THE WORLD OF BUSINESS

STOCKS AND BONDS.

New York, Oct. 29.—An advance in sterling exchange today started a fresh selling movement in stocks in the first hour of business. The strength of exchange, of course, revived the talk about exports of gold, but leading bankers are of opinion that shipments were not likely this week at least. The greatest pressure during the early part of the day was directed against the industrials and Reading. The last named fell from 17⅞ to 15⅞, rallied to 16½, and dropped to and closed at 14⅞. Rumors were current that assessment on the stock under the proposed plan of reorganization will certainly be $20 and may reach $30, while the income bondholders will have to pay $10. The stock was unusually active and figured for 70,000 shares in a grand total of 277,000 shares. The general market closed weak and ¼ to 3¼ per cent. lower on the day.

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

	Open-ing.	High-est.	Low-est.	Clos-ing.
Am. Tobacco Co.	92	92	89¼	90
Am. Cot. Oil	22	23	22	22
Am. Sugar Ref'g Co.	102¾	103¼	101⅝	101½
Atch., To. & S. Fe	20¼	20¼	19¾	19¾
Can. South	56¼	56¼	55	55
Ches. & Ohio	19¼	19¼	19	19
Chicago Gas	68¼	68¼	66¾	67¼
Chic. & N. W.	106	106	105	105
Chic., B. & Q.	85⅝	86	85	85
C. C. C. & St. L.	42¾	42¾	42¼	42¼
Chic., Mil. & St. P.	76¼	76½	75½	75⅝
Chic., R. I. & P.	76¼	76½	76	76
Dist. & C. F.	23¾	23¾	22¾	22¾
Gen. Electric	34½	34½	32¾	33
Ill. Cent.	109	109	109	109
Louis. & Nash.	58⅞	59	58½	58⅝
M. K. & Texas	1	....	....	....
Manhattan Ele.	105½	105¾	105¼	105½
Mo. Pacific	33½	33½	32½	32⅝
Nat. Cordage	7⅝	7⅝	7½	7½
N. J. Central	110	110	109	109
N. Y., S. & W., Pr.	34½	34½	34½	34½
Nor. Pacific, Pr.	17¾	18	17¾	17¾
Ont. & West	17½	17½	17⅜	17¾
Pac. Mail	30¾	31½	30¼	30½
Phil. & Read	17⅞	17⅞	14⅞	14⅞
Southern R. R.	11⅝	11⅞	11¾	11¾
Tenn., C. & I.	38¼	38¼	37⅝	37⅝
Tex. Pacific	9⅛	9⅛	9	9⅛
Union Pacific	13	13	12¾	13
Wabash	8¾	8⅞	8¼	8¼
Wabash, Pr.	21⅝	21⅝	21⅛	21⅜
West. Union	90⅞	91¼	90¾	90¾
W. L.	14¼	14¾	13⅝	14
U. S. Leather	12½	12½	12¼	12¼
U. S. Leather, Pr.	71¾	71¾	70¼	70½

CHICAGO BOARD OF TRADE PRICES.

	Open-ing.	High-est.	Low-est.	Clos-ing.
WHEAT.				
December	60½	60½	59⅝	59⅝
May	64⅝	64⅝	63¾	63¾
OATS.				
December	18¼	18¼	18¼	18¼
May	20½	20½	20⅜	20⅜
CORN.				
December	27¾	27¾	27½	27½
May	29¼	29⅝	29¼	29⅛
LARD.				
January	5.62	5.62	5.60	5.62
May	5.85	5.85	5.77	5.80
PORK.				
January	9.02	9.02	8.95	8.95
May	9.32	9.32	9.27	9.27

Scranton Board of Trade Exchange Onotations—All Quotations Based on Par of 100.

