Royal

BAKING POWDER

-Absolutely Pure-

For the third of a century the standard for strength and purity. It makes the hot bread, hot biscuit, cake and other pastry light, sweet and excellent in every quality.

No other baking powder is "just as good as Royal," either in strength, purity or wholesomeness.

Many low-priced imitation baking powders are upon the market. These are made with alum, and care should be taken to avoid them, as alum is a poison, never to be taken in the food.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

LIVE NEWS OF THE INDUSTRIAL WORLD

MAY CUT DOWN THE CAPITAL STOCK.

Directors of Ontario and Western Said to Be Contemplating Such Action—A $6,600,000 Order for Steel Cars Placed by the Baltimore and Ohio Railroad—New Turn in the Conduct of Industrial Combinations Announced in Boston—Another Big Blast Furnace to Be Blown In.

For some time past certain interests have been accumulating Ontario and Western at the low prices prevailing, presumably on the theory that before long directors will take action on a proposition to cut down the capital stock. This is all that seems to stand in the way of dividends, except possibly the strike in the anthracite coal regions. If of long duration the latter may have a tendency to stay any return for a short time after the cut in capital stock might be made. The present prosperity of the company, on the whole, however, is so great and its management shows so firm a grasp of the fundamental principles of economy in transportation that no probable reverses seem likely to be altogether disastrous.

The Ontario and Western is now in better shape than ever before to encounter hard times, if such must come. In every respect the fiscal year of 1900 was the most successful in the history of the road. Gross earnings at $4,963,000 were 14 per cent. greater than the previous year, more than 50 per cent. greater than in 1892, and more than double those of 1890. The amount of the capital stock being $58,000,000, the surplus of $859,000 applicable to dividends last year is nearly 1½ per cent. on that amount, against less than 1 1-5 per cent. the year before.

If the stock should be classified, as suggested, or should be reduced, say, one-half, the chances for the beginning of dividends at a moderate rate would look reasonably promising.—The Stockholder.

Large Order for Cars.

The largest single order for cars ever placed in the world was given to the Pressed Steel Car company, of Pittsburg, by President J. K. Cowan, of the Baltimore and Ohio Railroad company Saturday.

It was for four thousand gondolas and two thousand self-clearing hopper cars, of 100,000 pounds capacity each. The price was $1,100 per car, or $6,600,000 for the lot. To manufacture them will require 100,000 tons of steel. The cars will be turned out and delivered as soon as made.

President C. T. Schoen said the company had also booked an order for 780 cars for the Union Pacific and 300 for a road in South Africa during the week, the whole aggregating over seven million of dollars.

Will Sell Direct.

A new turn in the conduct of industrial combinations is announced in Boston. The New England Cotton Yarn company, which was formed a year ago by the union of nine New England mills, has notified the trade that hereafter its entire product will be sold direct through its own offices and salesmen. This change is of great interest to mills everywhere, as the New England company produces the bulk of the cotton yarns used in the United States. The advantages which the company seeks to confer upon consumers through the new policy include prompt quotations, immediate adjustment of differences and individual attention to all the minor details.

Big Blast Furnace.

The blast furnace which the American Steel and Wire company is erecting on Neville island near Pittsburg, Pa., is nearly completed and will probably be blown in within a few months. The delivery of ore has begun and is being carried on rapidly in order that there may be enough on the island to carry the furnace through the winter. The capacity of the furnace will be 600 tons per day. Work on three other furnaces will begin shortly. Julian Kennedy, of Pittsburg, Pa., has completed the plans for them. Each of the four furnaces will be 103 feet high and have an eighteen-foot bosh. The work on the Bessemer plant will begin during the winter.

This and That.

A change of signals is being made on the Lackawanna railroad at the Lehigh and Bloomsburg Junction at Pittston.

D. W. Morrison, superintendent of the Pullman Palace car service on the Lackawanna railroad, was in the city yesterday.

The forty-fifth annual meeting of the American Association of General Passenger and Ticket Agents will be held at Buffalo on October 16.

