Bicycles. Tricycles. Velocipedes. Boys' Buckboards. Boys' Express Wagons. Boys' Wheelbarrows. Babies' Double-horse Rockers Dolls' Perambulators. Children's Coaches. Krough Keigh and other Games.

Very Interesting Prices,

NORTON'S. 822 Lackswanna Avenue

A Foe to Dyspepsia

GOOD BREAD USE THE

FLOUR

And Always Have Altoona; Rev. S. A. Rennick, Corr. Pa.; Rev. George Smith, Newton, Pa. Good Bread.

MANUFACTURED AND FOR SALE TO THE TRADE BY

The Weston Mill Co.

PERSONAL.

T. P. Duffy spent yesterday at Elm-

Senator J. C. Vaughan is in New York for a few days' visit. Miss Teresa Lenahan, of Wilkes-Barre is the guest of Miss Lizzie Keogh.

Attorney T. V. Powderly left for Washington, D. C., yesterday afternoon. Gus Battenburg, of the city solicitor' office, is enjoying a week's vacation. Miss Anna Nealon, of Carbondale, is visfting Miss Mary C. Duffy, of Madison ave

Karl Koempel has gone to Germany t visit his parents and to seek renewed

is wisiting in Glenwood, Susquehanna Miss Emily W. Smith, of Quincy avenu

is spending the summer in Columbia and Mrs. Weaver, of Buffalo, has returned home after a visit with her daughter, Mrs. H. B. Ware.

Mr. and Mrs. E. L. Fuller, Miss Susan Jermyn and Miss Winton are summering at Shelter Island.

ton avenue, have gone to Atlantic City family, Dorothy, a 2-months-old child, to spend a month. J. J. Conniff returned last evening from Atlantic City, where he spent several days of his vacation.

Mrs. A. H. Dimmick, of Mulberry street, has returned home after a week's visit with friends in Peckville.

Misses Susie Gordon and Annie Cawley of Pittston, have returned home after visit among Scranton friends. Mr. and Mrs. John J. Phillips, of North

park, are entertaining Professor and Mrs. Charles H. Ashton, of Cambridge. Misses Edna and Mabel Nece, of Philadelphia, are guests of their aunt, Mrs. Frank Thompson, of Wyoming avenue. Mrs. Friedman, of N w York, returne

yesterday, ac npanied by her Miss Anna Hine. lelt, of Penn ave-Attorney George Horn, accompanied by his nelces, the Misses Stevens, of Elmira, N. Y., left yesterday for his cottage at

Mail Carrier John C. Costello, of Pittston, visited Andrew J. Best, of Cedar avenue, yesterday, and left on an evening for Atlantic City to spend his vaca-

Editor W. R. Bell, of the Times his three daughters visiting him at the St. Charles. They came up from Washing ton, D. C., accompanied by Miss Harris and after viewing the sights of the Eletric City will go to Lake Ariel for a fe

MISTAKEN IDENTITY.

From the Philadelphia Press. Some people find it great fun to wallow in the sand after a sea bath and must b overed to the tips of their noses. It seems to me like an excellent method of eatching cold, but worse than that happened to a young girl with whom I was acquainted. She had come dripping from the sea, and kind friends hollowed out a in the sand, and after she lay dow in it she was covered up until only her was in sight. Then her friends went back to wrestle with old Neptune, and she reclined in a delicious, dreamy state. She dozed off for a few minutes and was aroused by a severe slap in the She screamed out, and as she did so she was dragged to a sitting position by

her hair, and a woman's voice shouted This is what you call going over to Mrs. Mullins' and helpin' her with the Mrs. Mullins' and helpin' her with the baby, is it?" A coarse face, vixenish looking woman was shaking her by the collar, but as the girl pushed her assaliant away the latter dropped her nands and her jaw, while a look of mortification swept [del in court yesterday in the sum of jaw, while a look of mortification swept [del in court yesterday in the sum of jaw, while a look of mortification swept [del in court yesterday in the sum of jaw, while a look of mortification swept [del in court yesterday in the sum of jaw, while a look of mortification swept [del in court yesterday in the sum of jaw, while a look of mortification swept [del in court yesterday in the sum of jaw, while a look of mortification swept [del in court yesterday in the sum of jaw, while a look of william walker, treasover her face as she exclaimed: "Why it ain't 'Linda, after all! Well, for th ord's sake!" Then away she flew

SUPPOSED THEY KNEW.

story at the expense of the Appala-n Mountain club, of Boston, is related y Thought. An excursion party

erything was scrupulously clean, but is building the system for the Metro-re was a natural absence of some of the politan Traction company, have been Summies of Mgh-priced city hotels. Some of the ledies of the party discovered that there were no keys in the locks of their rooms, and waited upon the farmer's wife.

