FRIDAY, JANUARY 7, 1898.

road, or four per cent, of the power necssary to pull the load on a dirt road. The traction on the steel highway is light. Of course it takes considerable force to overcome the inertia of a vehicle, but when once started a twoton load showed a pull of 25 pounds on a spring balance to keep it in motion. A carriage containing two persons was drawn along on level by a man with his little finger. Anyone who has oc-casion to get between the shafts and draw an empty carriage on a dirt sur-

face well knows the difference. The horse cars are not so relegated to ancient history but they may be recalled. When the large number of pasengers two horses drew in the old style cars is remembered as compared with the number of men that two horses can draw in a wagon, the difference in work that may be accom-plished on dirt and on steel rail may be plainly seen.

IN ANOTHER FORM.

This idea in other forms is yet older. There is in fact the stone road at Rondout, N. Y. This was built a gen-eration ago and was used for many years in carting the stone and cement from the quarries and mines there. Its construction was on the same principle as the steel highway. Flagstones were laid in the road bed, and a groove was on all furniture cut in which the wheels ran. There was a dirt tow-path in the centre for the horse. The road extended several miles back from the Hudson and was a success. In those days the wagons from the cement mines and heavily loaded stone teams found in this stone road a good highway all the year round. It was only abandoned after intervals,

the mines were worked out. The steel highway is somewhat of a misnomer, the same as railroad may and do it well. be; that is, the name may create a false impression. The "steel road" is Have vour work in the beginning built the same as any done this month other macadam highway. The rails by eight inches wide, and placed just so at half the former far apart that they will accommodate the gauge of the vehicles used in a dis-

trict The construction of the road itself is to the large amounts made available for simple. The rails are made in the shape of an inverted trough. There is a slight flare on the flanges which insures a good hold in the foundation. They are set in macadam, coarse broken stone, which is drained at in-tervals to carry off the surface water. The ends are clamped and bolted together, protected by vitrified brick. There is no connection between the parallel rails. The centre, or towpath, has a good crown for shedding water. There is a bead or rib on the inside of each rail, which will keep the wheel of the wagon from running off the smooth steel surface.

This road is good in summer or winter. The tow path is easily repaired. A combination hopper, scraper and roller, with guide wheels, runs on the

To iter the built in the north, for he be-stretch built in the north, for he be-ine order in the best way to disseminate good road ideas is to build highways. The meabling of this multicate to the canal state of the state of the state of the state of the stretch built in the north, for he be-ine operation. General Stone, the head of the federal department, which has charge of this subject, has thoroughly investigated this project, and is anxious to have a stretch built in the north, for he be-ine the state of the s Can. Southern In speaking of this subject to the Rhode Island state authorities General Stone remarked that the cost of a sample mile would probably be about \$3500. This would be for the first mile. After the mills had made this rail in large orders the price would be much less. If the state of Rhode Island would ated in Austria some twenty years ago. make an appropriation to build a sam-I: was put in use at one of the mines I: was put in use at one of the mines if erc, but the knowledge of this steel would be an inter-state road, the Na-BENEFITS Mo. K. & T., Pr., 35% The benefit of such a road in the Missouri Pacific 34% Nat. Lead Co....... 35% N. Y. C. & Hudson 10714 N. Y. Ont. & Western 1554 Northern Pac 2154 Northern Pac., Pr., 59% Pac. Mail S. S. Co., 30% Phila. & Reading ., 22% The cost of maintenance of such a Southern Railway .. 9 Southern Ry., Pr. ... 395 Tenn. C. & I. R. R... 265 Texas & Pacific.... 11% Union Pacific 26% U. S. Leather, Pr.... 63% Wabash Wabash, Pr. Western Union 995/8 Wheeling & L. E.... 24/9 CHICAGO GRAIN MARKET. WHEAT.

tional government would give them The steel road, so-called, consists of some help. country districts, where at present it is all mud in winter and dust in summer and ruts all the time, would be felt at once by those who carried farm procuce to the market, as well as by all vehicle traffic. highway would be less than what is spent on highways, even in the country districts at present. The rail has little contraction or expansion, as it takes practically the temperture of the ground. If properly placed at the building of the road, it would last over a generation, as is shown by the one which as been used in Austria for over 20 years. There is little rust or deterioration as far as can be seen According to the experiments tried in this country, although the rails have been set in the road a little over a year. they appear the same as when placed



INFANT HEALTH'SENT FREE ON APPLICATION. NEW YORK CONDENSED MILK CO.N.Y.

