CANADA AS A COMPETITOR

Testimony of One Who Has Made the Subject a Close Study.

THE BIG WHITNEY SYNDICATE

With Its Facilities for Cheap Transportation and Its Large Accessible Deposits It Can Radily Cut Into Our Seaboard Market

The commercial editor of the Baltimore American, William M. Byrne, was recently commissioned by that enterprising newspaper to make a thorough investigation of the bituminous coal mining industry, present and prospective in Nova Scotia, especially bearing in mind the possibility of its competing with the coal industry of Pennsylvania, Maryland and the Virginias. In a letter dated at Sydney, Cape Breton, Mr. Byrne writes: "The most formidable competitor of the Georges Creek, Elk Garden, Pocahontas and Clearfield coal regions of the United States is undoubtedly the Dominion Coal company (Limited), of Cape Breton, especially since the mines it controls passed into the possession of the syndicate of American and Canadian owners led by Henry M. Whitney, of Boston, brother of the ex-Secretary of the Navy, William C. Whitney. This combine and their friends are pushing their trade with the coast cities of the United States, and they tried hard to secure the admission of their coal into the manufacturing districts of the United States free of duty. They have been shipping it—in limited quantities, to be sure—down the coast as far as Boston and paying a duty of 75 cents a ton; and it would be only fair to suppose they will largely increase such sales now that the duty is only 40 cents a ton.

Can Compete Even Now.

They have here an enormous field of bituminous or soft coal suitable for making gas, coke and generating steam for mills, railroads and marine boilers as well as for domestic use in grates and stoves With good harbors—sheltered, having deep water, their own railroads leading to mines, all of which are within forty miles of their piers, and a large fleet of steam vessels—the coal producers, miners, railroads and vessel owners of the coal regions like Cumberland, Elk Garden and Pocahontas must hereafter take this region into very serious consideration as a competitor, for there is no doubt in the world that the users of coal will not fail to consider the offers from a new field that was almost able to compete at 75 cents a ton duty to their disadvantage when it has been reduced to 40 cents.

It is very remarkable that the coal men of this region do not speak of the consumer paying the duty. They say they pay the duty of 40 cents of 75 cents, just as Senator Camden says that the Monongah mines, near Fairmont, W. Va., pay the 60 cents duty charged by Canada upon the coal he sends into the Dominion across Lake Erie.

The Giant of Them All.

The Dominion Coal company (Limited) was incorporated by act of the legislature of Nova Scotia on Feb. 1, 1893, with an authorized capital of $18,000,000, of which $16,500,000 common, and $1,500,000 preferred have been issued. The authorized bonded indebtedness is $3,000,000 first mortgage bonds, bearing six per cent., and $1,500,000 have been issued. The president is Henry M. Whitney, of 95 Milk street, Boston, and he is a brother of Hon. William C. Whitney, late secretary of the navy. The Canadian office is at Glace Bay, Cape Breton, Nova Scotia. David McKeen, member of Parliament, is resident manager. Messrs. Kingman, Brown & Co., 14 Place Royale, Montreal, and M. R. Morrow, 50 Bedford Row, Halifax, are the Canadian selling agents.

The company was formed to carry on the business of mining, transporting and selling bituminous coal from Cape Breton, Nova Scotia. It operates under a lease which gives a tenure of its mining property of ninety-nine years, the royalty to the Nova Scotia government for the whole period being fixed at a maximum of twelve and a half cents per ton, with a minimum gross amount for each year to be paid on at least as many tons as were sold in 1891 from all the mines owned by the company.

Up to the first of March, 1894, the company had acquired an area of some seventy square miles of coal lands in Cape Breton, upon which are located the following collieries: Caledonia (formerly the property of the Caledonia Coal and Railway company, Limited); International (formerly owned by the International Coal company, Limited); Gardiner (formerly owned by Burchell Bros., Sydney); Glace Bay (formerly owned by the Glace Bay Mining company, Limited); Reserve (formerly owned by the Sydney and Louisburg Coal and Railway company, Limited); Old Bridgeport (formerly owned by the International Coal company, Limited); Gowice (formerly owned by the Gowice Coal Mining company, Limited); Victoria (formerly owned by the Low Point, Barrasois and Lingan Mining company, Limited); the Ontario colliery, and the Sword, Meagher and other coal areas, steamers, lines of railway, etc. These lands extend from Cow Bay to Sydney Harbor along the northeastern end of Cape Breton.

