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LIVE NEWS OF THE INDUSTRIAL WORLD

EFFECT OF THE WEATHER ON THE HARD COAL TRADE.

Conditions in the Iron Trade Seem Rather Improved, Although the Market Is Still a Waiting One. Big Railroad Shops to Be Built at DuBois—Leggett's Creek Mine Has Shut Down—Extensive Repairs Will Be Made—The D. L. & W. Board for Today.

Warm weather during the week killed any interest that the retail trade might have in anthracite. The use of gas and oil stoves for domestic purposes is becoming more and more general every summer. It would arouse the surprise of some men in the coal trade if they knew the proportion of such stoves used during summer in rural districts.

Wholesale trade shows a slight improvement in Chicago territory, but the volume of business is very small. Business at the head of the lakes is light also. Shippers from Buffalo are not heavy, the present condition of the lake freight market favoring lower rates later on. At eastern points there is very little doing. Some coal is going inland to points reached by the canals, some is going to points beyond Cape Cod.

The companies are holding down output, but stocks are increasing. There is no more disposition to make concessions than for several months, and prices are pretty well maintained. The steam sizes feel the restrictions on output, and continue hard to get. Summers at western points complain that they can't get coal; considering the demands of eastern consumers for this size they are not likely to be satisfied for some months.

We quote free-burning white ash as follows: Broken, \$25.20; 42's, \$23.50; 63.50; stove, \$24.00; 2.70; nut, \$23.80; 2.70; pea, \$24.00; 2.50; buckwheat, \$21.00 @ 2.25.—Engineering and Mining Journal.

The Iron Market.
The iron market is still a waiting one, but conditions seem rather better. Undoubtedly buyers of pig iron and steel billets will do their best to secure concessions, and will meet with some success. On the other hand the time is growing short for those whose contracts run only over the first half of the year, and they are many in number. The waiting time must end soon and the result will probably be a compromise.

In finished material there is nothing new, except that the demand for structural steel continues good. The bar mills are full of trouble, and those in the combination are trying very hard to get the outsiders where they can be disciplined. Export inquiries continue very active, and everything points to a large volume of foreign trade in the second half of the year.—Engineering and Mining Journal.

Big Shops at DuBois.
Officials of the Buffalo, Rochester and Pittsburgh railroad have decided upon Du Bois for the location of the immense new locomotive shops of the road, thus settling the question which has been hanging fire since the first of the year.

The plans for the new works call for an expenditure of \$500,000 and the building, together with necessary sidings, will cover 20 acres. About 1,000 men will be employed, many at skilled labor.

DuBois was made the headquarters of the middle division of the road last week. The large shops of the company at Rochester, N. Y., are to be abandoned.

Local Mining Notes.
The carpenters are rushing work on the new Delaware and Hudson breaker. Nearly all the frame work has been erected and a large force of men preparing lumber to close it in. It is hard to say yet when it will be ready for operation.

to undergo extensive repairs. The tower of the old shaft will be razed to the ground, and in its stead a modern structure will be erected, which will add materially in getting out more coal.

The shut down effects about 600 men and boys. It is thought that those will be given employment at the other collieries herabouts by the Delaware and Hudson company in this end.

New Train Schedules.
Owing to the large passenger traffic increase on the Scranton branch of the New York, Ontario and Western railroad, the company will today inaugurate a temporary service. A new train will leave Cadonia at 6.10 a. m.; Carbondale at 7.34 a. m., and will arrive in this city at 8.15 a. m. Another new train will leave this city for Carbondale at 4.15 p. m. The regular summer schedule, however, will not go into effect until the latter part of June.

Commencing next Monday the Erie and Wyoming Railroad company will run four trains daily to and from Hawley. The new trains will leave this city at 8.20 and 7.55 p. m.

Engine Badly Damaged.
One of the new freight engines recently secured by the Lackawanna was badly damaged on Saturday by being run off the track in the round house. The locomotive was precipitated into the turn-table pit, and it was necessary to use jacks to place it back on the track again.

One of the workmen went into the cab and gave the signal for the turn. The engine was moved slowly toward the turn-table, but the table was not turned fast enough and the monster locomotive went down with a crash. Over half of the engine ran out straight into the open space before it was overbalanced.