A one-arm semaphore "Home" signal has been erected on the overhead bridge west of the tower at the west end of Bergen tunnel on the Lackawanna railroad.

Lackawanna east bound passenger trains are being run over the west bound track between the West Lackawanna avenue crossing and the stone bridge, as single track, owing to needed repairs.

Complaint has been made to Superintendent Rine about the delays to Live Poultry Transportation company cars, private and Lackawanna refrigerator cars, empty west bound. Conductors will not switch these cars without instructions from the despatchers.

The practice of handling cars in bad order behind cabooses must be discontinued on the Lackawanna railroad, says superintendent Rine. Hereafter trainmen will place such cars immediately ahead of the caboose, taking care that they are chained securely.

The night telegraph offices on the Lackawanna railroad have been closed at the following stations: Lancaster, Alden, East Bethany, Leicester, Cohocton, Avoca, Nichols, Apalachin and Vestal. All night trains now take water at Wayland tank instead of Cohocton.

The tracks in the Gouldsboro west bound yard have been assigned as follows: Track No. 2 for empty ice cars, track No. 6 for west bound loads, track No. 7 for Harvey's ice, tracks Nos. 1, 4 and 5 for west bound empties, track No. 3 for surplus ice cars. Conductors have been instructed to leave bills for west bound loads at the "Y a" yard offices instead of the station office at Gouldsboro.

General Superintendent Clarke, of the Lackawanna railroad, says: Passenger conductors should not signal engine men to start trains until "All aboard" has been called distinctly on the station platform, where it can be plainly heard in the waiting rooms. The signal to start should be given by the conductor in person by hand or lamp signal, except when on account of obstructed view such signals cannot be distinctly seen by the enginemen.

The new shipbuilding plant for the Risdon Iron works, at San Francisco, Cal., will be built by the American Bridge company, of New York, and will consist of a boiler shop, machine shop and foundry, all of the latest design and most modern description. The Risdon works has signed a contract with the San Francisco Construction company for excavating on the site of the old Pacific Rolling mills for a floating dry dock. It is intended to construct at this point the largest dock of its kind on the Pacific Coast.

THE MARKETS.

Wall Street Review.

New York, Oct. 1.—The stock market reflected the operations of professional dealers on a larger scale today than for a long time past as a result of the arrival in New York from summer outings of a majority of the more influential element among the professionals. The market advanced with a considerable show of animation and strength. The movement was clearly apart from any forced demand from the short interest such as played a large part in the upward movements of last week. This was made clear by the comparative heaviness all day of stocks which have shown the most pronounced weakness lately and in which a distressed short interest would naturally make itself most evident. Notwithstanding the strength shown by the bull contingent they were unable to maintain prices to the close and the tone was very heavy at the end, and prices were considerably off from the best. Because of the brokers who were employed in the buying the rumor circulated on the exchange that it represented operations for the account of a well known steel magnate who has already electrified Wall street on one occasion this year and is known to command an influential following. The pleasure of the room traders in this hypothesis was not altered by the quietness of American Steel and Wire, which forced the traders to the explanation adopted by the jealous husband in the play that "this absence of all signals must in itself be a signal." The movement centered in Union Pacific, which was absorbed in a very confident manner and in heavy blocks all day. An extreme rise of 2¼ resulted. The southwestern railroads moved somewhat in sympathy but not so widely. New York Central and the C., C. C. and St. Louis stocks were strong, influenced apparently by the rumors that the latter is to be absorbed by the former as other subsidiary roads have already been absorbed. The leading industrials, the local tractions and some of the steel stocks rose from 1 to 2½ points and Pressed Steel Car rose an extreme 3¾. A raid in the late dealings on Tennessee Coal, which carried that stock 1¼ under Saturday unsettled the market. The coal stock seemed to be ignored and the coalers as a whole moved contrary to the market. Total sales, 334,100 shares.

The bond market continued irregular and the dealings on a small scale. Total sales, par value, $820,000. U. S. refunding twos, when issued, advanced ¼ per cent. in the bid price, and new 4s declined ⅛.

