on lack of outside support but closed steady. May a shade higher. Corn and cats closed a shade lower and provisions 5a20c, depressed. Cash quotations were as follows: Flour-Dull and steady; No. 2 spring wheat, 67a74c.; No. 2 red, 767ac.; No. 2 corn, 374ac.; No. 2 yellow, 374ac.; No. 2 corn, 374ac.; No. 2 yellow, 374ac.; No. 2 white, 274ac.; No. 3 white, 261aa274ac.; No. 5 rye, 54c.; No. 1 flax and northwest, \$1.67; timothy, \$1.75, pork, \$11.75 a15; lard, \$7.30a7.45; ribs, \$6.00a7.20; shoulders, 05aa65ac.; whiskey, \$1.27.

Buffalo Live Stock Market.

East Buffalo, Jan. 10.—Cattle—Receipts, 24 cars; sheep and lambs, 40 cars; hogs, 45 cars. Shipments—Cattle, 23 cars; sheep and lambs, 25 cars; hogs, 18 cars, Cattle—Fair demand; among the sales were 11 head 1127 pounds, 84.80; calves in moderate supply, fair demand and steady on the basis of \$8. Lambs, choice to extra, \$5.90a0; sheep, choice to extra, \$5.90a0; sheep, choice to extra, \$4.25a4.50. Hogs—Heavy, \$5.50a0,50; pigs, \$4.55.

East Liberty Stock Market.

East Liberty, Jan. 10.—Cattle—Steady: extra, \$5.50a5.70; prime, \$5.15a5.83; common, \$133.75. Hogs—Highev; prime sucdiums and best Yerkers, \$5.45a5.50; heavy bogs, \$6.10a5.45; pigs, \$5.25a5.40; roughs, \$0.75a5. Sheep—About steady; choice wethers, \$4.35a4.50; common, \$1.50a2.50; choice lambs, \$6.53a6.10; common to good, \$4a5.75; yeal culves, \$7.50a8.

New York Live Stock.

Oil Market.

Oil City, Jan. 10.—Credit balances, \$1.25; cer-tificates, no bid; shipments, \$4.247 barrels; av-erage, 90.018 barrels; runs, 108,344 barrels; aver-age, 78,029 barrels.

Short

Norfolk, Va.

Old Point Comfort, Va.

Richmond, Va.

Washington, D. C.

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save kindled the light of hope in many

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the blood and make men over gener-

A MAN

New York, Jan. 10.—Beeves, weak; steady; veals, \$4.50a8.50; yearlings, \$5. and Lambs—Weak; sheep, \$5.50a4.62%; \$6.75a6.75. Hogs—Feeling weak; pigs,

## **NEWS OF THE** LABOR WORLD

OPERATORS LETTER ON THE COAL ROAD PROJECT.

It Is Admitted That the Proposed Road Is Now Impossible-Condition of the Anthracite Coal Market. Oxford Strike Is Still On-Make-up of the D., L. & W. Board for Today. Weekly Meeting of Lackawanna Coal Superintendents in the Office of Superintendent Loomis.

The January letter of the Anthracite Coal Operators' association says:

Since the last issue of the letter there have Since the last page of great moment in the anthracite industry, changes which affect every land ewner, mine operator, and employee in the regions and which, through the rallroad interests directly and indirectly involved, have an effect upon the thousands of owners of the various se-curities of these roads. No industrial movement in this country has ever had such widespread re-

From the beginning of the anthracite mining from the beginning of the anticactic mining industry, the individual operators fought against the rates of freight charged by the transportation lines entering the coal regions, and through their efforts to scente relief, one atter another of the existing anthracite railroads has been built to, or extended into these regions, each built to, or extended into these regions, each one offering something a little better than had proviously been given.
In the earlier days of the authracite industry

In the earlier days of the anthracite industry, there were in only a few individual cases contracts by which the railroads, or the coal companies operated by them, purchased coal from independent operators. The behigh Valley and several others had an arbitrary freight rate, which was advanced or decreased as the average price at tide-water changed. The belaware and Rudson, both of whom handled real from independent operators, took it on a slighing scale under the set, both of whom handed the case under the properties, took it on a sliding scale under the labor basis contract. The various contracts and rates of resight netted the operators from 40 to 45 per cent, of the tide price, and less than this in the case of certain competitive points to

in the case of certain competence, which the arbitrary freight was charged. When the New York, Susquehanna and Western was projected into the Wyoming region, its promoters agreed to buy coal from the independent operators and pay 50 per cent, of the tide-water operators and pay 50 per cent, of the tide-water operators and pay 50 per cent, of the tide-water operators and pay 50 per cent, of the tide-water operators. price: but there was a long and hard fight before t was built, and its completion was delayed until 1894, though prior to that time the company had been buying and shipping coal under its con-