Owns Its Own Railroad.

The company was organized on February 16, 1893. Since then all the properties then held under option have been acquired and paid for in full. The report of the directors to December 31, 1893, shows that about $20,000 were expended in the construction of the railroad being built to Louisburg; about $150,000 for discharging plants and for mining machinery, and about $100,000 for barges and tugs. The total quantity of coal mined was 834,019 tons, exclusive of the output of the Victoria mine, which, by the terms of the option, was not to be delivered until the season for mining and shipping was ended, but it will be included in the present year's business. The shipments of coal from the mines under the control of the company for the year 1893 showed an increase of about 90,000 tons over the preceding year, with prospects for a very large increase in the year 1894, and so far this promise has been more than fulfilled.

The railroad to Louisburg is expected to be completed on Jan. 1, and then the company will have a line of railway from Sydney o Louisburg, a distance of forty miles, and after drawing off the output of every mine discharging from its wharves and coal piers to one of the finest harbors in the world for shelter and depth, and a port that is never closed by ice.

Does a Profitable Business.

The financial statement of the company for the year 1893 shows the net proceeds of 834,019 tons of coal were $1,189,499.44, from which must be deducted net cost of mining, railway transportation, royalty, etc. $929,278.52, with agency and general office expenses, interest, provision for bad debts, etc., $29,058.21, leaving gross profit on coal $231,162.71, to which must be added profits on steamships, barges and railway, $103,267.95. From this was written off to profit and loss for machinery at mines, $67,989.84; for office furniture, $3,160.19; 10 per cent. off for cost of tugs, barges and equipment, $8,242.42; 10 per cent. off discharging plant in Montreal, $5,828.77; 33 per cent. (Sydney hotel investment), $2,500; total, $87,721.22, leaving net profit after working expenses, $246,709.44. From that was deducted dividends on preferred stock to Jan., 1894, $105,000; coupons of mortgage bonds, Sept. 1, 1893, $45,000; accrued interest bonds to Jan. 1, 1894 $30,000; sinking fund, $14,731.96, making $194,731.96, leaving $51,977.48 to be carried forward to credit profit and loss. If full year's charges were deduced from net profits, the amount carried forward to profits and loss would have been $21,977.48. The balances on Dec. 31, 1893, were: Cash, $134,068.10; accounts and bills receivable, $141,894.22; merchandise in stores, $22,129.85; mining supplies in warehouses, $45,059.98; property, $17,729,407.48; coal at distributing points, $81,504.22; total, $18,154,063.85.

The liabilities of the company were: Capital stock, 150,000 shares common, par $100, and 15,000 preferred, par $100, $16,500,000; first mortgage bonds issued, $1,500,000; accounts and bills payable, $57,354.41; accrued interest on bonds to Dec. 31, $30,000; sinking fund, $14,731.96; balance profit carried forward, $51,977.48; total, $18,154,063.85; $21,977.48 for dividend on $18,000,000 stock.

The Company's Collieries.

The Caledonia mine is one mile from Little Glace Bay; 404 persons were employed above and below ground; coal raised in 1893, 169,041 tons. Phelan seam of 7 feet worked; dip averages one foot in ten; vertical depth of shaft, 185 feet; length of slope, 1,600 feet; system of working, pillar and bord; ventilation by Murphy fan, 12x6 feet, running at 120 revolutions per minute, and giving 100,000 cubic feet of air; naked lights; coal heading machines, two (Stanley).

The Glace Bay colliery is fourteen miles from the town of Sydney and one-half mile from Glace Bay Harbor, from which shipments were made. Persons employed, 343; total coal raised, 1893, 128,316 tons; Harbor seam, 6 feet; dip averages one foot in ten; vertical depth of shaft, 240 feet; system of working, pillar and bord; coal from deep holsted to pit bottom by a double 12-inch cylinder engine; coal from rise workings lowered to pit bottom by self-acting incline, ventilation by Murphy Champion fan, 8 feet diameter, 90 revolutions a minute, giving about 38,000 feet of air and capable of being worked up to 80,000 feet; naked lights; screens, ordinary plain parallel, three-quarter stationary.

