# THE IRON BOOM OF TWENTY YEARS AGO

AUSE OF INCREASE OF PRICES AND THEIR FALL.

foward the Close of the Year 1873 There Was a Gradual Disappearance of the Effects of the Panic of 1873 and the Year 1879 Opened with a Noticeable Stiffening of the Prices of Iron and Steel-In February, 1880, the Slump Began.

A recent issue of the Bulletin of the American Iron and Steel association has the following article under the "The Iron and Steel Boom of 1879 and 1880:

"We reprint herewith a few extracts from our annual report dated May 20. 1880, which will give the iron and steel manufacturers of the present day a correct impression of the boom of 1879 and 1880. It will be seen that the advance in prices in those years was far greater than it has been in the present

"Near the close of 1878 it became evident to a few thoughtful observers that the business depression which had Rucceeded the panic in 1873 was slowly disappearing, and that a general revival of prosperity was surely at hand. The country had been favored with good crops and short harvests abroad had caused a foreign demand for our agricultural surplus. This gave an increase of business to the railroads and improved their financial condition. Here were grounds for hope and confidence. The farmers were prosperous: why should not all business revive? Why should not the iron trade improve? Prices of iron and steel could not go any lower; importations had virtually ceased; the prosperity of the milroads pointed to an increase of consumption in the following year.

### FORCED TO SUSPEND.

"That prices could not further decline was fully established by the fact that only works which were favorably situated and managed with exceptional skill could afford to make iron and steel at the prices that were then ruling; all others works had been forced to suspend operations.
"The year 1878 closed therefore with

more hopeful feeling in the iron trade than had characterized the close of any preceding year since the panic, and this feeling was strengthened by the successful resumption of specie payments on the first of January, 1879, and by the generally favorable conditions of the national finances and of our foreign trade, which made resumption possible. The year 1879 opened with a firmness in prices which had long been wanting, but without any noticeable advance; nor was there to be noted any marked improvement in demand. Steadiness in both prices and demand undoubtedly existed, but nothing more.

"In the spring months of 1879, however, the managers of the leading railroads of the country, observing a hardening tendency in the prices of iron and steel, and being assured of a continued increase in their business through the unfavorable outlook for the European harvests and the gradually reviving condition of all domestic rallway material containing iron and suddenly increased demand-at first prompt increase in production was seen to be imperatively necessary, and preparations were made to blow in furnaces and start rolling mills that had long been neglected, were again sought for through the inability of steel rail makers to take all the orders for early delivery that were offered to them.

# IMPORTS WERE RESUMED.

"By the middle of the year it became apparent that the majority of the furnaces and rolling mills which had been so long idle could not be religted in time to meet the extraordinary demand for iron and steel from the railroads and from other industries that had been stimulated into Imports of these articles were therefore resumed. Included in strictly limited, and the mails would the importations were large quantities of eld iron ralls, to be re-rolled into new rails and to supply the place of pig iron for miscellaneous purposes. unfortunates, his knees compressed Vigorous efforts, although only partly successful, were also made to secure Bessemersteel blooms of foreign manufacture to be rolled into rails in iron rall mills.

"More wonderful still, the sudden precipitation of an extraordinary demand for iron and steel upon domestic that the immediately available supply of domestic iron ore was wholly insufficient, and many cargoes of foreign again take his seat in the cart. ore were brought from Europe, even England and Ireland being drawn upon for this raw material of the blast furnace. So with the supply of coke; it was not equal to the demand. The prices of ore and coke, of course, advanced, and advanced by leaps and bounds, adding greatly to the cost of producing fron and steel and encouraging still further the tendency to advance the prices of these articles. But, notwithstanding the stimulus of high prices, the importations of raw materials and finished products, and the largely increased production of domesworks, exceeding in the whole of the year 1879 that of any preceding year, there was a veritable iron fam-



Excitement and speculation took the place of the gloom and discouragement with which the American iron trade had been so familiar scarcely one year before, and the business of buying and selling iron became close neighbor to that of gambling in stocks.

"Happily this abnormal, undesirable and injurious condition of the home iron trade has come to an end. February, 1880, it became evident that domestic production had overtaken the consumptive demands of the country. and at the same time the fact was made painfully manifest that importations of iron and steel had been so great as to create a glut in the market. A reaction in prices, with the temporary subsidence in demand which always accompanies the first steps toward lower prices, followed both these discoveries. Upon every hand the situation was seen to have radically changed, and the change was philosophically accepted. The market at the middle of May is settling to a healthy condition."

### TUNKHANNOCK.

The formal application for a charter for the Tukhannock Electric company was made on Tesday last at Harrisbrg. This completes the reorganization of the company and they will immediately proceed to put their plans for the improvement of the plant into operation. Sperintendent Nicholson was in town on Thursday on business of the company. The office of receiver of the old company, held by W. Eysenbach, expires with the granting of the new charter and Miss Eleanor Little will be the local mana-

Dr. H. L. McKown and wife of New Albany are visiting with Col. N. A. McKown, Dr. McKown thinks of loacting here for the practice of his pro-

Evans Avery, formerly of this place, but now located at Syracuse, is visiting his father, F. P. Avery. Dr Walter Barden and wife of Philadelphia are spending some time with P. R. Borden here,

Asa H. Frear of Lake Winola, candidate for the Republican nomination for county commissioner, M. W. Cartright, of Meshoppen, candidate for prothonotary and John Oliver of Nicholson, candidate for the same office, were in Tunkhannock on Wednesday, Dr. E. H. Hill, formerly of Tunkhannock, now located in Pittston, has been elected vice-president of Luzerne

George D. Wright, of Laceyville, excounty auditor and C. I. Lacey, ex-associate judge, from the same town, are in attendance at the hearing of the injunction of the Lehigh Valley railread company vs. the Laceyville bridge

branch of the Homeopathic Medical so-

## SOUTH AFRICA TRAVEL.

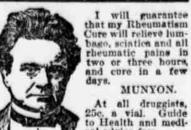
### As It Was Before Railroads Began Their Work of Civilization. From South Africa.

