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THIRTY years' observation of Castoria with the patronage of millions of persons, permit us to speak of it without guessing. It is unquestionably the best remedy for Infants and Children the world has ever known. It is harmless. Children like it. It gives them health. It will save their lives. In it Mothers have something which is absolutely safe and practically perfect as a child's medicine.

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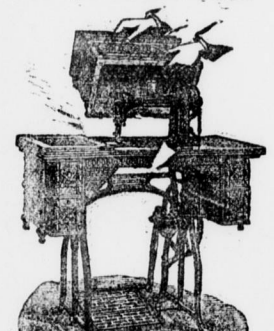

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# FREELAND TRIBUNE.

PUBLISHED EVERY MONDAY AND THURSDAY.

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FREELAND, SEPTEMBER 17, 1894.


## THE COAL TRADE.

**A Lengthy Article Which Blames Overproduction for the Depression.**

From the Philadelphia Press.

The anthracite coal trade has not been in such a demoralized state for years at this season of the year as it is at the present time. Though the fall demand should be felt and the distribution of coal active there is no demand, prices are at a lower point than for a long period and there is little hope of an improvement which will enable the trade to take advantage of the fall season. A year ago in the month of August the average price of stove coal, the most important size in New York, was $4.15 per ton; in August of this year the average price was $3.42 per ton. More recently a leading company has sold stove coal at $3.20 in New York, so that the average price this month is likely to be lower than in August. The official or circular price of stove coal in New York is $4.15 so that the cut is 95 cents per ton, which if continued for a year would mean a loss of $45,000,000 per year to the trade.

The cause which has brought the lower prices is overproduction. Notwithstanding the low prices the great companies go on mining coal from month to month at a greater rate than the market will take. In this respect the management of the trade is as bad as it can be. It is almost inconceivable that the managers of the great producing companies and the carriers of coal should continue to send coal to market without any relation to the demand. There is not any easier great business problem than adjusting the production of anthracite coal to the demand, but such is the greed of some of the carrying companies and the necessities of others that the market is constantly overstocked and the profits of coal mining are narrowed and sometimes lost.

There is, however, a pretense of managing the trade. Month after month the representatives of the leading companies meet, and after comparing notes as to the requirements of the public agree on tonnage. But the agreement is constantly broken, and not a man among those who make it believes that it will be kept. Just at this time there is no basis for an agreement as to tonnage. The old allotment of percentages of tonnage to the carrying comapnies, which was made in 1886, was as follows:

| | |
|---|---|
| Reading | 21.63 per cent |
| Lehigh Valley | 18.97 per cent |
| Jersey Central | 15.98 per cent |
| Lackawanna | 15.54 per cent |
| Delaware and Hudson | 10.65 per cent |
| Penna. R. R. Co | 10.45 per cent |
| Penna. Coal | 4.84 per cent |
| Erie | 1.94 per cent |

This old arrangement is still used as far as possible as a basis of tonnage. A strong effort has been made this year to make new percentages. The following committee has been at work to accomplish this: E. Brock Ely, representing Coxe Bros & Co.; Thomas Watkins, representing individual operators; C. E. Henderson, representing the Reading companies; Thomas F. Torrey, representing the Delaware and Hudson; William H. Sayre, representing the Lehigh Valley Company.

There have been many meetings and much discussion. Since the last percentages were made the coal carriers have grown in importance and some new carriers have come into existence. The task of the committee involved the division of about 115 per cent demanded into 100 per cent. The gentlemen succeeded in persuading some of the companies that it was to their advantage to make concessions in order to save the trade. The case with the Reading was a prolonged diplomatic struggle. President Harris refused to agree to a less percentage than the old one. The committee proved that the Reading's shipments were less than 20 per cent of the tonnage, but Mr. Harris could not be moved and it was finally agreed that Reading should have about 21 per cent.

This it was supposed ended the contest but the committee when they went to New York found that none of the companies would agree to new percentages unless they could get increases. This was a surprise, as the inference had been created that if an agreement could be made with Reading there would be no trouble with the New York companies. The company which blocked the game was the Jersey Central. Mr. Maxwell refused to agree to anything which would not give his company an increased tonnage and here the committee's labors ended.

It is not fair to put the whole responsibility on Mr. Maxwell, as the Lackawanna has been acting very ugly and would no doubt have prevented an agreement except on its own terms. The Delaware and Hudson Coal Company, too, has shown no disposition to come to an agreement. This is all the more curious as the Delaware and Hudson Company mines all of its coal and has no one with whom to divide the loss made at the present low selling prices, as the companies have which have contracts with individual operators.