The following quotations are furnished The Tribune by M. S. Jordan & Co., rooms 705-706 Mears building, Scranton, Pa. Telephone 5603:

	Opening.	Highest.	Lowest.	Closing.
American Sugar	117	118⅝	117	118
American Tobacco	89½	90	89	89
Am. Steel & Wire	31	31¾	31	31⅛
Atchison	27½	28¼	27½	28
Atchison, Pr.	69½	70⅛	69⅝	70
Brook. Traction	50¾	52¼	50¾	51½
Balto. & Ohio	68¾	69⅛	68¼	69
Cont. Tobacco	24¾	24⅞	24¾	24¾
Ches. & Ohio	27¼	28	27¼	28
Chic. & Gt. West.	10⅜	10¾	10⅜	10¾
Chic., B. & Q.	123	124⅝	123	124⅛
St. Paul	113¼	114¼	113¼	113¾
Rock Islan	105½	106⅛	105	105¾
Lackawanna R. R.	177½	177½	177½	177½
Feeral Steel	31½	32¼	31½	32¼
Fe. Steel, Pr.	63¼	63⅝	62	62
Kan. & Tex., Pr.	27½	27¾	27	27
Louis. & Nash.	71	71⅝	71	71½
Man. Elevate	86¾	88¼	86¾	87⅞
Met. Traction	148	149	148	148½
Missc. Pacific	48¼	49	48¼	48⅝
People's Gas	84⅞	87	84⅞	86¼
Col. Fuel & Iron	30⅞	31¾	30⅞	31¼
N. J. Central	135	135	135	135
Southern Pacific	31¾	32¾	31¾	32¾
Norfolk & West.	33¾	34⅛	33¾	34
Northern Pacific	46⅞	47¾	46⅞	47
North. Pacific, Pr.	68	68¾	68	68¾
N. Y. Central	127½	128¾	127½	128¾
Ontario & West.	20	20⅞	20¼	20¾
Penna. R. R.	127½	128⅛	127½	128¼
Pacific Mail	30	30	30	30
Reading Ry.	15⅝	15¾	15⅝	15¾
Reading Ry., Pr.	55	55¼	55	55
Southern R. R.	11⅛	11½	11⅛	11¼
South. R. R., Pr.	52½	53½	52½	52⅞
Tenn. Coal & Iron	53	56¾	54	54
U. S. Leather	10	10⅞	9¾	10¾
U. S. Leather, Pr.	68	68	68	68
U. S. Rubber	39½	39¾	39	39¾
Union Pacific	56⅝	59¾	56⅝	58⅞
Union Pacific, Pr.	73⅛	73⅞	73	73½
Wabash, Pr.	17	17¾	17¼	17⅝
Western Union	79	79	78¼	79

NEW YORK PRODUCE EXCHANGE PRICES.

	Opening.	Highest.	Lowest	Closing.
WHEAT.				
December	82¾	83¼	82¼	83¼
May	85	85⅞	85	85⅛
CORN.				
December	41½	42	41½	42
May	40¾	41½	40¾	41⅜

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

STOCKS.	Bid.	Asked.
First National Bank	800	...
Scranton Savings Bank	300	...
Scranton Packing Co.	...	95
Third National Bank	425	...
Dime Deposit and Discount Bank	200	...
Economy Light, H. & P. Co	...	46
Lacka. Trust & Safe Deposit Co.	150	...
Scranton Paint Co.	...	80
Clark & Snover Co., Pr.	125	...
Scranton Iron Fence & Mfg. Co.	...	100
Scranton Axle Works	...	95
Lackawanna Dairy Co., Pr.	...	90
County Savings Bank & Trust Co.	300	...
First National Bank (Carbondale)	300	...
Standard Drilling Co.	...	90
Traders' National Bank	155	...
Scranton Bolt and Nut Co	100	...
BONDS.		
Scranton Passenger Railway, first mortgage, due 1920	115	...
People's Street Railway, first mortgage, due 1918	115	...
People's Street Railway, General mortgage, due 1921	115	...
Dickson Manufacturing Co.	...	100
Lacka. Township School 5 per cent.	...	102
City of Scranton St. Imp. 6 per cent.	...	102
Scranton Traction 6 per cent.	115	...