To the ordinary traveler or tourist who now visits South Africa the word travel will have little more meaning than what it invokes in other lands. The railway now runs to most parts of the country, and a more or less tedious journey in a comfortable compartment will carry him to his destination. Such was not, however, always the case, and it is not so long since those who through pleasure or necessity were forced to travel had to avail themselves of the facilities ofindustries, simultaneously began to fered by post carts or transport give out orders for rails and other wagons. It is true that in some remote dorps in the Transvant and Free steel. At once prices advanced with State the scream of the railway whistle has never been heard, and probably slowly, but afterward rapidly. A never will be; but these places are out of the way of the ordinary traveler. and rarely visited by him. In the old days the traveler who had to trust himself to the tender mercies of the long been idle. Iron rails, which had post contractor did so as a rule in fear and trembling. There were, as in all else, degrees in the various services, but the man who could have found pleasure in a trip even on the best roads must have indeed possessed a disposition of which Mark Tapley

might have been proud. In some of the services on the principal routes from Cape Colony and Natal the carts were well horsed, the drivers were thoroughly up to their work, and the conditions were made as desirable as was possible under the circumstances. But the carts had been built to suit the roads, the space was absorb a considerable quantity of this space, and the unfortunate passenger, jammed in between a couple of other against a pile of bags and his back sore from constant friction against the seat, would sit in silent agony until his destination was reached-the only relief obtainable being when the cart stopped for the night and the weary traveler could throw himself partly dressed on a bad to snatch a few hours sources of supply disclosed the fact sleep before the driver's call at the earliest dawn warned him that the dread hour had arrived for him to

The start from the town was always of the same nature. The four or six horses would stand pawing the ground while a couple of Hottentots would hang on to their heads, the driver would gather up the reins and crack his whip, the boys would spring to one side, and the equipage would dis-appear in a cloud of dust in the distance. On some lines this would hold good at all the various stopping places but in others once the first halt was reached, and civilization left behind, a span of weary mules would be dragged reluctantly forth, and the traveler's heart would sink into his boots, and he would glance reproachfully at the driver. The mules would be inspanned and a fresh start made, and the driver's assistant would bring forth his short jambok and prepare for business. Tender-hearted travelers would at first sympathize with the mules; later on the sympathy would be transferred to the wretched boy who had to urge them on, by jumping down from the cart every few mir utes ,and running alongside the animals and belaboring them. After a time the traveler's sympathy for both would have vanished, and he would mentally consign both to the nether world. When the boy climbed on the cart at intervals the passengers would draw deep breaths. "Everything comes to him who waits," and at length a New Potatoes—Per bbls., \$2.25; per bu., stage would be reached on the confines 75a80c. of civilization, where a span of horses would be produced and a better start made. Like the Irish jarvey, the postcart driver firmly believed in "saving a trot for the avenue," and the coach would wheel into the village in a blaze of glory, the driver awakening the echoes with a shrill blast from his

At Her Feet. Attractive Young Lady-I should like The Wide, Wide World." Chivatrous Bookseller-Were it mine, miss, I would willingly give it to you .-London Clarion.



# cal advice free. 1505 Arch st., Phila.

# THE MARKETS.

Wall Street Review. New York, Aug. 3.-Today's stock market was professional almost entirely and was dull except in one or two spots. Symptoms of strength were confined to a few of the specialties, proportion of the day's total trans-actions. The movement in this stock large colored, 9%c.; small do, 9%c. Eggs —Steady; state and Pennsylvania, 15a16c.; western ungraded, 16a13c., at mark. notably tobacco which made up a large was attributed to manipulation directed against the shorts whose efforts to cover helped the advance. Sympathetic strength was shown by continental tobacco, Tennessee Coal contin-ued its remarkable show of strength and closed at the highest price at a net gain of 2% points. Otherwise the iron and steel stocks were inclined to depression. Wall street had a rumor that here had been a slump today in pig iron prices abroad, but this could not be verified. There have been recent purchases of steel abroad but the were simply the result of the great scarcity and large demand in this country.

The bears made a successful attack on Brooklyn Transit, People's Gas and 5,20; whiskey, \$1.26; sugars, unchanged, Rock Island early in the day thus increasing the tendency to reaction. The market had its periods of strength sustained by the movement in tobacco, railroad stocks. But strength was not maintained and the isolated railroad stocks such as St. Louis Southwestern and some of the southern stocks which showed small general list. a sudden marking up of Brooklyn transit. Total sales 400,000.

Kansas City, Pittsburg and Gould continued in demand today and gained 15 per cent net. Otherwise the bond market was dull and rather irregular. Total sales par value \$1,705,000. U. S bonds were unchanged on big quota-

Quotations furnished by CARRINGTON & CUSACK, stock and bond brokers, rooms 410 and 411 Connell building, Scranton, Pa. Open- High- Low- Clos