The apathy and indifference of the New York companies when trade is in such serious straits leads to the inference in street circles that some great power don't want any improvement in the trade, and it is futher surmised that if somebody gets badly squeezed there will be satisfaction in Liberty and Cortlandt streets. Some guesses have been made that the Lehigh Valley Railroad was the objective point, while other speculative people think that the New York companies have adopted and will continue their present policy in order to delay the Reading plan of reorganization. It is quite cetain that the present selling price of coal does not afford a basis for either solvent or bankrupt carriers of coal.

Now that the scheme for making new percentages is abandoned there is strong talk of action among the individual operators. These producers of coal mine about 25 per cent of the total output and most of them sell their coal to the railroad companies for 60 per cent of the tidewater price of coal. Under their contracts they are allowed to stop shipping whenever the average price of coal at tide falls below $3.25 per ton. As has been said, the average price of coal in August at New York was $3 per ton, so the individual operators can stop shipping if they choose. Such action would fall heaviest on the Lehigh Valley Railroad. About 60 per cent of the tonnage of that company is mined by individual operators, and a stoppage would most seriously interfere with the earnings. The argument in favor of stoppage by the individual operators is that the price of coal is not renumerative and that such action would give the individuals an influence in the trade which they have heretofore failed to have.

### "Savoureen Deelish."

From the Stroudsburg Times, September 13.

"Savoureen Deelish," a comedy drama, dealing with Ireland's wrongs, was presented to a good-sized audience in the academy of music, last night, by J. W. Macready and his magnificent company of players. The four acts were full of good comedy and some thrilling situations. J. W. Macready appeared as "Harry Kavanaugh," a young Irish poet, and played his part in the same clear style as he did all his characters this week. Hisses and groans were the portion of H. W. Pemberton, who as the very villianous "Purcell" was excellent. "Black Mullins," his accomplice, was made to stand out very prominently in the hands of Walter Birch. Otto Block made a great deal of the small part of "Patrick Grace." Miss Emma Boulton made a pretty "Mary Grace," and Miss Wood was all that could be desired as "Kathleen." DeEnnery's greart and powerful drama, "The Two Orphans," is the play for tonight, and it is safe to say that the piece will never have a better presentation than in the hands of the Macready company.

At Freeland opera house, one week, commencing Monday, September 24. Prices, 15, 25 and 35 cents.

### Oyster Season Here.

The oyster season has arrived again and every lover of the luscious bivalve is happy once more. But to come to the point, don't you think a new fall overcoat would be just the thing for you? Refowich has the prettiest selection one could wish to see. The quality and prices will please you. If you don't need a suit or an overcoat, come in anyhow and see the stock. It will do you good to gaze on such bargains as he has prepared for the people of this region.

All his goods are new, bright and of the latest style and suits will be made to order at ready-made prices. He has no rent to pay and can easily do it. The best fits are guaranteed and clothing made by him will be kept in repair free for one year. Nothing like this has ever been seen in Freeland before. Give him a call. Square treatment assured.

### Home Comfort Ranges.

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White Haven, August 19, 1894.

To whom it may concern. This is to certify that we have a Home Comfort steel range in our home and find it in every way, so far, as represented by the salesman, H. C. Robinson. Our water-tank boils quickly, it bakes nicely, takes up a small amount of room in the house, is certainly cleaner and neater than cast-iron stoves, no ashes flying, the closets are very nice and handy to warm victuals in and for what time I have used it, would not take two others for it.

Mrs. Sarah Fairchild.
Ziba Fairchild.

Built by the Wrought Iron Range Company, St. Louis, Mo.

### "Chimes of Normandy."

The "Chimes of Normandy" will be produced at the Grand opera house, Hazleton, on September 18 and 19th. The talent is the best in the city, and they are under the able direction of Prof. Lawerence Sterner, the well-known playwright and actor of New York. Tickets for sale at Christy's store.


When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria


Still selling Lancaster gingham at 5c at McDonald's.

## PICKED UP BY THE WAY.

THINGS SEEN AND HEARD IN THE TOWN AND VICINITY.