That good weman was surprised.

"Wity," she said, "we don't usually lock to doors here, and there's no one here but a. But, then, I suppose you know your a party best."

super springs. They measure thirty three feet in length. They resemble the Broadway line cars.

With the machinery now in use, the cars can make fifteen miles an hour, but they keen within the line of the cars.

UNITY IS ITS PURPOSE

NORTON'S BULLETIN. Opening Meeting of the Convention of Christian Workers.

REMARKS BY MRS. A. C. MORROW

She Took for Her Subject, Whatever H Saith Unto You, Do It-Speakers Who Will Be Heard at Other Sessions.

An unique religious event, the De llevers' Conference and Christian Workers convention, which is being held under the auspices of the Tabernack church, on Adams avenue, Green Ridge, opened last night.

This convention is of an interdenomia national character and is conducted for the purpose of bringing into a closer unity all the Christian workers of the city. Prominent divines and lecturers from various cities are in attendance, and will participate in one or the other of the many services. It will continue for five days. The lesser meetings will be held in the church, but the main ser vices, such as addresses by prominent speakers, will take place in a large tent, aspable of seating over 1,000 persons which is erected just to the rear of the church. It is filled up with a comfort able platform, camp chairs and is light ed by electric lights.

The order of services includes prayer neeting, 6.30 to 7.30 a. m.; preaching, 10.20 to 12 m; short addresses, 3 to 5 p. m.; song service, 7 to 8 p. m.; Bible study, 8.30 to 10 a. m.; testimony meet ing, 2 to 3 p. m.; young people's meeting and preaching, 8 to 9 p. m.

Those Who Are Attending.

Among the well known speakers sichers and singers who are attend ing are Rev. A. B. Simpson, Rev. Stephen Merritt, Charles N. Crittenden Misa Louise Shepherd, Mrs. Abble C. Morrow, of New York; Rev. S. H. Senft, Altoona: Rev. S. A. Rennick, Corry. The preliminary meeting last evening was held in the church. It was led by Mrs. Abbie C. Morrow, of New York, editor of the Sunday School Lesson Illustrator. She took for her theme, "Whatever He Saith Unto You, Do It." She laid particular stress upon the last word each time she repeated the quotation to impress upon her hearers her argument that God calls upon each one to do a certain work and that that work and not something of our own choosing is what we should do. Mrs. Morrow is a woman of magnetic presence, a graceful, easy talker, and one that impresses her audience with the fact that her whole heart is in her work. She will speak again this morning at 10.30 o'clock at the first meeting to be held in the tent.

Programme for Today. Today's programme is as follows:

7 to 8 o'slock, prayer meeting. 9 to 10 o'clock Bible study.

10.30 o'clock, address by Miss Morrow. fternoon-2.30 o'clock, testomony meeting.

o'clock, addresses by Rev. Stepher Merritt and Miss Louise Shepherd, of

7 to 8 o'clock, Young People's meeting Miss Helen B. Evans, of Quincy avenue and prayer service. 8 o'clock, address by Rev. A. B. Simp-

son, New York. The Dunmore suburban cars pass the Tabernacle grounds on which the tent is erected.

AN UNFORTUNATE FAMILY. Dorothy Boyer, the Infant Daughter, Fol-

lows Her Parents to Grave. died yesterday. The little one was one

of twine born two months ago. When the mother was stricken down by the plague of typhoid fever which attacked this family, the Home for the Friendless took charge of the new born infants, while other charitable institu-

tions took care of the others of the even children. Dorothy is the first of the children to uccumb. The others are doing very nicely, especially the twin which is it he Home for the Friendless. Dorothy's funeral will take place today as

o'clock. The Boyer family lived at 815 Gibson street, in a house owned by W. Gibson Jones. When the wurm weather set in the father and after him the mother and ome of the children were stricken down by a malignant type of typhoid fever. The mother died about fifteen days ago and the father passed away list week An investigation by the board of health discovered the fact that the premises were in a very unsanitary condition.