|     |  | est.                     |                |              |
|-----|--|--------------------------|----------------|--------------|
|     | Am. Catton Oil 421<br>Am. Sugar Ref 1031<br>Am. Tobacco  | 177.1                    | 105            | 4354         |
|     | Apr. Collon On 12  | 10075                    | 1001           | 1423         |
|     | Am. Sugar Rel  | A750536                  | 2007           | 113          |
|     | Am. Tobacco  | 3 31319                  | Mary 1         | 7879         |
|     | Am. Steel & Wire 60  | 9. 19259                 | 00.78          | 9554         |
|     | Am. S. & W., Pr 37   | 1 2754                   | 5:174          | 95379        |
|     | At., T. & S. Fe 21   | 2156                     | 11             | 2114         |
|     | Am. Sugar Ref  | 6 6459                   | 60778          | 635          |
|     | Am. Tin Plate 421  | £ \$23£                  | 4254           | 4214         |
|     | Baltimore & Ohio 481   | 5 4815                   | 4816           | 4814         |
|     | Brook. R. T 1153   | 6 1157a                  | 11154          | 11039        |
|     | Con. Tobacco W   | 4 1475a                  | 41174          | 1435         |
|     | Ches. & Oblo 273   | 2750                     | 2716           | 28           |
|     | Chie. & G. W. 145<br>Chie. & G. W. 145<br>C. M. & St. P. 133   | 18779                    | 137            | 1374         |
|     | Chic & G W 14  | n 14%                    |                | 1434         |
|     | C M & St P 1323  | 4 133                    | 132            | 1321         |
|     | Chile & N W 1661   | 9 19014                  |                | 160          |
|     | Chic. & N. W1903<br>Chic. R. I. & P113<br>Cons. Gas180   | 11930                    | 1188,          | 119          |
| ,   | Clare Clare 15 to Econolist  | 180                      | 180            | 180          |
|     | C. C. C. & St. L 58  | 58                       | 57%            | 57%          |
|     |  | 121                      | 12316          | 1235         |
|     | Del. & Hudson 124  | 47040                    | 40070          | 17815        |
|     | Del., L. & W1785   | 2 11712                  | 17776<br>54 59 | 3,1719       |
|     | Fed. Steel   | CF500 100F               | 74. 202        | 50           |
|     | Fed. Steel, Pr., 82  |                          | 81             | 81%          |
|     | Gen. Electric120   | g 125                    | 124            | 124%         |
|     | Int'l. Paper 429   | 4279                     | 42%<br>74%     | 42%          |
|     | Louis. & Nash 711  | 6 THT6                   | 7.95%          | 7415         |
|     | Louis, & Nash, 711<br>Manhattan  | 4 11915                  | 115%           | 119          |
|     | Met. Traction2121  | 6 21246                  | 211            | 21114        |
|     | M. K. & T 361  | 3954                     | 3634           | 361          |
|     | Miss. Pacific 49   | 4914                     | 9819           | 4879         |
|     | Nat'l. Steel 54  |                          |                | 5359         |
|     | Nat'l Lead   | 31                       | 3314           | 31           |
|     | N. J. Central 1173   | 118                      | 117%           | 11754        |
| 3   | N. Y. Air Brake195   | 3264                     | 1110           | 195          |
|     | N. V. Central  | 5 140                    | 139%           | 139%         |
|     | N V O & W 900  | GATTLY.                  | 96177          | OUTLE        |
|     | North Pacific 521  | 5977                     | 5944           | 5215<br>7716 |
|     | North Pacific Pr 781   | 7.830                    | 2274           | 7737         |
| 4   | Pacific Mail 48  | 4517                     | 251            | 4814         |
|     | Penno P P 100  | 197                      | 91905          | 3/901/       |
| 0   | North Pacific 52<br>North Pacific Pr. 781<br>Pacific Mail 481<br>Penna R R. 1364<br>People's Gas 120 | 1907/                    | 1901           | 120%<br>120% |
|     | PCCAST   | 477.8                    | 64%            | 64%          |
|     | P. C. C. & St. L 60<br>Rd'g, 1st. Pr 61  | W 555 W                  | 90%            | 60%          |
|     | Omaha109   | T 19 200 200 P           | 10000          | 10924        |
|     | Courts Dealth 21   | 4. Attoria               | 10004          | 103714       |
|     | South Pacific 34   | 35                       | 34%            | 31%          |
|     | South, Ry 52   | <ol> <li>9778</li> </ol> | 525            | 523          |
|     | Tenn. C. & I 16  | g 79                     | 76             | 77           |
|     | I mion Pacific 41  | 41%                      | 44%            | 4414         |
|     | Union Pacific, Pr 77   | 0.75                     | 7755           | 7713         |
|     | Tenn. C. & I   | £ 73                     | 73             | 7356         |
| 0   | U. S. Rubber 502<br>West Union 90  | 52                       | 501-2          | 51           |
|     | West, Union 90   | 90                       | 90             | 90           |
|     | CHICAGO BOARD  | OF T                     | DATE           |              |
|     |  |                          |                |              |
|     | WHEAT, ing.  | High-<br>est.<br>70      | 1.0W-          | Clos.        |
|     | September 695%   | est.                     | Set.           | ing.         |
| 7/4 | CODA   | 10                       | D0114          | 10000        |

| WHEAT.<br>September<br>CORN. |          | ing. | High-<br>est.<br>70 | est. | ing. |
|------------------------------|----------|------|---------------------|------|------|
| September<br>OATS.           | ******   | 2036 | 31                  | 39%  | 30   |
| September<br>PORK.           |          | 1954 | 195 <u>a</u>        | 1914 | 156  |
| September<br>LARD.           |          | 5.32 | 8.52                | 8.02 | 8.4  |
| September                    | F1417411 | 5.30 | 5.35                | 5.20 | 5.4  |

|    | Scranton Board of Trade         | EXC   | nange            |
|----|---------------------------------|-------|------------------|
|    | Quotations-All Quotation        | ns    | Based            |
| £: | on Par of 100.                  |       |                  |
| t  | STOCKS.                         | Bid   | Asked.           |
| L  | First National Bank             | 800   | MAKEU            |
| 1  | Scranton Savings Bank           | 235   |                  |
|    | Scranton Packing Co             | ***   | 55               |
|    | Third National Bank             | 385   | 444              |
| t  | Scranton Rallway Co             | 30    | ***              |
| ¥. | Dime Dep. & Dis. Bank           | 200   | ***              |
|    | Economy Light, Heat & Pow-      |       |                  |
|    | er Company                      | ***   | 47               |
| ì  | Scranton Illuminating Heat &    | 100   |                  |
|    | Scranton Forging Co             |       |                  |
|    | Lacka. Trust & Safe Dep. Co.    | 150   | 100              |
| 8  | Scranton Paint Co               | 740   | 80               |
| ý) | Clark & Snover Co., Com         | 400   | ***              |
| g. | Clark & Snover Co., Pr          | 125   |                  |
|    | Ser. Iron Fence & Mfg. Co       | ***   | 100              |
|    | BONDS.                          |       |                  |
| 5  | Scranton Pass. Railway, first   |       |                  |
| •  | mortgage, due 1920              | 115   | ***              |
| 1  | mortgage, due 1918              | ***   |                  |
|    | People's Street Rallway, Gen-   | 115   | 25.5             |
|    | eral mortgage, due 1921         |       | 24.00            |
| 5  | Dickson Manufacturing Co        | 335   | 100              |
|    | Lacka, Township School 5%       |       | 102              |
| ń  | City of Scranton St. Imp. 6%,   |       | 102              |
| ħ. | Mt. Vernon Coal Co              | 1000  | 85               |
| ١  | Scranton Axle Works             | ***   | 100              |
| r  | Scranton Traction 6% bonds      | 115   | ***              |
| τ  | Scranton Wholesale M.           |       |                  |
| 1  |                                 |       |                  |
|    | (Corrected by H. G. Date, 27 I. | nydea | \$80.00 PK #5.46 |

