent Sunday at Bellevue.

Miss Nellie Palmer is ill at her home on Cherry street.

Frank Knight, of Providence, spent Sunday in town.

William Crane has returned home from Philadelphia.

Miss Mary McDonnell, of Pittston, is visiting friends in town.

Agnes Murphy, of Olyphant, spent Sunday with Dunmore friends.

Miss Kate McHale has returned home from visiting in New York city.

A special meeting of the Young Men's Institute was held last evening.

Miss Maggie Harrington, who has been visiting in Philadelphia, has returned home.

Miss Annie Pulla, of Elmhurst, spent yesterday visiting her sister, Mrs. George Robinson.

Mrs. Carpenter, of Grove street, who has been ill for a long time, is very ill at this writing.

Mrs. G. W. B. Allen, of West Drinker street, who has been ill for several weeks, is improving.

Miss Kate Hughes, of Wilkes-Barre, who has been visiting in town for the past week, has returned home.

T. V. Fowler, salesman for the Stowers Packing company, spent yesterday among Dunmore business men.

The members of the Masonic order held a social and lunch at their rooms last evening after the meeting of the lodge, it being a special meeting.

The many Dunmore friends of Stanley Hall are pleased to learn that he is again able to resume his position as conductor on the Laurel Hill line.

The young ladies of the Mission circle are working hard to make their "Evening in Japan" a success. It will be held this evening at the Presbyterian church.

The social to be given at the residence of Rev. A. L. Urban, on Blakely street, promises to be an evening of unusual interest. Remember the time, tomorrow evening.

The social this evening at the Dudley Street Baptist church will be given under the auspices of the Young People's Society of Christian Endeavor and will consist of song and recitation, after which light refreshments will be served.

NEWS OF THE RAILROADS.

Extra crews have been placed on the Delaware and Hudson road in consequence of the increased activity in trade.

Seven new members were received at Sunday's meeting of the Delaware, Lackawanna and Western Mutual Aid society.

According to the Onondaga Star the Delaware and Hudson and the Delaware, Lackawanna and Western companies will soon call in their mileage books and cease their issue.

The quarterly report for the Delaware, Lackawanna and Western railroad, for the quarter ending Dec. 31, 1894: Gross earnings, \$2,414,174; operating expenses, \$1,515,966; net charges, \$902,208; net income, \$896,977.

The quarterly report of the New York, New Haven and Hartford railroad for the quarter ending Dec. 31, 1894, is as follows: Gross earnings, \$7,142,661; operating expenses, \$4,511,295; other income, \$127,982; net charges, \$1,298,002; net income, \$56,389.

There has been introduced into the Washington legislature a bill to reduce Pullman charges to \$2 for twenty-four hours' use, and \$1.50 for twelve hours.

A similar bill has been introduced in the Delaware legislature to reduce the rate to \$1 for twenty-four hours.

This evening's entertainment at the Young Men's Christian Association hall which is being organized for the station men, promises to be one of the best of the season. No effort has been spared to procure the best talent and the success of the concert is assured.

The annual statement of the Delaware and Hudson Relief fund is being circulated and shows that, during the past year, the amount contributed by the company was \$36,047, and employees \$7,797,33, making a total of \$43,844.33. The total benefits paid to them was \$12,710.12, leaving a balance of \$31,134.21, as compared with \$37,362.68 on Jan. 1, 1894.

Since the use of bituminous coal has become the fashion on locomotives designed to burn anthracite coal another feature has been added in placing a storage tank on the locomotive to carry a supply of gas for the headlights and gauge lights. The Jersey City company are the pioneers in the movement.

The Erie and Western company are following in the matter.

Private car companies are suffering severely on account of the reduction in the mileage paid for the use of such cars by the railroad companies.

Unless the railroads put the mileage rate back again to three-fourths of a cent per car mile, several, if not all, of these companies will be forced out of existence, and the prospects of an increase in the rate is problematical.

Indications point to a general letting down of freight rates when lake and canal navigation opens. The fact that there is not as much freight as usual in sight at this time of the year, and that the railroads are reducing the rate on grain to the seaboard in order to secure as much of it as possible before the water carriers can begin operations, will, it is thought, make competition lively in the spring.

Dr. Johnson's lectures at Carbondale are exciting widespread attention. His health is being improved by the study of the situation in Germany.