The International colliery at Bridgeport is twelve miles from the town of Sydney; 247 persons employed; total coal raised in 1893, 126,000 tons; Harbor seam averages 5 feet 10 inches; dip, one in twelve; length of slope, 2,800 feet; vertical shaft depth, 90 feet; system of working, pillar and room; ventilation, Murphy fan, 8 feet diameter; naked lights.

North of Cow Bay.

The Gowrie colliery is on the north side of Cow Bay; 350 persons employed; total coal raised in 1893, 117,993 tons; McAuley seam averages 5 feet; dip, one in eight; Odlorne shaft, 200 feet; New Pit, 260 feet; two slopes from pit bottom, being West slope, 1,400 feet, and East slope, 2,800 feet; system of working, pillar and room (modified—the rooms being 10 yards wide, and the pillars 7 yards) and one section long wall; ventilation by furnace, 7 feet 8 inches by 6 feet, giving 40,000 cubic feet of air; naked lights; screens, common bar (3), angle 31 degrees, size 18 feet by 5 feet 9 inches.

The Reserve colliery is at Bridgeport Basin, two and one-half miles from Glace Bay; persons employed now, 530; daily product, 1,250 tons; Phalen seam averages 3 feet 8 inches; dip, one in thirteen; worked by two slopes, of which the "main" is 2,500 feet, and the French 3,500 feet long; vertical depth about 267 feet; system of working, pillar and room; naked lights; screens, three in use, 20 feet long.

The Old Bridgeport colliery is situated on the north side of Lingan Bay, ten miles from the town of Sydney; persons employed were about 165; total coal output in 1893, 50,363 tons Phelan seam, 6 feet worked; dip averages one in eleven; shaft, 128 feet; system of working, pillar and bord; naked lights; no pumps; natural level drainage to sea; screens, one three-eights mesh, 20 by 6 feet.

The Victoria colliery is at Low Point, on the north side of Sydney Harbor, and was acquired by the company in 1894. The Ross seam, 6 feet 7 inches, is worked; dip averages 25 degrees; length of slope, 1,740 feet; system of working, pillar and bord; bords 18 feet wide, also one section of long wall; ventilation by Murphy fan, 6 feet diameter; naked lights; screens, four, each 5 feet wide by 20 feet long.

Some of these mines are worked by the tail rope system, but the endless steel rope has been introduced at Caledonia, Reserve and Little Glace Bay mines, and is giving great satisfaction, and will be used in all the mines.

Facilities for Shipping.

The company owns five cargo steamers, three steam tugs and five coal barges, and is constantly adding to its floating equipment. It controls and operates thirteen and one-half miles of narrow-gauge railway (which is to be widened to the standard gauge—4 feet 8½ inches); twenty miles of standard gauge, and twenty-two miles more are being finished. The rolling stock comprises thirteen locomotives, and some six hundred passenger and coal cars. The line of railway to Louisburg has been built and is in operation for coal and passenger traffic as far as Glace Bay, a distance of fourteen miles from Sydney, and the rails and material are constantly arriving and bed being prepared for the rest of the line to Louisburg. The maximum grade of the road is limited to eight-tenths of 1 per cent., and it is being laid with eighty-pound steel rails.

The output of the Dominion Coal company's mines in the year 1893 was distributed as follows: To Nova Scotia, 109,822 tons; to New Brunswick, 35,391 tons; Prince Edward Island, 9,834 tons; Quebec, 499,873 tons; Newfoundland, 30,054 tons; United States, 13,664 tons; St. Pierre Miquelon, 4,220 tons; West Indies, 4,325 tons; colliery employes, 10,024 tons; engines, etc., at collieries, 29,043 tons; bunker steamers, 32,195 tons; total, 868,445 tons.

Long Noted For Its Coal.