THE MARKETS.

Wall Street Review. New York, Jan. 6 .- Today's stock market was broad, animated and strong ti roughout, and gains were maintained

with only insignificant reactions at a few

intervals. The buying was on a very large scale, and was aggressive and con-fident. A number of prominent opera-tors were in the movement and their combined takings made up a large share of the total transactions of the day. Fut there was n anifest an outside inter-est in the market which was awakened by yesterday's strength, and the commission house business was on a fairly large scale The investment demand for safe dividend paying stocks and the heavy huying of bonds were also evidences of at intusion of new life into the market. It is likely that these dealings were due

and they seemed to have been incited by the very confident expressions of one of the largest and most dashing operators in the market, and who was in large part the leader of last summer's rise. Some of the most notable gains were achieved early in the day and were quite firmly held throughout, even in the face of very large transactions. There was a suggestion of realizing in this, but all offer-ings were well absorbed and the closing was only slightly below the best and showed net gains of between one and two points for nearly all active stocks. Total sales were 339,600 shares.

Furntshed by WILLIAM LINN, AL-LEN & CO., stock brokers, Mears building, rooms 705-706. Open- High- Low- Clos-

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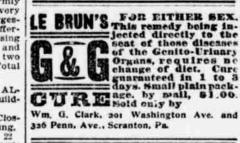
THE SCRANTON TRIBUNE.

light skims, \$a6\\$c.; part skims, 4\\$a5\\$c.; full skims, 2\\$a3\\$c. Eggs-Easy; state and Pennsylvania, 2la2\c.; western freah, 20a2c. Tailow-Nominal; city, 3\\$a3\\$c.; country, 3\\$a3\\$c. Petroleum-Dull.

Philadelphia Provision Market. Philadelphia, Jan. 6.-Flour-Duil and Walfe. lower: winter super, §2.90a2.10; do. extras, §3.15a3.60; Pennsylvania roller clear, §143.50; do. straight, §4.53a4.60; west-ern winter clear, §4.10a4.25; do. straight, §4.40a4.60; do. patent, §4.56a4.80; spring clear, §4.50a4.36; do. straight, §4.56a4.96; do. patent, §4.90a5.10. Wheat-Sasier; con-tract grade January, 55§a955;c., Feb-ruary, March and April, nominal. Corn-Unchanged; No. 2 mixed January and February, 325a35c.; March and April, nominal. Onts- Steady; No. 2 white, January and February, 25§a306.; March and April, nominal. Pointoes-Firm; white choice, per bushel, 65a70c.; do. fair to good, 70a75c.; sweets prime, per bas-ket, 50a55c.; do. seconds, 25a30c. Butter -Steady; fancy western creamery, 22%c; do. Fennsylvania prints, 25c; do. west-ern do., 24c. Eggs-Firm; fresh nearby; Philadelphia, Jan. 6 .- Flour-Dull and Gern do., 24c. Eggs-Firm; fresh nearby, 21c.; do. western, 21c. Cheese-Firmer; New York factory, choice, 9¼a9¼c.; do. fair to good, 8¼a8¼c. Refined Sugars-Unchanged. Cotton-Steady. Tallow-Quiet; city prime, in hogsheads, 3¼a3¾c.; country, in harsels 2¼a2¾c.; datk 3¼c. country, in barrels, 34,a3%c.; dark, 34,c.; grease, 3c.; cakes, 34,c. Live Poultry-Steady; fowls, 8a,9c.; old roosters, 6c.; spring chickens, 74,a8c.; broilers, 9c.; tur-keys, 9a,16c.; ducks and geese. Sa%c. Dressed Poultry-Firmer, good demand; fowls, choice, \$1,a9c.; do, fair to good, 76,a8c.; chickens, large lande, medium Towns, choice, Sisage, do. Tair to good, 7½a8c.; chickens, large, 9½a10c.; medium, 8age.; common and scalded, 5a7c.; turkeys, choice to fancy, 12a125c.; do. fair to good, 9a19c. Receipts—Flour, 3.400 burnets and 1.000 sacks; wheat, 12.000 bushels; corn, 52.000 bushels; oats, 12,000 bushels, Shipments—Wheat, 123.000 bushels; corn, 1,800 bushels; oats, 92.000 bushels.