Name.	Bid.	Asked.
Green Ridge Lumber Co.	...	110
Dime Dep. & Dis. Bank	130	...
Scranton Lace Cur. Co.	...	50
Nat. Boring & Drilling Co.	...	80
First National Bank	600	...
Thuron Coal Lend Co.	...	90
Scranton Jar & Stopper Co.	...	25
Scranton Glass Co.	...	65
Lackawanna Lumber Co.	110	...
Spring Brook Water Co.	...	100
Elmhurst Boulevard Co.	...	100
Scranton Axle Works	...	80
Third National Bank	350	...
Lacka. Trust and Safe Dep. Co	...	160
Scranton Packing Co.	...	115
Scranton Savings Bank	200	...
Lacka. Iron & Steel Co.	...	150
Weston Mill Co.	...	250
Traders' National Bank	...	120
Bonta Plate Glass Co.	...	22 50
BONDS.		
Scranton Glass Co.	...	100
Economy Steam Heat & Power Co	...	100
Scranton Pass. Railway first mortgage, due 1918	110	...
Scranton Traction Co.	...	55
People's Street Railway, first mortgage, due 1918	110	...
Scranton & Pittston Trac. Co.	...	90
People's Street Railway, Second mortgage, due 1920	110	...
Lacka. Valley Trac. Co., first mortgage, due 1925	...	100
Dickson Manufacturing Co.	...	100
Lacka. Township School 5%	...	102
City of Scranton Street Imp 6%	...	102

New York Produce Market.

New York, Oct. 29.—Flour—Steady. Wheat—Easier; No. 2 red store and elevator, 70⅝c.; afloat, 72½c.; f. o. b., 70⅝c.; No. 1 northern, 68¼c.; options weak; January, 63⅝c.; March, 70¼c.; May, 70c.; October, 66⅝c.; December, 67⅝c. Corn—Easy, quiet; No. 2, 37⅛a37¼c.; elevator, 38⅜a38½c.; afloat; options weak; October, 37⅛c.; November, 36⅝c.; December, 35¼c.; May, 35⅝c. Oats—Quiet, easy; options dull, easier; October, 23½c.; November, 23⅜c.; December, 23⅝c.; May, 25⅝c.; spot prices, No. 2, 23½c.; No. 2 white, 25c.; No. 2 Chicago, 24½c.; No. 3, 23c.; No. 3 white, 23½c.; mixed western, 24a25½c.; white do. and white state, 24a29c. Provisions—Quiet, inactive, unchanged. Lard—Quiet, lower; city, $5.50a5.60; October, $5.62½; refined dull; continent, $6.40; South America, $6.75; compound, 4½a4⅞c. Butter—Steady; state dairy, 12a21½c.; do. creamery, 20a23c.; do. June, 15a21c.; do. factory, 9a14c.; Elgins, 23c.; imitation creamery, 12a17c. Cheese—Quiet, firm, unchanged. Eggs—Steady, quiet; state and Pennsylvania, 21a22c.; western fresh, 18a20c.; limed, 16a16½c.

Toledo Grain Market.

Toledo, O., Oct. 29.—Wheat—Receipts, 24,000 bushels; shipments, 4,000 bushels; market easier; No. 2 red, cash, 67c.; December, 67⅝c.; May, 68⅝c.; No. 3 red, cash, 64c. Corn—Receipts, 17,000 bushels; shipments, 13,000 bushels; market quiet; No. 2 mixed, quiet; cash, 32c.; No. 2 yellow, 33½c.; No. 3 do., 33c.; No. 2 white, 32c.; No. 3 do., 31½c. Oats—Receipts, 5,000 bushels; market nominal. Cloverseed—Receipts, 558 bags; shipments, 48 bags; market firmer; prime cash, $.30; October, $4.27½a4.30.

Chicago Live Stock.

Chicago, Oct. 29.—Cattle—Receipts, 7,500 head; market steady; common to extra steers, $3.20a5.30; stockers and feeders, $2.30a3.85; cows and bulls, $1.25a3.45; calves, $3a6; Texans, $2.60a3.15; western rangers, $2.25a4. Hogs—Receipts, 39,000 head; market weak and 10a15c. lower; heavy packing and shipping lots, $3.40a3.70; common to choice mixed, $3.30a3.70; choice assorted, $3.60a3.70; light, $3.30a3.75; pigs, $2a2.60. Sheep—Receipts, 16,000 head; market weak; inferior to choice, $1.50a3.40; lambs, $3a4.50.

Buffalo Live Stock.