Scranton Wholesale Market.

(Corected by H. G. Dale, 27 Lackawanna Ave.)
Butter—Creamery, 23a24c.; dairy tubs, 23c.
Eggs—Select western, 17c.; nearby state, 19c.
Cheese—Full cream, new, 11½c.
Beans—Per bu., choice marrow, $2.40; medium, $2.30; pea, $2.30.
Potatoes—60c.
Onions—60c. per bu.
Flour—Best patent, $4.60.

Philadelphia Grain and Produce.

Philadelphia, Oct. 1.—Wheat—Firm, ½c. higher; contract grade, Oct., 75a75¼c. Corn—Firm, ½c. higher; No. 2 mixed, Oct., 45½a45¾c. Oats—Firm; No. 2 white clipped, 28½c.; No. 3 do. do., 26a26½c.; No. 2 mixed do., 25½a26c. Flour—Quiet, steady; winter superior, $2.50a2.70; do. extras, $2.75a3; Penna. roller clear, $3.20a3.40; do. do. straight, $3.40a3.60; western winter clear, $3.35a3.55; do. do. straight, $3.60a3.75; do. do. patent, $3.80a4.10; Kansas straight in sacks, $3.40a3.65; do. patent in sacks, $3.75a3.90; spring clears, $3.10a3.35; do. straight, $3.75a4; do. patent, $4.15a4.35; do. favorite brands, $4.40a4.60; city mills extra, $2.75a3; do. clear, $3.45a3.65; do. straight, $3.65a3.80; do. patent, $4a4.20. Rye flour—Quiet, firm; $3.10 per barrel for choice Penna. Butter—Firm; fancy western creamery, 23c.; do. prints, 25c. Eggs—Firm; fresh nearby, 20c.; do. western, 19½a20c.; do. southwestern, 19c.; do. southern, 18c. Cheese—Firm; New York full creams, fancy small, 11½c.; do. do. do., fair to choice, 10½a11¼c. Refined sugars—Unchanged. Cotton—Firm, ¼c. higher; middling uplands, 11⅛c. Tallow—Steady; city prime in hhds., 4⅞c.; country do., bbls., 5⅛c.; dark do., 4⅝c.; cakes, 5⅝c. Live poultry—Firmer, fair demand; fowls, 11a11½c.; old roosters, 8c.; spring chickens, 11a12c.; ducks, 9½a10c. Dressed poultry—Firm, good demand; fowls, choice, 12c.; do. fair to good, 11a11½c.; old roosters, 7c.; nearby spring chickens, 11a14c.; western do., 16a12c.

New York Grain and Produce.

New York, Oct. 1.—Flour—Market well held, and fairly active for choice brands. Wheat—Spot firmer; No. 2 red, 82¼c. f. o. b. afloat, and 81½c. elevator; No. 1 northern Duluth, 86¾c. f. o. b. afloat. Options at first weak, but subsequently acquired positive strength and a full recovery. Closed firm, at ½a¾c. net advance. March closed 86⅛c.; May, 85⅞c.; Oct., 80⅝c.; Dec., 83¼c. Corn—Spot firmer; No. 2, 48¾c. elevator, and 48a48¼c. f. o. b. afloat. Options opened steady and afterward advanced. Closed firm and ½a⅝c. net higher. May closed 41⅝c.; Oct., 45½c.; Dec., 42⅛c. Oats—Spot firmer; No. 2, 25½c.; track mixed western and state, 26½a34c. Options dull, but steady. Butter—Quiet and steady; creamery, 17a22c.; factory, 13½a16½c.; June creamery, 18a21½c.; imitation creamery, 15a18c.; state dairy, 15½a21c. Cheese—Market firm; large white, 11⅛a11¼c.; small white, 11¼a11⅝c.; large colored, 11¼a11⅝c.; small colored, 11½c. Eggs—Market steady; state and Penna., 18a21c.; western, regular packing, 12½a18c.; western, loss off, 20c.