**Matters of a Local Nature Written Up and Placed Before the Readers of the "Tribune" by the Saunterer—Something Here May Interest You.**

I have been watching with no small interest the great building boom that has struck Freeland this season, and it is certain the like has not been equalled before in one season since the town was incorporated. The dull times and the money stringency have been lost sight of in the rush to have the buildings completed before the winter season sets in. The many structures are principally dwelling houses, and the most notable feature about them is that they are of modern architecture, and all are constructed on a good substantial basis. This flurry in real estate is not of the artificial or speculative order, as may be noticed by the class of people who are buying and the character of the buildings being erected.

However, should it continue for another season, as it undoubtedly will, something will have to be done to give greater opportunities for work to this large and increasing population, for the vital elements of every town are comprised in its industries, and in this essential point Freeland is lacking. The mining industry is at present the sole support of the town (excepting the shops at Drifton) and the one upon which its residents must depend. One industry is not enough and the sooner the business men and citizens in general awaken to this fact the better it will be for the town and the people who call it their home. The uncertainty of the coal trade is widely known, and perhaps there is no class of men who know this so well as the merchants, for when the coal trade is dull business in the town is almost paralyzed.

The experience of this summer should convince the most sceptical that the coal trade is not to be depended upon, and, even when at its best, the work has become so poor and degenerated that it has lost its charms for the native element. An organized effort by the business men, and real estate owners who have large tracts of land to sell for building purposes, to induce manufacturers of some sort to locate here is Freeland's greatest need at present. There is nothing to prevent them from so doing. In the effort they have everything to gain and nothing to lose. To have Freeland become the town that it should be, employment other than mining must be found for its residents or in a few years the earnings of the men following that occupation will revert to the company stores.

To start a movement for the advancement of the interests of the town is always the drawback in Freeland. Every person has a dread of becoming too prominent, but in movements of this kind there is no necessity for becoming prominent. Make an organized effort and then what little prominence it will give will be well deserved. Everything is favorable in this undertaking. The location is good, fuel and everything necessary is here in abundance to carry on a manufacturing business as successfully as in any other part of the state and at less cost than it can be had for in many places. Other towns can get manufacturing establishments to locate in their midst when they offer inducements and Freeland is just as progressive as they. SAUNTERER.

Picnics supplied with ice cream, cakes, candy, etc., at low prices by Laubach.

Examine McDonald's $3 velvet rugs.

IN THE COURT OF COMMON PLEAS FOR Luzerne county. October term, No. 999.

Notice is hereby given that an application will be made to the said court on Monday, September 24, 1894, at 10 a. m., under the act of assembly of the commonwealth of Pennsylvania entitled, "an act to provide for the incorporation and regulation of certain corporations," approved April 29, 1874, and the supplements thereto and amendments thereof, for the charter of an intended corporation to be called "St. Ann's Total Abstinence Pioneer Corps, of Freeland, Pa.," the character and object whereof are to inculcate the principles of temperance and total abstinence among its members and in the community, and to provide a fund for that purpose, which fund in the event of sickness may be used for the benefit of such sick members, and in the event of the death of a member or members may be used to defray the funeral expenses of said decedents to such an extent and to such an amount or amounts as the said society may deem proper under its bylaws; and for these purposes to have, possess and enjoy all the rights, benefits and privileges of the said act of assembly and its supplements.

The proposed charter is now on file in the prothonotary's office. John M. Carr, solicitor.


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NOTICE.—The Freeland Water Company hereby notifies consumers of water to cease using the same for washing vehicles, sidewalks, and in gardens, and to use it as sparingly as possible. Patrons are requested to prevent any waste of water about their premises. By order of the president.

NOTICE is hereby given that an application will be made to the governor of Pennsylvania, on Monday, the first day of October, A. D., 1894, by Thomas English, J. J. Robbins, E. T. Long, Geo. H. Butler and E. B. Long, under the act of assembly entitled, "an act to provide for the incorporation and regulation of certain corporations," approved April 29, 1874, and the supplements thereto and amendments thereof, for the charter of an intended corporation to be called the "Campbell's Ledge Water Supply Company," the character and object of which is for the storage, transportation and furnishing of water into the district comprising the Wyoming and Lackawanna valleys in Luzerne county, by the storage, transportation and furnishing of the same under section two, clause xviii, act approved April 29, 1874, and the supplements thereto and amendments thereof (and not having for its object the supplying of any village, borough or city with water in said district, other than to water companies desiring the same), and for these purposes to have, possess and enjoy all the rights, benefits and privileges of said act of assembly and the supplements thereto and amendments thereof.

Alexander Farnham,
Geo. H. Butler, solicitors.