Buffalo, N. Y., Oct. 29.—Cattle—Receipts, 2,000 head; on sale, 120 head; market dull and weak; good to choice steers, $4a4.30; prime, $4.40a4.70; fat cows and heifers, $2.65a3; common to good fat cows, $2.25a3; light to good stockers, $2.25a3; feeders, $3.15a3.60; good to choice veals, $5.75a6.50; common to fair, $4.25a5.50. Hogs—Receipts, 7,000 head; on sale, 8,000 head; market dull and weak; good to extra heavy hogs, $3.25a4; mediums, $3.85a3.90; roughs, $3.25a3.40; stags, $2.50a3; Yorkers, good to heavy weights, $3.85a3.90; light Yorkers, $3.75a3.85; pigs, $3.70a3.80. Sheep and Lambs—Receipts, 2,400 head; on sale, 8,600 head; market dull; mixed sheep, good to choice, $1.75a2.50; common to fair, $1.75a2; culls, $1a1.65; fair to good export sheep, $3.25a3.50; extra fancy, $4.10a4.20; good to prime, $3.75a4; fair to good light lots, $3.10a3.65; common to fair, $2.75a3; culls and common, $2a2.65; Canada lambs, $4.15a4.25; prime, $4.30.

Oil Market.

Pittsburg, Pa., Oct. 29.—Oil opened and highest, $1.30; lowest and closed, $1.25½. Standard Oil company's price, $1.25.

Oil City, Pa., Oct. 29.—Oil opened, highest and closed, $1.30; lowest, $1.29½.

Philadelphia Tallow Market.

Philadelphia, Oct. 29.—Tallow is dull and weak. We quote: City prime, in hhds, 4¼c.; country prime, in bbls, 4¼c.; do. dark, in bbls, 3⅝a3⅞c.; cakes, 4½c.; grease, 3½a3⅝c.

NEWS OF OUR INDUSTRIES.

Happenings of Interest to the Staple Trades and Particularly to the Trade in Iron, Steel and Anthracite Coal.

Boston retail anthracite coal prices have been advanced 25 cents a ton by all dealers, making 50 cents since lowest prices of the summer on furnace coal and 75 cents on all other grades. Prices per ton now are: Furnace, $5.25; egg, $5.50; stove, $5.75; chestnut, $5.75; Shamokin, $6; Franklin, $7. The market there is reported to be very active, and another advance in prices will probably be made soon.

The statement of business of the Central Railroad of New Jersey for September shows: Gross earnings, $1,181,218; increase, $154,211; expenses, $489,640; increase, $37,543; net earnings, $489,757; increase, $116,668. For the nine months ended Sept. 30, the gross earnings are $9,507,919, an increase of $448,829, and net earnings of $3,765,775, an increase of $678,442.

The advance in anthracite coal freight rates to New York and Buffalo by the Delaware, Lackawanna and Western, which is to take effect Nov. 1, will cause all the competing lines to take similar action. The Erie company has already given notice of an advance, and the Lehigh Valley is willing.

The Pennsylvania railroad's coal shipments on lines west of Pittsburg for the year up to Oct. 12, were in round numbers, 5,000,000 tons in excess of the shipments for the corresponding period last year.

Superintendent Potter, of the Toledo division of the Pennsylvania lines, has asked the company to furnish one thousand new cars for service on that division, on which the business is rapidly increasing.

Freight traffic on the Pennsylvania, Pittsburg, Fort Wayne and Chicago division is the heaviest since 1882. Every car is in service, and many of the trainmen are working overtime.

A conference will be held this week between Pennsylvania, Reading and Lehigh Valley railroad officials to discuss the question of freight rates on coal.

The New York, Ontario and Western Railroad company has issued specifications for 500 coal cars.

It is understood that the Lehigh Valley Railroad company is in the market for 2,000 box cars.

The Central Railroad Company of New Jersey is in the market for 1,000 cars.

RAILROAD NOTES.

A joint meeting of the Brotherhood of Railway Engineers, trainmen, firemen and switchmen was held in Hazleton Sunday. Representatives were present from lodges between Delano and Wilkes-Barre, and included employes of the Lehigh Valley, Jersey Central and Delaware, Susquehanna and Schuylkill roads. J. H. Warg, grand master workman of this district, presided. The meeting was held behind closed doors and representatives of the press were not admitted. According to those who attended it, however, the gathering was held for the purpose of harmonizing the different orders and discussing railway appliances in a general way. While the feeling existing between the different brotherhoods is said to be harmonious it is known that there is a disposition among some of them not favorable to the admission of members who took part in the late strike on the Lehigh Valley road. An effort is now being made to harmonize matters.

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The contract which the Electric Storage Battery company has made with Manhattan for an experiment with the storage battery on Manhattan provides for fitting up one or more cars to run on the Thirty-fourth street ferry connection. It is believed that a good test of the battery can be made there without interfering with traffic. The storage battery cars are expected to be ready for use in about sixty days.