CRUSHED HIS FOOT.

Heavy Steel Bar Falls from a Car Upor Daniel Marcy's Instep.

Daniel Marcy, an employe of the upper mill was brought to the Moses Tay for hospital yesterday with his left foot badly crushed. He was spragging a car loaded with

off the car and fell upon his instep. It is not thought that it will be neces sary to amputate the injured member Marcy is 36 years of age and is a resident of Stone avenue.

COURT HOUSE NEWS NOTES Mrs. Ellen Stiles was discharged under the insolvency laws yesterday from

the county fail. In the estate of Philip Bartron, late of this city, letters of administration were yesterday granted to the widow Amy A. Bartron.

Seventeenth ward, filed his bond yes-terday in the sum of \$20,000. Colonel E. H. Ripple and Sheriff Frank Clemons

Robert Haag, as tax collector of the

munds as sureties. AN UNDERGROUND TROLLEY.

It Is Now in Successful Operation in New

York City. The feasibility of the underground trolley has been practically established in New York city. A car on the Lenox in Happy Thought. An excursion party from the club, it appears, had gone to a rural part of the state, and in default of sufficient hous agrommodations, some of the members were obliged to seek quarters in a farmhouse.

Simplicity was the order of the day.

Simplicity was the order of the day.

super springs. They measure thirty three feet in length. They resemble

This power is provided by two direct complex generators and dynamos which are supplied by two cross com-pound engines of 800 horse power each hese provide ample power at presen but if the system is extended along the Columbus avenue line the machinery will be augmented

The motors and machinery are similar to those used on overhead trolley cars, the difference lying in the fact that the power is taken from below, to receive which certain changes in the notor are necessary.

SOUTH SIDE NEWS.

New Street Car Schedule That Is in Effect. Placing the Bollers in the New Silk

Never before has the South Side been rovided with a better street car service than what has been inaugurated effect yesterday. It is due the 25,000 for the lowest grade of stove, the service equal to any in the city should be provided. The new arrangement worked like a charm, except at occasional periods slight confusion arose and delayed the cars a few minutes. But simply protecting their regular customalong towards evening the schedule was carried out without a hitch, and the traffic was very satisfactory to the ompany. There isn't any doubt but that the seven car system will be a source of profit to the Traction company and appreclated by its patrons.

Shorter Paragraphs. Herman Spruks, of Honesdale, is vis

Miss Susle Little, of Brook street, visiting in New York city.

The first of the new bollers for impson & Co.'s silk mill arrived yesterday. It took eight horses to pull the wagon up the Meadow Brook hill.

In speaking about the excursion of St. John's parish on the 29th, it was of the banking interests to better the inadvertently stated yesterday that the excursion will go to Mountain park. It was intended to say Lake Actel. Rev. J. L. Race, of the Cedar avenue Methodist Episcopal church, has returned from Elmhurst and will officiate at services next Sunday for the first time in several weeks, owing to sick-

ness of typhoid fever. Gus Kibler, of Pittston avenue, was painfully injured on the hand yesterday by getting it caught in a planing machine in Hagen's mill on Alder street, where he is employed. Drs. Manley and Kolb attended him.

NORTH END.

W. B. Christmas drove to Lake Winel Mr. and Mrs. W. C. Tunstall are at their ttage at Lake Ariel. P. F. Finnigan, of Providence road, has noved to New York city.

Don't forget the "Trip to Europe" at

the Welsh Baptist church tonight.
Mrs. T. J. Detweiler, of Church avenue, will leave today for Ocean Grove Mr. and Mrs. Charles Henwood and amily leave today for Mansfield, Pa. Mrs. D. D. Jones, of North Main ave-ue, will leave today for Nanticoke, Pa.

Mrs. Ziegler and daughter, Alice, and son, Carl, leave today for Asbury Park. Mrs. G. R. Clark has returned from Pleasant Mount to her home on North Miss Kate Hicks, of Wyoming, is visiting with Mrs. C. W. Benjamin, of North

Mrs. Byron Winton and daughter, ew York city. J. B. Nicholas, of Parker street, left yesvisit a week with friends.

ing with Mrs. W. B. Christmas Endeavor convention at Boston during the past week, are expected to return this

One of the entertaining features at the birthday reception to be given in the par-lors of the Providence Presbyterian church tomorrow evening will be rendered by the young men of class No. 9, and pro admission received at the door.