While the development of the mining of coal has progressed wonderfully in Nova Scotia since the investment of the Whitney Syndicate in its mines, this province has long been famous for the immense amount of coal it contained. Judge Haliburton (Sam Slick), in his history of Nova Scotia, published in 1829, speaks of a colliery opened that year in the Pictou district, called the Albion colliery. Coal was also mined in Cape Breton Island, on the north side of the present Spanish river, the location of the present Sydney mines, by the government of Cape Breton in 1784. In the year ending Sept. 30, 1864, the mines of Nova Scotia produced 429,351 tons, of which the Sydney, Lingan and Albion mines contributed 314,355 tons John Rutherford, of Stellarton, says that in 1865 thirty-nine mines produced in Nova Scotia and Cape Breton 712,574 tons of coal; that in 1875 these mines increased their output only 68,591 tons. In 1885 twenty-seven mines produced 1,352,203 tons, or an increase of 73 per cent. over the output in 1875. In the next five years the increase at the end of the period was 631,798 tons, the total production being 1,984,000 tons. In 1865 the sales for home consumption were 59,536 tons; for neighboring colonies, 52,561 tons, and for other countries, 338,756 tons. In 1885 they were: For home consumption, 444,652 tons, and for neighboring colonies, 769,643 tons, and for other countries, 40,215 tons. The sales to other countries were principally to the United States, and they had rapidly increased under the operations of reciprocity treaty. In 1875 there was a marked falling off in shipments to the United States, caused by the exions of reciprocity laws. In 1875 there the imposition of a duty of $1.25 a ton on all bituminous coal entering the United States, so that shipments to the states fell off heavily, while the sales to neighboring colonies were increased by the extending of the Inter-colonial railway from Truro east to some of the mining localities in Nova Scotia. The sales to the states decreased 89,746 tons in 1875 to 25,431 tons in 1891.

Expects a Waterloo.

From the Syracuse Post.

General Winston, of Chicago, who was Mr. Cleveland's first minister to Persia, and has been one of the leading Democrats of Illinois, takes a gloomy view of Democratic prospects. He says "there has not been a wheel started since the passage of that tariff bill. I think the coming election will be a Waterloo—a landslide."

COST OF GOOD ROADS.

The Novel Idea of One Man Who is Evidently a Kicker.

From the Allentown Chronicle.

A new contribution to the road question comes from a civil engineer of Pittsburg. He calculates that to provide the good roads, macademized and telford, that the people talk about for the United States would cost at least $7,560,000,000, or about $120 per capita for all the people of the United States. He further shows that in many regions of immense area, the stone road would be impossible, as the hauling of the stone to it would wear out more than the load would make. In fact, he thinks there are not enough of available road-making stone in the United States to accomplish the task.

Aside from this, he believes that the stone road is behind the age. Superior as it is to the common dirt road, it is almost as far behind the iron track as the dirt road is behind it. He says the railway, street car track and the tramway all point the way of the future road. The track for the wheel must be of iron. It is the only material that is unyielding to the wheel and smooth. He advocates the laying of iron beams from 6 to 8 inches wide slightly concaved. He says it can be done for one-third of the cost of macadamized road, and, even without providing any better footing for revolution in traffic.

Cleveland's Costly Threats.

From the Syracue Post.

A review of the legislation of the session of congress just closed fails to convince the fair-minded citizen that any great reform has ben accomplished in public affairs. The laws upon the statute books today are not so much the cause of the continuation of the hard times as are the proposed measures yet pending before the two houses of congress. The president and Mr. Wilson have threatened a continuation of the war on American industries and American labor. Those threats are doing infinite harm. Without them there might have been a substantial recovery from the terrible depression into which the Democratic victory of 1892 plunged the country.

Hill Nomination an Insult.

From the Buffalo Courier, Dem.

The nomination of David B. Hill for governor, and for lieutenant governor the man who presided at the convention that named Isaac H. Maynard for the court of appeals, was an audacious challenge to the self-respect and the awakened conscience of a hundred thousand Democrats in this state and an affront to the moral sentiment of the whole people. For a day or two the insolence of the thing took away the breath of the public. Then a storm began to gather beside which, we verily believe, that of the anti-Maynard campaign of 1893 will seem a small affair.