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The Seaboard Air line has placed on the Baltimore market $456,000 first mortgage 6 per cent. treasury bonds of the Raleigh and Augusta Air line road to get money to build a new freight depot at Atlanta and make other improvements. Net earnings of the Seaboard Air line for July and August increased $48,726.

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The number of railroad accidents in this country in September were 108, including fifty collisions, fifty-four derailments, and four other accidents in which thirty-eight persons were killed and 179 injured.

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The interstate commerce commission has brought action against all prominent western lines for ignoring the long and short-haul clause on traffic to Colorado and Missouri river points.

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During the second week in October seventy-nine railroads increased 6.46 per cent. in gross earnings. During the third week thirty-five roads increased 7.86 per cent.

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Many Delaware, Lackawanna and Western coal conductors will draw $100 this month. Some of them have thirty-five days made already.

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The Lehigh Valley has ordered twenty additional locomotives from the Baldwin works.

THE FLAG OF OUR UNION.

A Chart Which Tells of Every Change in Our National Emblem.

From the New York World

Few Americans could tell of the origin and the evolution of the flag they all venerate. E. A. Housman, of Danbury, Conn., has however, epitomized the results of his long researches in the history of our flag in a chart, which he has called the United States school flag map. This is intended to teach to our school children, in the easiest and most effective manner, the progress of the "Star-Spangled Banner" from the original flag of thirteen stars and thirteen stripes to our present one with forty-four stars. The chart contains pictures of twenty-three varieties of the national emblem, and their accuracy is attested by the authorities at Washington. Between these pictures are interesting bits of information in regard to their history, among which is this explanation of the colors: "Red is supposed to represent courage; white, integrity of purpose, and blue, steadfastness, love and faith."

The first star-spangled banner, Mr. Housman shows, consisted of thirteen stripes and thirteen stars, the latter ranged in a circle. That was adopted by congress in 1777, from a model made by Mrs. John Ross, of Philadelphia, who was appointed to the post of flag-maker to the government. But the admission of Vermont and Kentucky to the Union led to a change, consisting of the addition of two stars and two stripes, and for convenience the stars were arranged in parallel rows. This was the flag carried during the war of 1812.

The rapid admission of states, however, necessitated a change in the proposed plan of adding a star and stripe for each new possession, and in 1818, when twenty states composed the Union, it was agreed to reduce the number of stripes to thirteen, in honor of the original federation, and to arrange the twenty stars in the shape of a great star. That was changed, however, because it was found that the addition of stars upset the plan of the big star, and the arrangement in parallel rows was again adopted.

Looking down the rows of flags on the chart, you see at a glance the rapid multiplication of the stars in the federal constellation. In 1845, for instance, there were twenty-seven white stars on the blue field of our flag—and it is interesting to note, by the way, that the different changes that have been made in the flag have always been made on July 4. There were three changes in the flag made during the war of the rebellion. The admission of Kansas in 1861, West Virginia in 1863, and Nevada in 1864 were responsible for these changes. The last change was made in 1891, when the admission of Idaho and Wyoming brought the number of stars up to forty-four.

NOT WANTED AT BERLIN.

Two American Girls Fail in an Attempt to Study Dentistry.

Two American girls have just received an intimation that their presence was not desired as students of dental surgery in Berlin. They are the Misses Feder, two San Francisco girls, who journeyed across land and sea to Berlin only to find that the rumors of German progress, which they had heard, were baseless.

They are both graduates of the State University at Berkeley, and they are clever girls. These facts, however, did not move the stern German professors and regents who were called upon to decide their case. They are looked upon in Berlin as specimens of the "new woman" in her most aggressive form, but distasteful as this view is to them, they are not going to turn and flee. They have applied to the English and American ministers for aid, and will make another earnest effort to gain admission.

Relief in Six Hours.

Distressing Kidney and Bladder diseases relieved in six hours by the "New South American Kidney Cure. This new remedy is a great surprise on account of its exceeding promptness in relieving pain in the bladder, kidneys, back, and every part of the urinary passages, in male or female. It relieves retention of water and pain in passing it almost immediately. If you want quick relief and cure this is your remedy. Sold by C. M. Harris, Druggist, 135 Penn avenue, Scranton, Pa.