D. L. & W. Board for Today.
Following is the make-up of the Delaware, Lackawanna and Western board for today:

- WILD CATS SOUTH.** Sunday, May 20.
12.30 a. m.—J. Bush.
3 a. m.—P. Gilliam.
5 a. m.—J. C. Kinsaid.
7 a. m.—H. V. Colvin.
9 a. m.—R. C. Fisher.
11 a. m.—John Ennis.
12.30 a. m.—O. P. Kearney.
12.30 a. m.—F. Wall.
1 p. m.—J. Swartz.
3.30 p. m.—M. Mallon.
6 p. m.—A. F. Mullin.

- SUMMIT.** Monday, May 21.
7.30 a. m.—North—G. Froudfaker.
11 a. m.—North—Nichols.
6 p. m.—South—McLane.

- PULLER.**
10 a. m.—Beaver.
PUSHERS.
8 a. m.—South—Hower.
11.30 a. m.—South—Moran.
7 p. m.—South—Murphy.
10 p. m.—South—C. Cawley.

- PASSENGER ENGINE.**
6.30 p. m.—Magovern.
WILD CATS NORTH.
10 a. m.—A. C. Hammit, with W. A. Bartholomew's men.
12.15 p. m.—R. W. Peckins.
1.30 p. m.—C. Kinsaid.
4 p. m.—J. O'Hara.
6 p. m.—F. Fitzpatrick.
8 p. m.—C. G. Smith.
8 p. m.—O. Miller.
10 p. m.—E. M. Hallett.

This and That.
Raymond Dupuy, late superintendent of the Morris and Essex division, has been elected general manager of the St. Joseph and Grand Island railroad.

The old Black Diamond breaker of the Lehigh and Wilkes-Barre Coal company at the east end of Wilkes-Barre was destroyed by fire Saturday morning. It was built forty years ago and has not been used for ten years.

Beginning on June 1, the Central Railroad of New Jersey will become the lessee of the Lehigh Coal and Navigation company's mines, and they will be operated by and in conjunction with the Lehigh and Wilkes-Barre Coal company.

OUR SOLDIERS IN THE PHILIPPINES

INTERESTING LETTER FROM CORPORAL BOYCE.

When It Was Written He Was at Liloan, Island of Cebu, with a Detachment of Company K of the Nineteenth Regiment—Expecting a Night Attack at Any Time. Most of the Men Are Anxious for the Close of the War So That They Can Return to the States.

Special Correspondence of The Tribune.
Cebu, P. I., March 25.—I am still on the island of Cebu, and am having what is termed good luck here now, as our company is pretty well settled up, and the enemy camps are quiet. We have been fortunate in having good health since I have been in the Philippines, as well as the most of our company. I had a slight attack of rheumatism a few weeks ago, but am all right now, and hope that I will continue so until I return to the states.

Our company is pretty well scattered here at the present. Part of our forces, under Lieutenant Fiscus, are at a place called Mandana, five miles north of Cebu. As that is the headquarters for the company, they have all of the marching, and are kept quite busy, as we are in three different towns, doing guard duty and keeping the insurgents from robbing the natives and raising havoc in general.

Mandana is a small town of about 4,000 inhabitants, and is situated along the coast. Our company is the first company in the Philippines formerly had things in their own way, and secured all of their supplies for their soldiers on the mountains near Cebu, so it is considered a responsible place, as it places the insurgents in a bad fix as to their getting the necessities for carrying on warfare.

COMPANY DIVIDED UP.
Twenty-five of our men are at a place called Consolation, four miles north of Mandana, and are in a very dangerous place, as the insurgents are all around them. They have a good, strong fort, and there are sand bars all around it, so it is pretty hard for the insurgents to do them any harm. If it wasn't for that, the most of them could have been killed or wounded on the night of March 15, when an attack was made.

The barracks they are using was at one time used as a police station, and has walls nearly three feet thick. The only way the insurgents could do them any harm was to shoot through the gratings at the men as they were passing back and forth. This is a town of a little hill, so that the insurgents got right on them before they knew it and fired a volley into the building. Fortunately, no one was hurt.