orrected by H. G. Daie, 27 Luckawanna Avenue.)

Butter-Creamery, 20c.; print, 21c.; dairy fresh, 18battle. Cheese-Full cream, new, 95a10c. Beans—Per bu., choice marrow, \$1.65; nedium, \$1.45; pea, \$1.5a1.59, Peas—Per bu., green, \$1.20.

Lemons-\$5a3.75 per box. Flour-\$4.25a4.50.

Philadelphia Grain and Produce. Philadelphia, Aug. 3.-Wheat-4c. lower; contract grade, Aug., 194a7l. Corn-ic. higher; No. 2 mixed, Aug., 355a26, Oats-Dull and weak; No. 2 white clipped, 284a26c.; No. 2 do. do., 27c.; No. 2, mixed do., 27c. Butter-Firm; fancy creamery, 184a36c.; do. prints, 21c. Eggs-Firm; good demand; fresh nearby, 124a16c.; do. southwestern, 18c.; do. southern, 10a itc. Cheese-Firm. Refined sugars-Firm; good demand. Cottor-Unchanged. Tallow-Steady; city prime in hhds., 44a 4 3-16c.; country do. do., barrels, 44cc. contract grade, Aug., 70%a7L

dark do., 3%c.; cakes, 5c.; grease, 2%n 3%c. Live poultry—Quiet; fowls lower fowls, Hallige.; old roosters, Sc.; spring chickens, as to size, Hallie.; ducks, Sc. Dressed poultry—Steady; fair demand; fowls, choice, Hige.; do. fair to good, 10½a; lic.; old roosters, 7½c.; brollers, nearby large, 16alSc.; small and medium, 12al4c.; western do. large, Halfe.; medium do. 12a 13c.; small and scalded do., 19alle. Receipts—Flour, 200 barrels and 1,200 sacks; wheat, 21,000 bushels; corn, 172,000 bush-els; oats, 10,000 bushels. Shipments— Wheat, 20,000 bushels; corn, 465,000 bush-els; oats, 7,000 bushels;

els; oats, 5,000 bushels. New York Grain and Produce Market, New York, Aug. 3.—Flour—Easier. Wheat—Spot easier; No. 2 red, 75%c. f. o. b. afloat spot; No. 1 northern Duluth, 76%c. f. o. b. afloat; No. 2 red, 74%c. elevator. Options opened easy at \$4c. devator. ne. Prices recovered only to work off finally; closed easy at 'ta'go. decline. Sept. closed 74%c.; Dec., 77%c. Corn— Spot steady; No. 2, 37%c. f. o. b. afloat adn 35c. elevator. Options opened steady, closed easier at 'tc. net advance. Sept. closed Sic.; Dec., 35½c. Oats-Spot firm-er; No. 2, 27½c.; No. 3, 26½c.; No. 2 white, 25½c.; No. 3 do., 27½c.; track mixed western, 25a284c; track white west-ern, 28a35c; track white, 25a35c. Options nominally steadler. Butter gulet and steady; western creamery, 15a18c.; do. factory, 14a1415c.; fresh factory, 11a14c.; imitation creamery, 13a151/4c.; state dairy,

Chicago Grain and Produce.

13a17c.; do. creamery, 15a18c. Cheese-Firm; large white, 9½c.; small do., 9½c.

Chicago, Aug. 3.-The influence of large primary receipts and lack of foreign demand proved mightier than the reports of crop damage in wheat today and caused a decline of \$a\$kc. Everything else on the floor showed some degree of strength, corn and oats closing a shade higher and provisions 5a125c, higher, Cash quotations were as follows: Flour-Choice bakers strong; patents dull; No. 2 spring wheat, 64a694ac.; No. 2 red, 704a719ac.; No. wheat, 64369ac.; No. 2 red, degalisec.; No. 2 corn, 315ac.; No. 2 dats, 205a21c.; No. 2 white, 25a285ac.; No. 3 do., 225a255a25; No. 1 fax, 675ac.; No. 2 barley, 35a38; No. 1 fax, 675ac.; northwestern, \$1.01; prime timothy seed, \$2.40; mess pork, \$7.65a8.40; 

Chicago Live Stock Market.

Chicago, Aug. 3.—Cattle-Supply much maller than demand and desirable offer. firmness in sugar, strength in rubber lings 10c, higher. Good to fancy cattle and general electric and a few of the sold \$5.35a6.65; commoner grades, \$1.50a stockers and feeders brought \$3.25a 4.80; bulls, cows and heifers, \$2.25a5.35 Texas steers, \$3.75a5.25 and calves \$4a6.85 Hogs-Good demand, offerings light and prices advanced 10a15c, for all grades. Heavy lots sold at \$3.65a4.62½; mixed at \$4.25a4.65, and light, \$4.25a4.75. Pigs sold The undertone of the market was \$4.25a4.65, and light, \$4.25a4.65. Pigs sold heavy till the close, notwithstanding at \$3.60a4.65, and culls \$2a3.99. Sheep and lambs—Receipts again heavy and sheep declined 10a15c.; lambs selling 25a35c. lower. Sheep brought \$2.50a3.50 for poor ots, and \$4.75a5 for the best. Lambs sold \$3.50a4.50 for culls, up to \$6.25a6.60 for fancy flocks. Receipts-Cattle, 6,000; hogs,

New York Live Stock Market.