What Flossie Thought Of.

"Flossie has accepted that horrid old Goldheap. What do you suppose she was thinking of?"

Hettie—Herself, dear.—Chicago Inter-Ocean.

Burdock Blood Bitters taken after eating will relieve any feeling of weight or over fulness of the stomach. Sold everywhere.

GENIUS AND MADNESS.

Johanna Southcote was a cataleptic of the same variety as Joan of Arc.

Ignatius Loyola had visions which he seems to have regarded as inspired.

Lord Clive's melancholy finally ended in madness, and he died by his own hand.

The brilliant Southey finally sank into a state of mental stupor, in which he died.

Socrates imagined that he had a familiar spirit guardian angel that conversed with him.

Tasso was crazy a large part of his life, and was repeatedly locked up as a madman.

Cromwell undoubtedly had some form of brain trouble. His brain weighed 90 ounces.

Mendelssohn's mental acivity was morbidly great. It brought on a fatal attack of apoplexy.

Edgar Allen Poe was an excellent illustration of a brilliant mind upset by the use of stimulants.

Lucretius, the Latin poet, is said to have become insane, and during his madness he committed suicide.

Donizetti, the Italian composer, was for a time insane and incarcerated in an asylum for lunatics.

The talented Zimmerman, the author of "Solitude," ended his days in a condition of torpid dementia.

Cardinal Richelieu was erratic from childhood. He was once under restraint for temporary madness.

Leopardi was habitually depressed, and at the slightest illness fancied himself on the brink of the grave.

Mozart's early death was due to brain disease. He had morbid delusions, fainting fits and convulsions.

Augustus Comte spent a considerable part of his time at one period of his life in an asylum for the insane.

Financial care brought on the decay of Scott's brilliant mental powers. The decline was slow but steady.

The story of madness of George III does not need to be told. He was under guardianship for many years.

Diogenes was undoubtedly a harmless lunatic. His tub, his wallet and his drinking cup are known to every school boy.

Joan of Arc was undoubtedly the victim of insane hallucinations. Her "voices" were to her the most absolute realities.

Pope was irritable almost to madness. The least criticisms of any of his writings infuriated him almost to distraction.

Malebranche often suffered the delusion of supposing he heard voices of supernatural character addressing himself.

Heine's nervous system was a complete wreck. For seven years he was confined to bed by disease of the spinal cord.

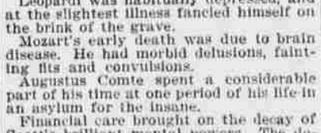
Rousseau's "Confessions" indicate a lack of mental poise. His towering erotism dwarfed every other faculty of his mind.

Saint Simon in a fit of melancholy tried to put a bullet though his head, but only succeeded in shooting out one of his eyes.

Jurieu, the Biblical student, became crazy from studying the Apocalypse. He fancied that the ten-horned beast was inside of him.

Lamartine was of an exceedingly gloomy temperament and during his spells of dejection nothing could in the least raise his spirits.

Cowper's madness is well known. Once he tried to hang himself and at another time endeavored to commit suicide by drowning himself.



IT'S EASY TO GET IN, where there's a sluggish liver, for any of the germs of disease that surround you. If your liver were active and healthy, it would keep them out of your blood. You'll have to watch your liver for self-protection.

Just as soon as you see the first symptoms that it's wrong (eruptions on the skin, or a dull and worn-out feeling) you ought to take Dr. Pierce's Golden Medical Discovery. That will start your liver into a healthy, natural action, purify your blood, too; it will brace up your whole system, and give you strength and color, and put on needed flesh—not *fat*, but wholesome, necessary flesh.

Milford Centre, O.

DR. R. V. PIERCE: *Dear Sir*—I heartily recommend your "Discovery" to any person suffering from *general debility* as the best thing they can take for it. After taking the "Discovery" I am happy to say I never felt better in my life than I do now.

E J Miller Jr.