On the night of March 14, one of the men of this detachment wandered off by himself a few hundred yards away from the barracks and was captured. Nothing has been heard of him since, only the next day one of the natives told at Mandana that they had seen him a prisoner, going for the mountains. We do not know at the present time whether he is dead or alive.

For the benefit of the boys in the Thirteenth, I will tell his name, as no doubt some of the boys will know of him. He was Adolph Kirsner, and he belonged to the First Maryland regiment in the Spanish-American war. He was a good soldier, and all of the boys feel sorry for him.

HE IS AT LILLOAN.
The detachment I am with is at Liloan, about twelve miles north of Cebu, and is composed of one officer and thirty-one men. This is a town of 10,000 population, though it is pretty well scattered, and it is claimed several of the insurgents' officers are living here. No doubt there are some here, as this is the town where we captured General Alphon a few weeks ago. We are not allowed to leave the barracks except in squads, and then are not allowed to go more than an eighth of a mile, as we are expecting an attack now any night.

We came out here on March 1, and on the way out we captured two insurgents. They had four large holes, and were going for the mountains. We brought them here and kept them prisoners until the next day, when a squad of us (I was in the squad) were ordered to take them to Cebu, but on the way there they made an attempt to escape, and we shot them and buried them.

We found out afterwards that they were two of the worst men of the insurgents' forces, and preferred death to going to Cebu. We are camped in the convent here, and have a very comfortable place, though it is not so well protected as the places are at Mandana and Consolation. The convent joins onto the church, and is built in the shape of an L. The priest is staying here with us. His name in Spanish is Padre Francisco Blanco, in American it is Father Frank White. He is a jolly old fellow, and often goes around

with us, and joins us in everything we do.

A FINE OLD CHURCH.
The church is a very old building, and is built of volcanic rocks. It has a foundation strong enough to stand many centuries, and no doubt it will. It is finished off on the inside with mahogany, and is one of the finest churches on this island. Services are held every Sunday, and as a general rule once or twice during the week.

The boys are wishing for this insurrection to come to a close, so that they will be able to go home again, as they are getting tired of this charity war, as it is termed here. I will, for myself, be glad to get back to Scranton again, as I have seen all of this country I care to see as a soldier.

I do not know how long we will be here yet, but I suppose it will be for some time yet.

Funerals are very numerous here, and if the priest had to say mass for all of them he would be kept busy nearly all of the time. The hombies carry the corpse to the church and set it down in front of the door—some-times when the priest says prayers, and they carry them away again.

William J. Boyce, Co. K, Nineteenth Infantry, Cebu, Cebu, P. I.

THE COST OF THE SHOW.

Interesting Figures by One of the Famous American Showmen.
The reminiscences of the late W. C. Coup, manager of the Barnum Show, are continued in the Saturday Evening Post. The following is an extract: "One of the largest shows ever organized in this country, and which was reputed to be worth more than half a million dollars, was inaugurated on the death of one of the proprietors, with a view to selling the estate of the deceased, and to the great surprise of the executors, was found to reach in value only about \$200,000."

"Twenty years ago a show with a daily expenditure of \$250 was thought extravagant, while fifty years ago a circus whose receipts averaged, sixty dollars a day was considered to be doing a good business. Today there is no show the expenses of which are undoubtedly more than \$3,500 a day, though it is surprising what second-hand displays are made every day at a cost of less than \$1,000 the day.

The cost of cages varies. The ornamental cars used for advance advertising are comfortably, and even elaborately, fitted, and are provided with a huge paste boiler and other conveniences. The cost of such a car for \$3,500 to \$7,000. The flat and stock cars used by circuses cost from \$500 to \$800 each; passenger coaches from \$1,500 upward.

"Some circus proprietors also have their own private car, fitted with every imaginable convenience and luxury, and such a car costs high in the thousands. The expense of the wardrobe depends, of course, on the amount used, and its quality, and whether the costumes are intended for a spectacular show or for an ordinary circus. The wardrobe and paper-mache chariots used in the production of our 'Congress of Nations' cost Mr. Barnum and myself more than \$40,000.