New York, Aug. 3 .- Beeves very little oing, feeling dult; calves very limited trade; steady at yesterday's closing prices. Veals, \$5a6.50; buttermilks, \$3.50. Sheep—Good firm, others steady; lambs opened slow. Top grades steady; others trifle easier. Sheep. \$3a5; lambs, \$5a7. Hogs—Barely steady; whole range from \$4.65a4.80.

### Buffalo Live Stock Market.

East Buffalo, Aug. 3.—Cattle—Receipts 34 cars, but few sale. Feeling steady and firm for choice handy grades. Veals-Firm, \$1.50a5.50. Hogs—Receipts 10 cars sale: active and higher. Yorkers, \$4.853 4.90; pigs, \$4.85a4.90; mixed \$4.75a4.80; mediums and heavy. \$4.70a4.75; roughs, stags, \$3.25a3.50. lambs-Receipts 2 cars sale; market steady and firm. Not enough coming to satisfy the demand.

# East Liberty Live Stock Market.

East Liberty, Aug. 3.—Cattle—Supply light; prices unchanged. Hogs—Steady. Prime mediums, \$4.80a4.85; heavy yorkers, \$4.75a4.80; light yorkers, \$4.70a4.75 pigs, \$4.65a5.75; heavy hogs, \$4.60a4.65 pigs, \$4.65a5.75; heavy hogs, \$4.60a4.65; grassers, \$4.50a4.60; good roughs, \$3.75a4. Sheep—Steady; choice wethers, \$4.85a4.90; common, \$2a3; spring lambs, \$4a6; veal

Oil Market.

Oil City, Aug. 3.—Credit balances, 127. Certificates, 128 bid for cash; no sales. Shipments, \$2,098; average, \$2,981. Runs, 87,525; average, 88,478.

# BASE BALL.

Percentage Table. W. L. P.C.

ATLANTIC LEAGUE.

|    | Richmond                | 7     | 1990 |
|----|-------------------------|-------|------|
|    | Allentown               | 30    | 2545 |
|    | Wilkes-Barre 12         | 11    | ,524 |
|    | Lancaster 11            | 11    | .500 |
|    | Reading10               | 14    | .417 |
|    | Newark 7                | 13    | .350 |
|    |                         |       |      |
| h  | Could Not Hit the Inc   | lian. |      |
| ij | Allentown, Aug. 3Allent | own   | and  |

Wilkes-Barre played a pretty game to day, the latter winning because Allen-town could not hit Jimeson safely. The fielding was keen and sharp. Halligan made a wonderful running catch in right

Mikes-Barre ... 200000100-3 0 1
Batteries-Stimmel and McManus; Jimeson and Gonding. Umpire-Moran.

At Reading-Batteries-Murphy and Fox: Flaherty and Steelman. Umpire-Mullane

# NATIONAL LEAGUE.

| Percentage Table. |     |      |  |  |
|-------------------|-----|------|--|--|
| W.                | L   | P.C  |  |  |
| Brooklyn          | 30  | 196  |  |  |
| Boston            | 24  | .61  |  |  |
| Philadelphia55    | 266 | .490 |  |  |
| Baltimore         | 37  | 58   |  |  |
| St. Louis         | 29  | .56  |  |  |
| Chicago48         | 40  | .54  |  |  |
| Cincirnati        | 42  | .52  |  |  |
| Pittsburg         | 45  | . 00 |  |  |
| Louisville40      | 48  | 45   |  |  |
| New York          | 53  | .40  |  |  |
| Washington34      | 58  | .37  |  |  |
| Cleveland16       | 78  | .15  |  |  |
|                   |     |      |  |  |

At Philadelphia, first game R. H. E. Cleveland ......000001000-1 6 Philadelphia ....01000032\*-6 12 Cleveland. Philadelphia .... 9 1 0 0 0 0 3 2 \*-6 12 2 Batterles-Colliflower and Sugden; Platt and McFarland. Umpires-Gaffney and Latham. Second game-

Cleveland ......00000000000 5 6 Philadelphia ....01000201\*-4 8 2 Batteries-Hughey and Sugden; Dono-iue and Douglass. Umpires-Gaffney and Latham.

At Pittsburg— R. H. E. Baltimore ......202000109-5 9 1 Pittsburg Batterie oro, Sparks and Howerman. Umpires-



# The People's Exchange.

POPULAR CLEARING HOUSE for the Benefit of All Who Have Houses to Rent, Real Estate or Other Property to Sell or Exchange, or Who Want Situations or Help-These Small Advertisements Cost One Cent a Word, Six Insertions for Five Cents a Word-Except Situations Wanted, Which Are In-

### HELP WANTED-FEMALE.

WANTED - TWENTY SALESPEOPLE for dry goods department. Must have active store experience and come well recommended. Apply at office. Jones Connell building. for dry goods department. Must have active store experience and come well recommended. Apply at office. Jones Long's Soc. Long's Sons.

### FOR RENT

HOUSE 738 ADAMS - LARGE, AIRY rooms; all conveniences. Possession immediately. FOR RENT-THE OLD HOME FOR Friedless on Adams avenue. It will be rented as a whole, or will be fitted up for two families. It is well adapted for a large boarding house, or for renting furnished rooms. Inquire of F. L. Hitcheock & Son, Fire insurance and Real Estate, Commonwealth Building.

902 GREEN RIDGE STREET, ElGery rooms; fine location; \$16.

FOR SALE FOR SALE-STOCK AND FIXTURES of the best millinery business in Columbia county, Spiendid levation, Call or address H. E. Wasley, No. 112 Main street, Bloomsburg, Pa.

FOR SALE-HOUSES AND LOTS IN Scranton and Dunmore at low prices, Enquire at 515 Lackawanna avenue.