Chicago Grain Market.

Chicago Grain Market. Chicago, Jan. 6.—The leading futures ranged as follows: Wheat—January, S¹/₂a ¹/₂0¹/₂c.; May, S¹/₂a²⁰/₃/₄c.; July, S¹/₂a³⁰/₄a²⁰/₃/₆c.; May, S²/₄a²⁰/₄a³/₅c.; May, S²/₅a²⁰/₄a³/₅c.; May, S²/₅a²⁰/₄a³/₅c.; Pork—January, 21 ¹/₂21¹/₂c.; May, 23a²⁰/₂a³/₅c.; Oats—January, 21 ¹/₂21¹/₂c.; May, 23a²⁰/₂a³/₅c.; Pork—January, 1 ¹/₂21¹/₂c.; May, 23a²⁰/₂a³/₅c.; Pork—January, 1 ¹/₂1¹/₂2¹/₂; May, 44.Sia4.S¹/₂. Ribs—May, 1 ¹/₅67¹/₂a⁴.S²/₅C. Cash quotations: Flour—Quiet; No. 2 spring wheat. S¹⁰/₂a⁵/₆c.; No. 3 ¹/₂/₅a²⁰/₆c.; No. 2 coats, 2¹/₆/₄c.; No. 2 white f. o. b. 2¹/₄2⁴/₄c.; No. 3 white f. o. b. 2²/₃a ²/₅c.; No. 1 fax seed. 11.1¹/₆1.5¹/₅; prime timothy seed. 12.6¹/₅; pork, 30.05a9.10; lard. timothy seed. \$2.67%; pork. \$9.05a9.10; lard. \$4.72; ribs. \$4.40a4.70; shoulders. 4%a4%c.; sides. \$4.75a4.85; whiskey. \$1.19; sugars •ut Icaf, \$6.14; granulated, \$5.51. Flour-Re-ceipts, 25,000 barrels; shipments, 16,000 bar-res. Wheat-Receipts, 28,000 bushels; ship. ments, 16,000 bushels, Corn-Receipts, 288 000 bushels, shipments, 164,000 bush



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reat	Sheriff	S

Everything Is Booming.

Our Bargain Tables are loaded with quick sellers at one-half to one-quarter their worth, and are being rapidly picked up by the hundreds of seekers of good bargains who throng our store daily.

Ladies' and Men's 25c Polish, two Bottles for a Quarter.	
Boy's and Ladies' Best Arctics	1.09
Misses' Best Arctics	1.09
Child's Best Arctics	1.79
Ladies' Rubber Boots	1.79
Men's Heavy Leggings, for warm wear, 49 cents.	

All kinds of Men's, Ladies' and Children's Shoes reduced below any previous sale ever held in Scranton.

Every Shoe Must Be Sold Within 60 Days

We can quote only a few prices, but assure you that this week prices are lower than ever. Don't delay; buy now. The entire stock formerly owned by Broadhead & Hanks, and known as the STANDARD SHOE STORE, must go. Come and get your share,



FRIDAY, JANUARY 7, 1898.

FACES

nothy skin, itching, scaly scalp, dry, thin, and

falling hair, and baby blemishes prevented by

CUTICURA SOAP, the most effective skin purify-

ing and beautifying scap in the world, as well as

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BLOOD HUMORS CUTICULA MANADINA

Big Reduction

coverings.