RADWAY'S READY RELIEF

A PAIN REMEDY

For nearly fifty years this wonderful remedy has proved itself the best, quickest, safest and surest antidote for pain in the world.

THE TRUE RELIEF

RADWAY'S READY RELIEF is safe, reliable and effectual because of the stimulating action of the body, adding tone to the one and inciting to renewed and increased vigor the slumbering vitality of the physical structure, and through this healthful stimulation and increased action the cause of PAIN is driven away and a natural condition restored. It is thus that the READY RELIEF is so admirably adapted for the CURE OF PAIN and without the risk of injury, which is sure to result from the use of many of the so-called pain remedies of the day.

In using medicines to stop pain we should avoid such as inflict injury on the system. Opium, Morphine, Ether, Cocaine and Chloral stop pain by destroying the sense of perception, when the patient loses the power of feeling. This is the most destructive practice; it masks the symptoms, shuts up, and instead of removing trouble, breaks down the stomach, liver and bowels, and, if continued for a length of time, kills the nerves and produces local or general paralysis.

There is no necessity for using these uncertain agents, when a positive remedy like RADWAY'S READY RELIEF will stop the most excruciating pain quicker, without entailing the least difficulty in either infant or adult.

A CURE FOR ALL

Summer Complaints

Dysentery, Diarrhœa,

Cholera Morbus.

A half to a teaspoonful of Ready Relief in a half tumbler of water, repeated as often as the discharges continue, and a flannel saturated with Ready Relief placed over the stomach and bowels, will afford immediate relief and soon effect a cure.

A half to a teaspoonful in half a tumbler of water will in a few minutes cure Cramps, Spasms, Sour Stomach, Heartburn, Nervousness, Sleeplessness, Sick Headache, Diarrhea, Dysentery, Colic, Flatulency and all internal pains.

MALARIA

CHILLS AND FEVER, FEVER AND AGUE CONQUERED

Radway's Ready Relief

Not only cures the patient seized with this terrible foe to settlers in newly-settled districts, where the Malaria or Ague exists, but if people exposed to it every morning, on getting out of bed, take twenty or thirty drops of the Ready Relief in water, and eat, say, a cracker, they will escape attacks. This must be done before going out.

There is not a remedial agent in the world that will cure Fever and Ague and all other Malarious, Bilious aided by RADWAY'S READY RELIEF.

50c. Per Bottle. Sold by Druggists.

RADWAY'S PILLS,

The Great Liver and Stomach Remedy

For the cure of all disorders of the stomach, Liver, Bowels, Kidneys, Bladder, Nervous Diseases, Loss of Appetite, Headache, Costiveness, Indigestion, Biliousness, Fever, Inflammation of the Bowels, Piles, and all other derangements of the internal Viscera. Purely vegetable, containing no mercury, minerals or deleterious drugs.

Price, 25 cents per box. Sold by all druggists.

DYSPEPSIA

Dr. Radway's Pills are a cure for this complaint. They restore strength to the stomach and enable it to perform its functions. The symptoms of Dyspepsia disappear, and with them the liability of the system to contract diseases. Take the medicine according to directions, and observe what we say of "False and True." respecting diet.

Send a letter stamp to DR. RADWAY & CO., Lock Box 365, New York, for "False and True."

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Good Boats, Fishing Tackle, Etc., Free to Guests.

Altitude about 2,000 feet, equaling in this respect the Adirondack and Catskill Mountains.

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Made a Well Man of Me.

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A refined complexion must use Pozzoni's Powder. It produces a soft and beautiful skin.

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RESTORED MANHOOD

DR. MOTT'S NERVERINE PILLS

The great remedy for nervous prostration and all nervous diseases of the generative organs of either sex, such as Nervous Prostration, Failing or Lost Manhood, Impotency, Nightly Emissions, Youthful Errors, Mental Worry, excessive use of Tobacco or Opium, which lead to Consumption and Insanity. With every $5 order we give a written guarantee to cure or refund the money. Sold at $1.00 per box. 6 boxes for $5.00. DR. MOTT'S CHEMICAL CO., Cleveland, Ohio.

For Sale by C. M. HARRIS, Druggist, 127 Penn Avenue.