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6 05, 8 25, 9 33 a m, 1 35, 3 40, 4 55 p m, for Mauch Chunk, Allentown, Bethlehem, Faila., Easton and New York.

6 05, 9 33, 10 41 a m, 2 27, 4 55, 6 58 p m, for Mahanoy City, Shenandoah and Pottsville.

7 26, 10 52 a m, 11 50, 4 34 p m, (via Highland Branch) for White Haven, Glen Summit, Wilkes-Barre, Pittston and L. and B. Junction.

SUNDAY TRAINS.

11 40 a m and 3 45 p m for Drifton, Jeddo, Lumber Yard and Hazleton.

3 45 p m for Delano, Mahanoy City, Shenandoah, New York and Philadelphia.

ARRIVE AT FREELAND.

5 50, 7 18, 7 26, 9 27, 10 56, 11 59 a m, 12 58, 2 13, 4 34, 6 58, 8 47, 10 32 p m, from Hazleton, Stockton, Lumber Yard, Jeddo and Drifton.

7 26, 9 19, 10 56 a m, 2 13, 4 34, 6 58, 10 32 p m, from Delano, Mahanoy City and Shenandoah (via New Boston Branch).

12 58, 5 40, 8 47, 10 32 p m, from New York, Easton, Philadelphia, Bethlehem, Allentown and Mauch Chunk.

9 27, 10 56 a m, 12 58, 5 40, 6 58, 8 47, 10 32 p m, from Easton, Phila., Bethlehem and Mauch Chunk.

9 33, 10 41 a m, 2 27, 6 58 p m from White Haven, Glen Summit, Wilkes-Barre, Pittston and L. and B. Junction (via Highland Branch).

SUNDAY TRAINS.

11 31 a m and 3 31 p m, from Hazleton, Lumber Yard, Jeddo and Drifton.

11 31 a m from Delano, Hazleton, Philadelphia and Easton.

3 31 p m from Delano and Mahanoy region.

For further information inquire of Ticket Agents.

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## THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.

Time table in effect June 17, 1894.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Roan and Hazleton Junction at 6 03, 6 10 a m, 12 00, 4 09 p m, daily except Sunday, and 7 03 a m, 2 38 p m, Sunday.

Trains leave Drifton for Harwood, Cranberry, Tomhicken and Deringer at 6 03 a m, 12 09 p m, daily except Sunday; and 7 03 a m, 2 38 p m, Sunday.

Trains leave Drifton for Oneida Junction, Harwood Road, Humboldt Road, Oneida and Sheppton at 6 10 a m, 12 09, 4 09 p m, daily except Sunday; and 7 03 a m, 2 38 p m, Sunday.

Trains leave Hazleton Junction for Harwood, Cranberry, Tomhicken and Deringer at 6 37 a m, 1 49 p m, daily except Sunday; and 8 47 a m, 4 18 p m, Sunday.

Trains leave Hazleton Junction for Oneida Junction, Harwood Road, Humboldt Road, Oneida and Sheppton at 6 47, 9 38 a m, 12,40, 4 40 p m, daily except Sunday; and 7 40 a m, 3 08 p m, Sunday.

Trains leave Deringer for Tomhicken, Cranberry, Harwood, Hazleton Junction, Roan, Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 2 30, 6 07 p m, daily except Sunday; and 9 37 a m, 5 07 p m, Sunday.

Trains leave Sheppton for Oneida, Humboldt Road, Harwood Road, Oneida Junction, Hazleton Junction and Roan at 8 31, 10 16 a m, 1 15, 5 25 p m, daily except Sunday; and 8 14 a m, 3 45 p m, Sunday.

Trains leave Sheppton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 10 16 a m, 5 25 p m, daily except Sunday; and 8 14 a m, 3 45 p m, Sunday.

Trains leave Hazleton Junction for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 10 38 a m, 3 10, 5 47, 9 58 p m, daily, except Sunday; and 10 08 a m, 5 38 p m, Sunday.

All trains connect at Hazleton Junction with electric cars for Hazleton, Jeanesville, Auburn and other points on Lehigh Traction Co's. R. R.

Trains leaving Drifton at 6 10 a m, and Sheppton at 8 31 a m, and 1 15 p m, connect at Oneida Junction with L. V. R. R. trains east and west.

Train leaving Drifton at 6 00 a m makes connection at Deringer with P. R. R. train for Wilkes-Barre, Sunbury, Harrisburg, etc.

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