DUNMORE

Prayer meeting in the Presbyterian hurch tonight at 7.45. Miss Flora Bishop, of Hawley, is the guest of relatives in this borough. William Bennett, of Nanticoke, is spendng some time with Mr. and Mrs. G. S. Maoney, of Drinker street.

Miss Edith Wert, of North Blakely street, leaves this morning for a stay of several weeks at Lake Winola. William Bruning of Brooks street, wh has been spending the past two weeks at lake Winola, will return home today. A large number of our streets were again quite badly washed out by the

shower of yesterday afternoon. Mrs. S. H. Adams, of Electric avenue who has been visiting friends in Susque hanna county, returned home yesterday. The funeral of the Italian boy who was drowned in the pond at Bunker hill, was held yesterday afternoon at 3 o'clock, interment being made in Mt. Carmel cem

A night blooming cereus attracted much steel bars when one of the bars rolled by a large number of people at the home of the car and fell upon his instep.

Extensive preparations are being made r the excursion of the Methodis which goes to Lake Ariel on Aug. 5. Many rames and contests will be held, which will add to the interest of the occasion.

Work on the Episcopal church rectory and parish building is progressing rapid-ly, the foundation of the former being already completed, while the corner stone of the latter will be laid this afternoon a 3 o'clock, at which many prominent divines will be present and take part.

MINOOKA.

Miss Mary Jeffers, of Davis street, Miss Allie Casey has returned h rom a visit with friends in Plymouth. Traction company has placed Will some good-natured citizen kindly show our worthy supervisors where the road needs fixing?

The Greenwood Keg fund held a meet-ing last evening to complete arrangements for their picule on July 22. Walter Gorman and John Cusick, of Scranton; Stephen O'Boyle, Providence, and Rev. T. J. Teeffey, president of St. Michael's college, Toronto, Canada, vis-ited P. Joseph Kelly, on Main street, yes-

THREE POWERS.

The Spirit saith: "All things are mine, In earth and sky and sea; Unmeasured space, unnumbered dead; The wealth of things that be." Nor Truth saith nay.

ind doth say: "Still yet am I The power in every thought; I rule the earth; great kingdoms away Where sceptered hand is not." Nor Truth saith nay.

For power unlimited and great, both rule them both; in ecstasy O'er sweet Ha power to mate; Yet knows it not -Q. E. Anderson in Chicago I

135th street the care go at less than the lawful limit, while above, where there are but a few houses, they travel above

There Is Nothing in Situation to Warrant Gloomy Predictions.

POSITION OF THE LACKAWANNA

to Secure Pull Prices for It Coal-An Improvement Is Looked for in September-Statistics About Coal Shipments.

There appears to be no foundation for the reports that some of the anthracite coal companies have been quoting figures to Boston equivalent to \$2.75 per ton, free on board, in New York. The president of a leading company says that his representatives made a thorough investigation of the market result of establishwith ing the fact that no standard coal with the new schedule which went into | was being sold in New York below \$3.05 population in this part of the city that grades being held firm at \$3.16 and \$3.15

As a matter of fact, the representative producers do not care to take outside business at these figures, and are ers. So far as can be learned the charges brought against some of the small producing companies of non-observance of the restrictive agreement have no foundation in fact. Otherwisthere is nothing in the trade situation to warrant gloomy predictions. If the production of anthracite

kept down to the market requirements until the beginning of September a raditing his son, S. S. Spruks, of Pittston | ical improvement in the trade from purely natural causes is certain. It is positively stated that the Lackawanna is not creating any disturbance in the industry, and is anxious to secure full prices for its coal. In the anthracite trade Eself disbelief exists as to the probability of any effective movement within the next few months on the part condition of the industry.

Anthracite Coal Shipment. The bureau of anthracite coal statis tics reports the shipments of anthracite coal for the month of June and for the year to June 30, in comparison with the figures of 1894, as follows:

Regions. Wyoming, tons.... 1,958,828 Lehigh, tons..... 622,286 Schuylkill, tons.... 1,195,520 Dec. Total, tons..... 3,777,614 Dec. 1,399,199 For year: Regions.