"We paid \$10,000 for our first hippodrome tent alone, and this did not include dressing-rooms, tent, horse tents and camp tents. Afterward, however, we had a larger one made for very much less money. The small circuses that hover around Chicago and the larger cities of the West in summer usually use a tent about eight-feet across, with two thirty-foot middle pieces. This, equipped with poles, seats and lights, costs about \$500."

Those Newspaper Hints.
Foreman—We need a few lines to fill up a column.
Society Editor (wearily)—Well, say "The Prince of Wales has begun wearing old clothes, because he is no longer a prince." Perhaps it will start a fashion that you and I can follow.—Collier's Weekly.

Youth Never Returns.
Her Father—You are too young to marry. Wait until you get over this love.
Herself—That is what I am afraid of.—Indianaapolis Press.

Light Wanted.
"Your smile," he said, "is sunlight. Your eyes are the stars, and you illumine the way; I take, sweetheart of mine."

"Is that the reason why you like to turn the gas so low?
O tell me if it is," she cried.
"For father wants to know."
—Chicago Times-Herald.

"Great Oaks From Little Acorns Grow."
A single microbe contains the germ of the most malignant maladies. The blood is the means by which microbes are sent on their deadly mission. Small at first, the microbe soon becomes a giant. Hood's Sarsaparilla is the arch enemy of all germs of whatever nature. Its small doses master these microbes by dissolving and passing them off as refuse of the system.

Female Weakness.—"I have had female weakness all my life and suffered day and night from headache. I have taken Hood's Sarsaparilla and am now strong again." Mrs. Gertrude Landon, Harlem, N. Y.

Rheumatism.—"If I have a touch of rheumatism, I take Hood's Sarsaparilla and it soon cures me. It is the best remedy I know of for that trouble." H. W. Hutchinson, Newark Valley, N. Y.

Neuralgia.—"I took Hood's Sarsaparilla for neuralgia and in less than one month I was perfectly cured." Annie M. Luck, Denver, Pa.

Hood's Sarsaparilla
Hood's Pills cure liver troubles, the non-irritating and only cathartic in use with Hood's Sarsaparilla.

Connolly and Wallace

SCRANTON'S SHOPPING CENTER.

The Linen Store Bargains Rightly Unexpected

But the unexpected has happened—had to happen or this would be an unworthy Linen Sale. That which is easy to do has no part in this movement. Its reputation has grown by more remarkable merchandising. This Linen Sale finds linens high in price on the market, but under price at Connolly & Wallace's. Thrifty housekeepers, hotels and summer boarding houses need no further argument, except these unanswerable prices:

- Napkins.**
\$1.00 Dozen—Full blended, all linen, 19 inches square, good heavy weight.
\$1.25 Dozen—Bleached Scotch Damask, large assortment of new designs, 20 inches square.
\$1.50 Dozen—Bleached Belfast Damask, 21 inches square, extra heavy.
\$1.75 Dozen—Extra Heavy Scotch Damask, 22 inches square, in many new patterns.
\$1.25 Dozen—Half Bleached German Linen, 20 inches square, very extra value.
- Towels.**
\$1.20 Dozen—For 18x35 Hemmed Lined Huck Towels of splendid weight and exceptional quality. There are 200 dozen to sell of this number and we regard it as the best towel bargain our public has ever been offered.
\$1.40 Dozen—For 18x36 Hemmed Huckaback Towels, extra heavy weight.
\$1.70 Dozen—For 18x36 Hemstitched Huckaback Towels; a very fine number.
\$1.40 Dozen—For Bleached or Brown Turkish Bath Towels, good fair size and exceptional value.
\$2.00 Dozen—For Extra Large Unbleached Turkish Bath Towels of extra weight; real value a dollar a dozen more.
- Crash—By the Yard.**
Glass Toweling, 18 inch..... 10C
" " " 18 "..... 11C
" " " 19 "..... 12 1/2C
" " " 24 "..... 12 1/2C
- The above four numbers are values that cannot be repeated under the present marked conditions.
6c Yard—For Heavy Cotton Huckaback Toweling.
"Barnsley"—All Linen Crash; the very best for hard service; two very special values at 10c and 12 1/2c Yard.

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