Chicago Grain and Produce.

Chicago, Oct. 1.—Wheat—Started easy, but rallied on bad weather, outside strength and a small increase in the visible; Nov. closing ⅝a¾c. higher. Corn closed ¼c. and oats ⅛a¼c. better. Provisions at the close were 7½a12½c. improved. Cash quotations were as follows: Flour—Steady; No. 3 spring wheat, 71a71⅞c.; No. 2 red, 77a78c.; No. 2 corn, 39½a40c.; No. 2 yellow, 39½a40½c.; No. 2 oats, 22¼a22½c.; No. 2 white, 25a26¾c.; No. 3 white, 23½a26¾c.; No. 2 rye, 51½c.; barley, 47½c.; No. 1 flax, $1.47½; No. 1 northwest, $1.47½a1.49; timothy, $4.25a4.90; pork, $12.60a12.65; lard, $7a7.20; ribs, $7.05a8.25; shoulders, 6¼a6¾c.; sides, $8.30a8.40; whiskey, $1.27. Sugars—Unchanged.

Buffalo Live Stock Market.

East Buffalo, Oct. 1.—Cattle—Receipts, 228 cars; sheep and lambs, 63 cars; hogs, 95 cars. Shipments—Cattle, 63 cars; sheep and lambs, 20 cars; hogs, 42 cars. Cattle, barely steady; common, 10a15c. lower; good to best smooth fat export cattle, desirable quality, $5.50a5.75; good to best, $5.15a5.35; export bulls, choice to extra, $4a4.25; good to choice butchers' steers, $4.50a4.75; fat cows, good to best, $3.25a3.75. Calves, choice to extra, $7a7.25; good to choice, $6.50a7.

Sheep and lambs—Prices dropped 15a25c.; choice to extra native lambs, $5.15a5.25; good to choice, $5a5.10; sheep, mixed choice to extra, $4.75a4; good to choice, $3.50a3.75.

Hogs—Lower; heavy, $5.65a5.72½; mixed, $5.55a5.65; pigs, $5.40.

New York Live Stock Market.

New York, Oct. 1.—Beeves—Steers, firm to 10c. higher; bulls and cows, steady, to 15c. lower; steers, $4.80a5.80; bulls, $2.25a3.60; cows, $1.50a3.75.

Sheep and lambs—Sheep very dull and 15a25c. lower; lambs, slow; sheep, $2.50a4.12½; culls, $2a2.40; lambs, $4.25a5.40; choice, $5.50; Canada lambs, $5a5.35; culls, $3a4.

Hogs—Slow and lower, at $5.60a5.85; fancy state pigs exceed this quotation.

East Liberty Cattle Market.

East Liberty, Oct. 1.—Cattle—Steady; extra, $5.60a5.85; prime, $5.30a5.50; common, $3.50a4.

Hogs—Dull and lower; prime assorted medium weights, $5.60a5.65; best yorkers, $5.55a5.60; heavy hogs, $5.50a5.55; pigs, as to quality, $5a5.50; common to fair yorkers and grassers, $5.25a5.50; roughs, $3.50a4.90.

Sheep—Dull and lower; choice wethers, $4.10a4.20; common, $1.50a2.50; choice lambs, $4.75a5; common to good, $3.25a4.50; veal calves, $6a6.50.

Oil Market.

Oil City, Oct. 1.—Credit balances, 115; certificates, no bid. Shipments, 283,079; average, 94,916. Runs, 277,314; average, 92,184.

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Some new Things in Fall and Winter Coats are shown—exquisite things. Chiefly in plain cloths. The new "Fagin" shape, 36 inches long, half tight fitting. The new "Paletot" shape, full length, tight-fitting to hip—decidedly swell. Of course the 19 and 20-inch Coats are most popular, and our line is complete in all details. New Tailored Suits are arrivals of every day, **$7.50 to $50.00.** When you come in ask to be shown the Suits at $25.00, if only as an object lesson in superior Suit-Value-for-Price.

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