187,356

Wyoming, tons....11,082,095 Lehigh, tons...... 3,199,723 Schuylkill, tons... 6,383,086 Inc. Inc. Inc. Total tonnage...20,674,905 Inc. 1,276,884 The stock of coal on hand at tidewater shipping points June 30, 1895, was 872,672 tons; on May 31, 1895, 726,996 tons, an increase of 145,676 tons.

THE RAILROAD PROBLEM.

One Writer's Views of the Government Relations to the Giant Carriers-Failure of the Interstate Commerce Commis

In the Atlantic Monthly for July, Henry J. Flencher writes: "The ernment of the United States has hithento shrunk from assuming some of the most important parts of the duty imposed on it by the constitution in regard to interstate commerce. That duty Helen, left yesterday for a short visit in cannot be adequately performed without taking cognizance of the relations Nicholas, of Parker street, left yes-for Rhode Island, where he will week with friends. Mrs. E. M. Peck, of Carbondale, and community; those which they sustain ing their forces. Nearly, if not quite towards their own shareholders, their all, the old force of St. Paul will be at Some of the people from the North End, the people who use the radiways and who attended the international Christian waterways in trade and travel. The first of these relations concerns the ownership of eleven billions (par value) of stock and bonds of rallway companies alone, and a trackage of over 175,00 miles; of which, between a fourth and a fifth part have been plunged into insolvency as a result of unregulated construction and mismanagement coincident with a period of severe general depression. The second involves the efficiency and happiness of nearly 1,000,-000 railway employees and the welfare of their families, and, as recent history sharply reminds us, affects the steady flow of commerce through all its channels; it penetrates almost to the core of the greatest problem with which eociety is now struggling-the question of the rights of labor. Most of the legislation on the subject of railway con trol has been directed toward the third of these divisions-the railway as a common carrier-because it directly concerns he greatest number of people

and the widest diversity of interests. Need of Keener Supervision. The comprehensive and intelligent adjusment of the relations between the great agencies of commerce and the rest of the public can never be affected until each of these divisions is examined in detail, and the responsibility of the government in respect to each is recognized and assumed. Each one, when frankly confronted, seems as portentous as the entire problem of which it is but a part, and it is no wonder that the duty of grappling with them in turn has been evaded and postponed. while daily growing more and more formidable. The time seems to have come when it cannot be put off much longer. The railway sytem has apparently reached a climax in its develop ment. The old-fashioned idea of competition as a regulator of talks seems about to be laid aside, at least, so far as combination is capable of securing that result, and the alternative is before the people of substituting in its pla a well-ordered and equitable scheme of national control, or a concentrated, pool-bound monopoly, regulated only by self-interest. A law abrogating the old prohibition of pooling will lead to the final steps in the grand process of crystallization, which will speedily transform the railways into a single, ed front any threatened attack, whether it be from dissatisfied labor or an alarmed government. The consequent es of having permitted this unification to go so far, with so little attempt to bring it within the control of the only ent capable of grappling with

it, will soon be apparent. Some Serious Omissions Not until 1886 did the National Congress set itself seriously to the task of nsidering its duty, under the constitution, toward the great subject of interstate commerce. The task has been put off from time to time, because i because congress optimistically hoped that somehow it would right itself; it was let alone in part because every avenue of legislation was blocked by a powerful and corrupt lobby. When at last it had become a problem of overshadwoing importance, it was taken up timidly, not as a whole, but piecement, and a law was evolved which purportant.

most important nor the most urgent, which contented itself with an effort to correct discrimination in rates, to prevent pooling, to collect information and to secure publicity. Congress distinctly disavowed any intention to deal with the rights of shareholders and bondholders, excep incidentally, and did not at all enter upon the questions of the mutual rights and duties of employers and employees. Legislators felt that any attempt at national interfer

with an agency so vast, powerful, in-finitely complex, and bound up so in-timately with every interest of the community would be unavailing unless i were at once minute and sweeping.com prehensively gathering within the jur-isdiction of the United States governnent the whole transportation of the country; and they shrank from so long a step toward centralization and state socialism. They therefore con tended themselves with passing a law creating a tribunal which it did not venture to dignify with the name or unctions of a court. Slipshod Legislation.