Before and After Using.

Sex-ine Pills

RESTORE LOST VIGOR

New discovery. Will brace you up in a week. Sold with WRITTEN GUARANTEE to Cure Nervous Debility, Loss of Sexual Power in either sex, Involuntary Emissions from any cause. If neglected, each troubles lead to consumption or insanity, $1.00 per box by mail, 6 boxes for $5. With every order we give a written guarantee to cure or refund the money. Address PEAL MEDICINE CO., Cleveland, Ohio.

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JAMES W. OAKFORD, ATTORNEY-at-Law, rooms 63, 64 and 65, Commonwealth building.

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P. P. SMITH, COUNSELLOR AT LAW. Office rooms, 54, 55 and 56 Commonwealth building.

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THE ELK CAFE, 125 and 127 FRANKlin aveaue. Rates reasonable.
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Sixteenth st., one block east of Broadway, at Union Square, New York.
American plan, $3.50 per day and upward.

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Coal of the best quality for domestic use, and of all sizes, delivered in any part of the city at lowest price.

Orders left at my Office

NO. 118 WYOMING AVENUE,

Rear room, first floor, Third National Bank, or sent by mail or telephone to the mine, will receive prompt attention.

Special contracts will be made for the sale and delivery of Buckwheat Coal.

WM. T. SMITH.

RAILROAD TIME-TABLES

Central Railroad of New Jersey.

(Lehigh and Susquehanna Division)

Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a.m., 12.50, 2.00, 3.30, 5.00, 7.25, 11.05 p.m. Sundays, 9.00 a.m., 1.00, 2.15, 7.10 p.m.

For Atlantic City, 8.20 a.m.

For New York, Newark and Elizabeth, 8.20 (express) a.m., 12.50 (express with Buffet parlor car) 3.30 (express) p.m. Sunday, 2.15 p.m.

For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a.m., 12.50, 3.30, 5.00 (except Philadelphia) p.m. Sunday, 2.15 p.m.

For Long Branch, Ocean Grove, etc., at 8.20 a.m., 12.50 p.m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a.m., 12.50, 5.00 p.m. Sunday, 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 9.10 (express) a.m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p.m. Sunday, 4.30 a.m.

Leave Philadelphia, Reading Terminal, 9.00 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 on application in advance to the ticket agent at the station.

H. P. BALDWIN,
Gen. Pass. Agent.

J. H. OLHAUSEN,
Gen. Supt.

PICTURESQUE LEHIGH VALLEY RAILROAD

MAY 13, 1894.

Train leaves Scranon for Philadelphia and New York via D. & H. R. R. at 7.45 a.m., 12.05, 2.38 and 11.38 p.m. via D., & W. R. R., 6.00, 8.08, 11.20 a.m., and 1.30 p.m.

Leave Scranton for Pittston and Wilkes-Barre, via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30, 3.50 6.07, 8.50 p.m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6.40 a.m., via D. & H. R. R. at 7.45 a.m., 12.05, 2.38, 4.00 p.m. via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.50, 3.50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R. 7.45 a.m., 12.05, 2.38, 11.38 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R. 8.45 a.m., 12.05 and 11.35 p.m., via D., L. & W. R. R., 8.08 a.m., 1.30 p.m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R., 8.45 a.m., 12.05, 6.15, 11.38 p.m., via D., & W. R. R. and Pittston Junction, 8.08 a.m., 1.50, 8.50 p.m., via L. & W. V. R. R., 3.41 p.m.

For Elmira and the west via Salamanca, via D. & H. R. R., 8.45 a.m., 12.05, 6.05 p.m., via D., L. & W. R. R., 8.08 a.m., 1.30, and 6.07 p.m.

Pullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt.
CHAS. S. LEE, Gen. Pass. Ag't, Phila., Pa.
A. W. NONNEMACHER, Asst. Gen. Pass. Ag't, South Bethlehem, Pa.

"The Off" DELAWARE AND HUDSON RAILROAD.

Commencing Monday, day, July 30, all trains will arrive at new Lackawanna 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 11.29 p.m.

For Farview, Waymart and Hon