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IT COSTS

STEEL HIGHWAYS

ARE NOT A DREAM

ONLY \$3500 A MILE

One Already in Successful Operation in

This State.

But This is Chiefly a First Cost: Once

Many Tough Problems.

From the Providence Journal.

Built the Road Requires Little Attention -- Prevents Ruts and Solves

Many experts on highways have

looked into the claims of the steel road

advocates and of late a few sample

stretches have been put down. They

have been successful. The idea origin-

there, but the knowledge of this steel cond for carting the ore did not reach

e cutside world until lately.

distance apart so that the wheels of a wagon will run on the comparatively smooth metal, thus saving considerable riction. There is a tow path between the rails for the horse or horses. Thus scheme of making a railway for

orderary vehicles originated several years ago. It has been a gradual growth up to its present stage. In the g neral movement for better roads begun some years ago the probable germ was started in an article written by a road expert calling attention to the advantages of having steel rails on the highways between towns, which should he owned by the state and used in common by the residents. The idea was that cars could be built which might be run by a company, or owned or hired by the farmers, who could attach their hornes to them, and in this way find a cheap mode of carrying their products to market. A short time after this an improvement was made to the railroad track idea. It was that a rail should te laid which would be suitable for all wagons of the regulation gauge. These reed rails were to be made trough shapt. About a year ago the present steel highway was designed after condidcrable experiment.

ASSUMING SHAPE.

At first this stell highway was proposed as an economical way to avoid the expense of building highways in the poorer sections of the country, where a macadam road would be out of the question on account of the exof the question on account of the ex-conditure. Then it was thought that in a country where stone was scarce, and consequently macadam was not practicable, this steel highway would sidve the problem of good roads. Later the whole subject received an impetus he whole subject received an impetus from the experiments which were made in the iron district in Pennsylvania. The drivers of the heavily loaded carts there would follow in the same rut, until after a time the best stone road would be cut into ribbons. The talk of an iron highway reached the residents there and they immediately thought of its application.

The first road of this kind ever built in this country is a sample stretch near Pittsburg. The rail as designed and used there is different from the Pittsburg. The rail as designed used there is different from the recommended by the department cashneton \$1.25a3.75; roughs. \$2.56a2.25. Sheep-Slow: choice, \$4.05a4.75; common, \$1.25a3.75; veal at Washington.

The line of progress made in highway construction has tended in this direction for years. And it is a well-known fact that in transportation man has never gone backward. In the early days the trail was used and man carried the burden. Later the mule and horse were pressed into service, to be pllowed by the wheeled cart. Then me the iron-rimmed wheels, the stage coach and overland express, and last the railroad has placed itself as the crowning point of the evolution.

The difference in cost between hauling a ton a mile on macadam or by rail is very large. The average cost by the former 14 25 cents per ton per mile; by sail the cost of a mile haul is onequarter of a cent.

To lessen the cost of haul on highways the natural way seems to approach to the railroad. The breed of draught horses is about as good as may be expected. Little improvement can be made in vehicles, but to get a lower cost of hauk there is room for a t in the sur-comparative different kinds great deal of improv face of the highway scale of the traction of different kinds of roads shows that takes only ten per cent. of the power to draw a load on a steel highway which would be expended on the same load

there first. Many highway experts who have May looked over the steel highway in all July PORK. its bearings consider that it may be the solution of the good roads problem, May will prevent ruts and give the cheapest May 4.85 4.87 form of road known.

Heating the Vatican. From Tit-Bits.

The recurring indisposition of the pop-has again raised the question of heating the Vatican, a problem which, so far, has never been satisfactorily solved. There are no fewer than 11.000 rooms in the Paand they remain much too cold for the daily diminishing vitality of the pope. An architect recently submitted a plan for distributing hot air all through the Vati-can, but when the cost was mentioned— £35,000—the pope dismissed the subject with a wave of the hand.