This law and tribunal, thus mild and

entative, the courts of the country have, by a long course of narrow construction, rendered atill more ineffectual for good or evil. The commission entrusted with vague supervisory power over some 500 railway companies, and little, intolerant of control and in a state of intermittent war, may spend \$225,000 a year in trying to make its influence felt; while a fluctuation of a 20th of a cent per ton per mile in the average annual freight rate means accord ing to a recent authority, an annual gain or loss of \$800,000 to the Chicago, Northwestern, \$1,385,000 to the New York Central, \$2,190,000 to the Pennsylvania division of the Pennsylvania rail road. Congress has laid upon the commission responsibilities of vast extent, without any clear and positive definition either of its powers or duties, and without placing in its hands any machinery at all commensurate with the work to be performed. Yet even the timorous and halting legislation known as the interstate commerce law proesses to deal with only one phase of the

RAILROAD NEWS.

railroad problem.

Conductor Horatio Fellows and Brakemen W. B. Evans, Joseph Robbins and Frank Fennell, of the Delaware, Lackawanna and Western, returned yesterday from a fishing trip of three days' duration at La Grange, with an excellent catch of 150 pounds of eels and twenty-five pounds of black

Contractor Conrad Schroeder was in Carbondale yesterday inspecting the work which is being done at the new Seventh Avenue station. The foundation is nearly complete and in a few days will be ready for the carpenters. Mr. Schroeder says the foundation is one of the best ever put up by experisuced men and also expressed himself as well pleased at the rapid progress being made.

According to a recent order the Delacessary to state the reasons in the tles have as yet been organized among the Delaware, Lackawanna and Western employes.

than they have been for many years. All the Western railroads are increas-The Omaha and Missouri Pacific have put on additional men to work in the trated in this certificate." various departments along their lines. The movement of freight from Chicago to the Eastern seaboard during the past week shows quite an increase over that for the previous week and a heavy gain over the movement for the corresponding period in 1894, when the great labor strike was on. The total shipments for the week amounted to 63,783 tons. against 56,177 tons the week before and 41,420 tons in the same week last year. A peculiar accident occurred at the upper Delaware and Hudson roundse at an early hour Monday morn ing. While the men were turning en gine No. 4 on the turntable they were astonished to see a large coal engine, No. 3, rush out of the round house and plunge into the pit. As no one was on her and no one had been aboard her for some time before, the men were puzzled to know what caused her to start up. One of them jumped into the pit and discovered that the throttle valve was wide open. He immediately closed it and the wheels ceased to revolve. The engine was to have been used this morning and one of the roundhouse employes accordingly built a fire in order to raise steam and get her ready for her usual trip. The only theory which can be advanced as to what caused the engine to start is that some of the employes opened the throttle when the engine was without steam and when a sufficient pressure was raised the engine started without any assistance The only serious feature of the accident was the delay which was occasioned in

engines.

getting the remaining engines which were in the roundhouse, out on their

doors? Our competitors only gave us a few months in Scranton. Now they are going to let us stay right

REXFORD'S. 218 LACKAWARNA AVERUE.

Wall Paper

very fine this season. Let us fix you up a sample room with nice Gilt Paper, \$5.

HAD A TORPEDO FOR A TOY

It Exploded in the Pace of John Dyke, of Duamore.

BOTH OF HIS EYES INJURED

Physicians Are Unable to Say Whether or Not the Boy Will Be Blind from the Accident.

John Dyke, the 8-year-old son of Mr ind Mrs. John Dyke, of East Drinke treet, Dunmore, met with an acciden resterday of a very serious nature. While playing with a companion Harry Richards, they found a railway torpedo and while trying to open the tin casing, the charge it contained exploded in young Dyke's face, inflicting painful and very serious wounds.

The charge affected both the eyes, and at present the boy is unable to see

out of either of them. He was removed to his home immedi itely after the accident and several hysicians summoned. They dressed the younds and recommended that the boy

e kept perfectly quiet. Until a day or two has elapsed they cannot tell whether or not the boy will lost his sight.

SIMPLIFIES LAND CONVEYANCE.