Recently a large number of orders have been given for new locomotives. The Boston and Albany road have placed an order for twenty with the Schenectady Manufacturing company; the Lehigh Valley road has ordered ten from the Baldwin Locomotive company, of Philadelphia, for twenty-five ton passenger engines. The Lehigh company are also building two large locomotives at their shops in South Easton.

Western Delaware, Lackawanna and Western railroads, who work on trains running on the northern division, will regret to hear of the death of the young man--Strick--employed at Nicholson depot. The accident occurred in one of those mysterious ways which are so common in the railway world. The young man was stepping from between two cars, near the depot, and sprang on the main line as a fast freight came along. He was struck by the pilot of the engine and hurled over thirty feet away. When picked up he was found to be dead.

The proposition made by Superintendent Wilbur, of the Lehigh Valley railroad, to give employees of the company a pass book of 1,000 miles at the rate of half cent a mile is receiving favor. The company desiring to get the feeling of the employees in the matter, has sent Harry Stephenson, of Sayre, to its various shops to have a petition signed as to their willingness to pay this rate. The men expressed themselves as willing to pay for the passes, as it would make them independent and avoid delay, for in some cases they were compelled to wait a month to seek for a free pass--Easton Express.

Two Chicago railroads have taken radical steps forward in the footsteps of the Alton road in attempting to prevent their train service men from coming in contact with liquor and gambling dens.

The Chicago and Eastern Illinois has notified its men that if they gamble or drink, on or off duty, or go into saloons, they will be discharged. The Alton was the first last fall to adopt such rules, making them even more drastic than the two last roads named.

The new regulations of all three roads are said to be the outcome of a number of discussions on the subject of the General Managers' Association after the end of last summer's strike, when the question of disciplining of the train service men of the roads was the subject of many a discussion.

Syndicate Gathering Gold.

By the United Press.

New York, Feb. 18.--The Belmont-Morgan syndicate continues to operate as rapidly as it can be secured. Since the deposits have begun in the legal depositories it is impossible to obtain the amounts in New York until reported officially to the managers of the syndicate, but it is known that up to today the total deposit throughout the country amounts to over \$21,000,000.

If you want a good plumber telephone 232. W. G. Doud & Co., 599 Lackawanna avenue.

When baby was sick, we gave her Castoria. When she was a child, she cried for Castoria. When she became a woman, she clung to Castoria. When she had children, she gave them Castoria.

GOSSIP OF THE WHEELMEN.

An exchange says that Zimmerman regrets having left class B, and that he would return thereto if he could.

There are fifty-six bicycle tracks in France. The same track is wooden and the Buffalo track is cement. Paris alone has eight tracks.

Among other new suggestions the racing board of the League of American Wheelmen will urge that body to take road racing under its wing.

George Rupert, the son of the wealthy New York brewer, proposes to take to the racing path this year, and his friends are confident that he will make a good record.

A brother of Walter Sanger, the class B star, William F., has decided to race in that division this season. At present he is negotiating with a large firm and will probably sign a contract within a short time.

According to the Irish Cyclist some of the dwellers in the charming English lake districts do not have a very excellent opinion of whodunnit. At Downover Ferry, Windermere, the best of tolls ends thus: "Ames and cyclists, 6d."

Many makers will decline to give wheels as prizes for class B events this year, last year the men made a deal of trouble by selling wheels very early in the season at ruinous prices, and in a number of instances an imputation of price cutting worked around the maker.

Wilbur Edwards, of California, is at work on an electrical powercar. The machine will have three wheels, similar to a tricycle, two wheels behind and one in front. The entire machine will be covered with a framework in the shape of a locomotive cowcatcher. Between the two rear wheels will be a powerful electric motor, above which will be seated the driver, who will be enabled to see where to guide his machine by a plate glass window in the frame of the motorcar. A similar bill has been introduced in the Delaware legislature to reduce the rate to \$1 for twenty-four hours.

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PROFESSIONAL CARDS.

Physicians and Surgeons.

DR. G. EDGAR DEAN HAS REMOVED TO 65 Spruce street, Scranton, Pa. (Just opposite Court House Square.)

DR. A. J. CONNELL, OFFICE 201 Washington avenue, cor. Spruce street, over Wilkes-Barre drug store. Residence, 722 Vine st. Office hours: 10:30 to 12 a. m. and 2 to 4, and 6:30 to 7:30 p. m. Sunday, 2 to 3 p. m.

DR. W. E. ALLEN, 512