# EXCHANGE.

GOOD BUILDING LOT, 270 FEET LONG by 37, near the Ontario and Western depot at Lake Poyntelle, Pa., that I will exchange for a horse, harness and car-riage or wagon. Address Box 367 Forest City. Pa.

### BOARDING.

WANTED-SUMMER BOARDERS most delightful scenery; three min-utes from D., L. & W. Mrs. Machette, Elmhurst,

BOARDING 525 PINE STREET. WANTED-ROOMS.

# light housekeeping, two or three rooms in a nice, quiet neighborhood. Terms must be reasonable. Address Feda, Tribune.

WANTED-FURNISHED ROOMS FOR

FURNISHED ROOMS. FOR RENT-FURNISHED SUITE FOR

## housekeeping. 240 Penn avenu

FOR RENT-FURNISHED ROOMS, NO.

### NEWSPAPERS THE WILKES-BARRE RECORD CAN

be had in Scranton at the news stands of Reisman Bron., 405 Spruce and 503 Linden; M. Norton 322 Lackawanna avenue; I. S. Schutzer, 211 Spruce street.

### CITY SCAVENGER A.B. BRIGGS CLEANS PRIVY VAULTS

and cess pools; no odor. Improved pumps used A. B. BRIGGS, Proprietor. Leave orders 1100 North Main avenue, or Elcke's drug store, corner Adams and Mulberry. Telephone 2540. SCALP TREATMENT.

MRS. L. T. KELLER, SCALP TREAT

# ment, 50c.; shampooing, 50c.; factal massage, manicuring, 25c.; chiropody. 701 Quincy.

LEGAL. will be open for repairs on High School building No. 1 until Tuesday, Au-gust 8, 7 p. m. Repairs are to be inside painting and concreting of basement. In-formation can be received of the Building Committee, namely, J. McPeek and O. F. DUNMORE SCHOOL BOARD - BIDS

# SITUATIONS WANTED

A WOMAN OF REPINEMENT AND culture, would like a position as a companion to travel, or would take charge of a home and servant; best of refer ences given and exchanged. Address, M A. K., Scranton P. O., Scranton, Pa. SITUATION WANTED-BY A YOUNG References given. Address, "D." Tribune

SITUATION WANTED—BY A YOUNG man 21 years old, would like to have a position as bookkeeper or assistant bookkeeper; references if required. Address W. H., Tribune office.

SITUATION WANTED - LAUNDRY done by an expert hundress at 227 Marion street, Green Ridge, opposite the

TO DO WASHING AND IRONING AT home, and go out by the day. Call or address, A. B., 334 N. Sumner avenue. SITUATION WANTED-BY A MIDDLE aged lady as housekeeper in small family; can give references if required. Address, Mrs. Mary Jones, Tribune office, DRAUGHTSMAN EXPERIENCED IN hotsting engine and general dr. ng, wishes change of location, ness, Pred P. Darte, Bargor, Pa. WOULD LIKE A POSITION DOING any kind of work. T. W., Tribune of, fice.

BITUATION WANTED-BY AN EXPE-

rienced, sober, industrious hostier married; 28 years old; Swede. Address "Swede," Tribune office, WANTED-BY YOUNG LADY OF EX-perience, position as companion or convalescent nurse. References given, Address P. O. Box 84, Dalton, Pa.

SITUATION WANTED-BY A YOUNG man 21 years old would like a position as bookkeeper or assistant. Address M. H., Tribune office.

At Chicago-St. Louis ......0000000000000 4 1 Chicago ......000000001\*—1 4 2 Batteries—Powell and Schreckongost and Donohue. Umpires-O'Day

# OTHER LEAGUE GAMES.

Eastern League Milwaukee, 4; St. Paul, 2, Minneapolis, E. Kansas City, 6, Western League.

Syracuse, 5; Toronto, t Worcester, 13; Springfield, 7. Exhibition Game.

At Montreal-Montreal, 16; Washing-At Atlantic City—Atlantic City, 9; Lan-

### AMATEUR BASE BALL NOTES. The St. Thomas College base ball club,

the champions of Lackawanna county, the champions of Lackawanna county, will play the Walla Wah base ball club of Providence, Tuesday, Aug. 3, on the Athletic Park grounds. Admission, gentlemen, 15 cents; ladies, free, The St. Thomas College base ball club's manager, John J. Coleman, would like to meet the Jessup manager Saturday even-ing at the Dunmare hotel between the iours of 8 and 10 o'clock. The Taylor Reds cannot play the Minooka team on Saturday as they intended to, as they will go to Honesdate on that date. Will give a game in near future. E. G. Watkins, manager.

### MONEY TO LOAN.

FOUR AND ONE-HALF PER CENT and five per cent, money on approved security. M. H. HOLGATE, Common-wealth building.

### PROFESSIONAL.

### ARCHITECTS

EDWARD H. DAVIS, ARCHITECT,

E. L. WALTER, ARCHITECT, OFFICE rear of 606 Washington avenue. LEWIS HANCOCK, JR., ARCHITECT 425 Spruce st., cor. Wash. at., Scranton FREDERICK L. BROWN, ARCHITECT,

T. I. LACEY & SON. ARCHITECTS, Traders' National Bank.

DR. I. O. LYMAN, SCRANTON PRIvate Hospital, cor. Wyoming and Mulberry. DR. H. F. REYNOLDS, OPP. P. O. DR. C. C. LAUBACH, 115 Wyoming ave WELCOME C. SNOVER. Coal Exchange 2nd floor, Room D. Hours, 9 to 1, 2 to 5.

HAT MANUFACTURER. TOLLES, 400 SPRUCE STREET, MAKES

HOTELS AND RESTAURANTS THE ELK CAFE, 125 and 127 FRANK-

In avenue, Rates reasonable.
P. ZEIGLER, Proprietor. SCRANTON HOUSE, NEAR D. L. & W. ropean plan. VICTOR KOCH, Prop.