Features of a New Illinois Law That Has Many Excellent Points Worthy of Gen-

eral Adoption, What is known out west as the Toren's land system will soon go into effeet in Cook county, Ill., which fact causes the Chicago-Times Herald to carefully explain its provisions. "Its prime object," says the Times-Herald is to simplify the conveyance of real estate and make land as quick an asset and as easily convertible as any other form of property. Land is the basis of all wealth, and yet its transfer is expensive, cumbersome and slow. Technicalities of the most absurd character will sometimes delay a conveyance of land for months, working perhaps irremediable injury, and certainly much exasperation, to one or other of the par

"Abstracts of title and legal opinion are always expensive, and it is the aim of the new law to reduce these to the ninimum. It provides first of all for the registration of titles, and this record will show at a glance in whom the title s and what incumbrances and charges here are upon it. Every subsequen ransfer of the land is based upon the egistar's certificate of the state of the title, and thus each new certificate be comes a fountain head behind which will be unnecessary to go.

Greatly Simplifies Matters. "Another feature of the act is the ease with which the breaks in a title made by descent or will are made matter of ware, Lackawanna and Western will record in the recorder's office. Under issue no more passes to employes ex-cept in cases of sickness and death or of personality, vests in the administrawhen it is absolutely necessary for the tor or executor. After the proof of parties for whom the pass is requested heirship in the probate court and settleo go to any given point. It will be ment of the estate the court by decree directs the executor of the estate to convey the title to the heirs, and these application for the pass. Notwith-standing this order no pedestrian par-proceedings are made matter of record with the registrar, who thereupon issues a certificate of title to the heirs or devisees, and thereafter there will be Reports from all sides show that the no necessity to examine the title back railroads of the country are in a more of this certificate. This feature alone flourishing and prosperous condition will prove of immense advantage and

will save much time. "The underlying idea of the law is Wheels. ing their forces. Nearly, if not quite that the registrar's certificate will be work by Aug. 1. The Union Pacific is at the time it is issued. What is behind opening its Cheyenne shops and the it is no longer of moment, for all pre-Burlington is increasing its shop force. ceding conveyances and incumbrances have been finally settled and concen-

There Isn't a Woman in Scranton

or vicinity that wouldn't have a nice Dinner Set if she could afford it. Who doesn't intend to have one as soon as she can. But it's MOSES TAYLOR LODGE hard work to save \$18 to \$40. In most sets there are so many pieces one can do without; in many, lots short that you would like to have. We sell you a set as you want it. sell it as cheaply as if you bought it all at once. You can have a dozen Tea Cups and Saucers this week, a dozen Fruits Saucers another time, a dozen Dinner Plates again .-- any time when you can spare the money. You don't have to promise to take the whole set; stop when you like. It's easy buying a Dinner Set this way. and we've a number of stock patterns in Pretty decorations that you can match at any time. Our line of Toilet Sets is equally large.

daily runs. Not one could move until the engine was righted and the engineers on all of the early morning pas-China Hal senger runs were compelled to use other WEICHEL & MILLAR

TAR CUM

134 WYOMING AVENUE.

Cures Colds, Lays Out LaGrippe, Cures Incipient Consumption Manufactured by G. ELMEN-DORF, Elmira, N. Y., and for sale by the trade generally.

Styles and colorings are MEGARGEL & CONNELL Wholesale Agents, Scranton, Pa.

OUR NEW

Combining all the requisites of a fine Spring Overceat and possessing water-proof qualities.

ALL NEW

SPRING STYLES MARTIN& DELANY'S

ANY STYLE **BLACK OR COLORED**

Come and pick them out-all

We also have in addition to the above complete lines of Common Sense, Opera Toe and Piccadilly Toe Oxfords at \$1.50, \$2.00, \$2.50.

sizes, only \$1.98.

VICTOR LEADS ALL

410 Spruce Street.

We are receiving a few daily, and are prepared to furnish Victors, Gendrons, Envoys, Fleetwings, Relay Special, Relay Roadters, Crowns, LuMiNums; all new in both Ladies' and Gentlemen's

VE HAVE STILL SOME BARGAINS IN SECOND-HAND WHEELS

Call and Examine.

J. D. WILLIAMS & BRO

314 LACKA. AVE., SCRANTON, PA.

SECOND ANNUAL EXCURSION

No. 420, B. of R. R. T., ELDRIDGE PARK, ELMIRA, N. Y., SATURDAY, JULY 20, 1895.

TICKETS Adulta, -- \$3

Train leaves D., L. & W. Depot at 6:45 a. m.

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