East Liberty Cattle Market. East Liberty, Pa., Jan. 6.-Cattle-Steady: prime, \$4,90a4.95; common, \$2,25a 3.69; bulls, stags and cows, \$2a5.70, Hogs -Active: prime mediums, \$3,75a3.80; fai calves, \$5.50a7.25.

Chicago Live Stock.

Chicago, Jan. 6.-Cattle-Active, steady \$4.30a5.00. Calves-\$4.59a5.75 for common 44.30a.6.00. Cnives-44.59a5.75 for common; 16a6.40 for choice. Hogs-Active at \$2,32% a3.57%; pigs, \$3.30a3.50. Sheep and Lambs -Steady, sheep, 44a4.40; arabs, \$5a5.60. Re-ceipts-Cattle. \$,000 head; hogs, 45,000 ceipts-Cattle, \$,000 head; hogs, 45,000 head; sheep, 12,000 head.

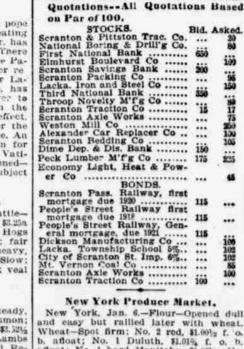
New York Live Stock.

New York, Jan. 6 .- Beeves-No trading Calves-Firmer, stendy; venis, \$5a.5.5 grassers, \$3a3.25; western calves, \$3.25, Sheep-Firm; \$3.56a4.55; lambs slow, \$5.75a 6.37%. Hogs-Higher at \$4a4.25.

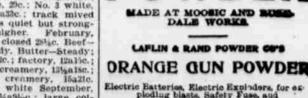
Oil Markets-

Oll City, Pa., Jan. 6.-Credit balances, 65c.; certificates, no bid for regular op-tions; first bid for cash, 65%c.; closed, 65%c, bid; shipments, 70,361 barrels; runs, \$7.179 barrels.

Hood kes only ten draw a load would be ex-ta macadam The only Fills to take with ills Sold by all druggists, ored do., SigaSige.; small do., s with Bood's Sarsaparilla, lorge October, 9/2aSige.; small do.,



Wheat-Spot firm: No. 2 red, 31.00½ f. o. b. affoat; No. 1 Duluth, \$1.01½ f. o. b. affoat; No. 1 Duluth, \$1.01½ f. o. b. affoat; No. 1 hard Manitoba, \$1.02½; No. 1 Uorthern New York, \$1.00½ f. o. b. affoat. Options opened weak on caldes. declined under liquidation, short selling and scarcity of buying orders, but finally rallied very sharply on covering, due to stronger late Antwerp cables and good export demand, closing \$4a%c net higher on near and \$4a%c lower on distant months. Jaruary, 97 1-Ha975gc, closed 975gc; February, 59%aff5gc, closed 975gc; closed 92%c; July 8%aff5gc, closed 95%c, March, \$5%a9%c, closed 96c; May, 51 11-15a 92%c, closed 92%c; July 8%aff5gc, closed off, but rallied and closed unchanged. January, 33%c? May, 33%aff5gc, elosed filsc, Oats-Spot steady; No. 2 25%a23%c; No. 2 25%a23%c; 24%c. Oats-Spot steady; No. 2, 23%a23%c.; No. 3, 28c.; No. 2 white, 29c.; No. 3 white, 25%c.; track white, 29a33c.; track mived 25%c.; track white, 2933c.; track mived weatern, 28%c. Options quiet but strong-er, closing %c. net higher. February, 28%c.; May, 27%a28%c., closed 28%c. Beef-Firm, Cut Meats-Steady. Butter-Steady; western creamery, 12a22c.; factory, 12a15c.; Elgins, 22c.; imitation creamery, 13%aisc.; state dairy, 13a20c.; creamery, 13%aisc.; state dairy, 13a20c.; creamery, 15a21c. Cheese-Steady; large white September, %ja8%c.; small do., 9%a9%c.; large October, 9%a8%c.; small do., 9%a9%c.;



Repauno Chemical Co.'s EXPLOSIVES

THE