### LAWYER3

W. BROWNING, ATTORNEY AND Counsellor at Law. Mears' Building.

M. J. DONAHOE, ATTORNEY-AT-law. Offices, 612-613 Mears' Building. FRANK E. BOYLE, ATTORNEY AND Counsellor-at-Law, Burr building, rooms 13 and 14 Washington avenue.

WILLARD, WARREN & KNAPP, AT-torneys and Counsellors-at-Law. Re-publican building, Washington avenue, Science, Da. Scranton, Pa. Counsellors - at - Law, Commonwealth building, Rooms 1, 20 and 21.

AMES W. OAKFORD, ATTORNEY-AT Law. Rooms 514, 515 and 516 Board of Trade Building. D. P. REPLOGLE, ATTORNEY-LOANS

negotiated on real estate security Mears' building, corner Washington avenue and Spruce street. JAMES J. H. HAMILTON, ATTORNEY at-I.aw. 302 Commonwealth building. Scranton.

EDWARD W. THAYER, ATTORNEY, Rooms 202-204, 9th floor, Mears' building L. A. WATRES, ATTORNEY-AT-LAW, 502 Board of Trade building, Scranton, C. R. PITCHER, ATTORNEY-AT-LAW,

PATERSON & WILCOX, TRADERS' National Bank building. COMEGYS. 9-13 REPUBLICAN

### building W. BERTHOLF, ATTORNEY Mears' building.

PHYSICIANS AND SURGEONS MARY A. SHEPHERD, M. D., HOME-

DR. W. E. ALLEN, 513 NORTH WASH. DR. L. M. GATES, ROOMS 207 AND 208 Board of Trade Building, Office hours, 8 to 9 a. m., 2 to 3 and 7 to 8 p. m. Resi-dence, 309 Madison avenue.

DR. C. L. FREAS. SPECIALIST IN Rupture, Truss Fitting and Fat Reduc-tion. Office telephone 1282. Hours, 10 to 12, 2 to 4, 7 to 9.

DR. S. W. L'AMOREAUX, OFFICE 229
Washington avenue. Residence, 1318
Mulberry. Chronic diseases, lungs,
heart, kidneys and genite-urinary organs a specialty. Hours, 1 to 4 p. m. W. G. ROOK, VETERINARY SUR-geon, Horses, Cattle and Dogs treated, Hospital, 121 Linden street, Scranton.

# Telephone 2672.

SCHOOLS SCHOOL OF THE LACKAWANNA, Scranton, Pa. Courses preparatory to college, law, medicine or business. Opens Sept. 19th, Send for catalogue. Rev. Thomas M. Conn, LL. D., principal and proprietor; W. E. Piumley, A. M., head-master.

SEEDS G. R. CLARK & CO., SEEDMEN AND Nurserymen: store 144 Washington ave, nuc: green house, 1320 North Main ave-nue; store telephone, 782.

### WIRE SCREENS JOS. KUETTEL, REAR 5H LACKA-

wanna avenue, Scranton, Pa., manufa turer of Wire Screens, MISCELLANEOUS BAUER'S ORCHESTRA-MUSIC FOR

# halls, picnics, parties, receptions, wed-dings and concert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming avenue, over Hulberts' music store. MEGARGEE BROTHERS, PRINTERS

supplies, envelopes, paper bags, twine, Warchouse, 130 Washington avenue, Scranton, Pa.

### RAILROAD TIME TABLES. Lehigh Valley Railroad.

RAILROAD TIME TABLES.

# PENNSYLVANIA

Schedule in Effect June 19, 1899. Trains Leave Scranton: .45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington, and for Pitts-

burg and the West. 9.38 a. m., week days, for Hazle-ton, Pottsville, Reading, Norristown, and Philadelphia; and for Sunbury, Harrisburg, Philadel-phia, Baltimore, Washington and

Pittsburg and the West. 2.18 p. m., week days (Sundays 1.58

p. m.) for Sunbury, Harrisburg, Philadelphia, Baltimore, Wash-ington and Pittsburg and the West. 4.27 p. m., week days, for Sunbury,

Pittsburg. J. R. WOOD, Gen'l Pass- Agent. J. B. HUTCHINSON, General Manager.

Parrisburg, Philadelphia and

# Del., Lacka. and Western.

Effect Monday, June 5, 1898.
Trains leave Scranton as follows: Express for New York and all points east, 1.40, 3.90, 5.10, 8.90 and 10.05 a. m.; 12.55 and

Les 3.09, 5.19, 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m.

Express for Easton, Trenton, Philadeliphia and the south, 5.19, 8.00 and 10.05 a. m., 12.55 and 2.33 p. m.

Express for Easton, Trenton, Philadeliphia and the south, 5.19, 8.00 and 10.05 a. m., 12.55 and 2.33 p. m.

Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Motris and Buffalo, 12.10, 2.25, 9.00 a. m., 1.55 and 5.59 p. m. making close connections at Buffalo to all points in the west northwest and southwest.

Washington accommodation, 3.40 p. m. Binghamion and way stations, 1.65 p. m. Factoryvile accommodation, 4.09 p. m. Express for Utica and Richfield Springs, 2.55 a. m. and 1.55 p. m.

Ithaca, 2.35, 9.00 a. m., and 1.55 p. m.

For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the south. Northumberland and intermediate stations, 6.09, 10.05 a. m., and 1.55 and 5.40 m. Northumberland and intermediate sta-tions, 6.90, 19.95 a. m., and 1.55 and 5.49 p. Nanticoke and intermediate stations, 1.68 and 11.19 a. m. Plymouth and inter-nediate stations, 3.55 and 8.59 p. m. For Cingston, 12.55 p. m. Pullman parlor and sleeping coaches on For detailed information, pocket time tables, etc., apply to M. L. Smith, Dis-trict Passenger Agent, depot ticket office.

### Delaware and Hudson.

On May 14th, 1899, trains will leave Scranton as follows: For Carbondale—6,29, 7,53, 8,53, 19,13 a, m.; 12 neon; 1,23, 2,29, 3,52, 5,25, 6,25, 7,57 9,15, 11,69 p, m.; 1,16 a, m. For Albany, Saratoga, Montreal, Bos-, New England points, etc.-6.20 a. m., 2.20 p. m. For Honesdale—6.20, 10.13 a. m. 2.20, 5.25 Por For Forestate p. M. For Wilkes-Barre-6.45, 7.48, 8.43, 9.38, 19.43 a. m.; 12.03, 1.23, 3.33, 4.27, 6.10, 7.48, 19.41 11.30 p. m. For New York, Philadelphia, etc., via Lehigh Valley Railroad-6.45 p. m., 12.03 1.28, 4.27 p. m.; with Black Diamond Express, 11.30 p. m. For Pennsylvania Railroad points, 6.45, For Pennsylvania Ranroad points, 6-8, 2-38 a. m.; 2.18, 4.27 p. m. For western points, via Lehigh Valley Railroad—7.48 a. m.; 12.03, 3.33, with Black Diamond Express, 10-4, 11.20 p. m. Trains will arrive in Scranton as fol-

Trains will arrive in Scranton as follows:
From Carbondale and the North—6.49, 7.43, 8.38, 8.31, 19.38, 11.58 a. m.; 1.23, 2.15, 8.25, 4.23, 7.43, 19.38, 11.57 p. m.
From Wilkes-Barre and the South—6.15, 7.48, 8.48, 19.38, 11.55 a. m.; 1.18, 2.14, 3.48, 5.20, 6.21, 7.53, 9.05, 19.05 p. m.; 1.13 a. m.
SUNDAY TRAINS,
For Carbondale—9.05, 11.33 p. m.; 2.23, 3.52, 5.47, 9.53 p. m.
For Wilkes-Barre—9.38, 12.93 a. m.; 1.58, 2.28, 5.43, 7.48 p. m.
For Albany, Saratoga, Montreal, Boston, New England points, etc., 2.23 p. m.
Lowest rates to all points in United States and Canada.
J. W. BURDICK, G. P. A. Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Fa. (Lehigh and Susquehanna Division.) Stations in New York—Foot of Liberty street, N. R., and South Ferry, Whitehall street.

Central Railroad of New Jersey Anthracite coal used exclusively, insur-Ing cleanliness and comfort.

Time Table In Effect June 25, 1899
Trains leave Scranton for New York,
Newark, Elizabeth, Philadelphia, Easton,
Bethlehem, Allentown, Mauch Chunk and
White Haven at 8,39, a. m.; express, 1,20;
express, 1,09 p. m. Sundays, 2,15 p. m.
For Pitiston and Wilkes-Barre, 8,39,
11,39 a. m., 1,20, 1,00, 7,15 p. m. Sundays,
11,30 a. m., 2,15, 7,15 p. m.
For Mountain Park, 8,39, 11,39 a. m., 1,29
p. m. Sundays, 11,39 a. m., 2,15 p. m.
For Bultimore and Washington, and
points South and West via Bethlehem,
8,39 a. m., 1,20 p. m. Sundays, 2,15 p. m.
For Long Branch, Ocean Grove, etc., at
8,39 (through car) a., m. and 1,20 p. m.
For Reading, Lebanon and Harrisburg,
via Allenton, 8,39 a. m., 1,29 p. m.
Sunday, 2,15 p. m.
For Pottsville, 8,29 a. m., 1,29 p. m.
Returning, leave New York, foot of Libcrty street, North River, at 4,09, 9,19 (express)
a. m., 1,39 (express) p. m. Sunday,
4,39 a. m. ng cleanliness and comfort. FIME TABLE IN EFFECT JUNE 25, 1899

press) a. m. 1.39 (express) p. m. Sunday, 4.39 a. m.

Leave New York, South Ferry, foot Whitehall street, at 2.95 a.m., 1.25 p. m. Passengers arriving or departing from this terminal can connect under cover with all the elevated railroads, Broadway cable cars, and ferries to Brooklyn and Staten Island, making quick transfer to and from Grand Central depot and Long Island railroad.

Leave Philadelphia, Reading Terminal, 5.21 a. m. 3.99 p. m. Sundays, 6.15 a. m. 9.21 a. m., 3.69 p. m. Sundays, 6.15 a. m. Through tickets to all points East, South and West at lowest rate at the

# station. J. H. OLHAUSEN, Gen. Supt. H. P. BALDWIN, Gen. Pass. Agt.

Eric and Wyoming Valley.



# North Bound. South Bound. Stations 7 to N. V. Franklin St. 7 to West 4vnd street 7 to Weshawken

Lehigh Valley Kailyoa I.

In effect May 14, 1899.

TRAINS LEAVE SCRANTON.
For Philadelphia and New York via D. & H. R. R. at 5.55 a. m. and 12.50 p. m.
Sundays, D. & H. L. 58, 7.48 p. m.
For White Haven, Hazleton and principal in the coal regions via D. & H. R. 6.45 a. m. For Pottswie, 8.46, 2.18 and 8.25 p. m.
For Bethiehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. 8. 6.45 a. m. 12.02, 2.18, 6.77 (Black Diamond Express), 11.30, Sundays, D. & M. L. 188, 7.48 p. m.
For Tunkhannock, Towanda, Elmira, Hazaleton and principal intermediate stations, via D. & M. L. 88, 7.48 p. m.
For Tunkhannock, Towanda, Elmira, Hazaleton, Geneva, and principal intermediate stations, via D., L. & W. R. R. 8.58 a. m. 12.53 and 2.55 p. m.
For Geneva, Rochester, Buffalo, Ningara, For Geneva, R

Time Table in Effect June 4, 1899.
Trains leave Scranton for New York,
Newturg and intermediate points on
Eric railroad, at 5.90 a. m. and 2.28 p. m.
For Hawley and local points, at 5.90 a.
m. 8.45 a. m. and 2.28 p. m. For Lake
Ariel at 5.39 p. m.
Sunday trains leave Scranton for Lake
Ariet at 8.45 a. m. and 1.39 p. m., stopping
at intermediate stations.