In 1888, Coxe Brothers & Company, the largest shippers among the individual operators, pealed to the interstate commerce comm against the rate charged against their coal by the Lehigh Valley Railroad company. During the progress of the hearings the railroad company re-duced its freight rate slightly. The decision, an-nounced in March, 1801, was that many of the points at issue were outside the scope of the commission, and that the rate then established

should not be advanced.
In 1890, the New York, Ontario and Western railway built an extension into the upper Wyoming region after securing a guarantee of suffito per cent, of the tide price and later agreeing to buy the output and pay 55 per cent. of the f. o. b. price. Other railcoads gradually made a similar advance. In 1862, after a series of consultations between the president of the Reading railroad and a committee representing the individual operators, a contract was drawn up giving 60 per cent, of the tide price to the operaors, and this was entered into by the variou ompanies then under the control or influence of the Reading.

These contracts extended for seven years and expired in 1829. In 1898, after repeated efforts ad been made to secure the promise of their re newal on more tayorable terms, each failing any definite result, the individual operators organized he New York, Wyoming and Western Railway ompany; surveyed a line from the Wyoming reion to tidewater: bought several thousand tons of rails; secured right of way; a satisfactory tide terminal, and began construction. Upon this, ed by the ra minating, after nearly a year, in a satisfactory plan, which was begun but not completed. After this, the opportunity occurring, the interests of the operators were consolidated with the Pennsylvania Coal company, the bed of the abanand the Delaware Valley and Kingston Railway ompany incorporated.

The contracts upon which this new read was

to buy the operators' coal, gave to the latter 63 per cent. of the tidewater price, or, in other words, reduced the freight rate from one-half the f. o. b. price, which it was prior to the 1802 con tracts, to but little over one-third, besides mak ing even more material concessions in pea coal and the smaller sizes, and giving an opportunity for more days work each year than had been possible under the former arrangement. Under such conditions the operators had hoped to be able to market sheir coal at a lower price, thus reducing the cost to the public, while receiving themselves the benefit of the increased output.

The existing anthracite companies opposed this new railroad, both by endeavoring to obstruct its right of way and by a legal fight. But as one after another decision resulted favorably to the new enterprise, it became apparent that other steps were necessary, and these were taken in the purchase of the Pennsylvania Coal company.

At about the same time as this step was taken

the various coal mining companies controlled by the anthracite transporting lines expressed a willingness to purchase coal from the inclviduo operators, paying the latter 65 per cent, of the selling price at tide-water, and several of them increased their holdings in anthracite lands by the purchase of favorably situated collieries.

This practically closes the book. For the new railroad can be suid, with Richard I., "Farewell

## The Anthracite Market.

The January letter of the Anthracite Coal Operators' association says about

The anthracite market has been extremely ac tive, both as regards shipments from the mines and the movement of coal to the consumers' cel-lars. Thus far there has been no surplus which the transporting companies could place in their reserve stocks and, as a consequence, delays may be anticipated in deliveries when, during a period of cold weather, there is an unusual rush

possible, and the production in November and-December is practically the maximum which can he reached with the present supply of labor and the facilities for transportation.

The mines are working as nearly full time a

Prices are being firmly maintained at all points, both tide and interior. No reduction is anticipated until the issuance of a circular of spring prices, and what change there will then e, if any, is uncertain.

Taken as a whole, the market is in an excep-

tionally strong condition, which appears to be

Board for Today. Today's D., L. & W. board is as fol-

Timersday, Jan. 10,

WILD CATS, EAST.

8 p. m.—D. Wallace, 10 p. m.—J. Mosier, 11.50 p. m.—M. Finnerty,

Friday, Jan. 11. WILD CATS, EAST.

WILD CATS,

12.30 a. m.—J. Costello.

1.45 a. m.—E. M. Hallett.

8 a. m.—G. Burt.

4 a. m.—G. Rafferty

5 a. m.—F. Hallett.

5 a. m.—F. L. Van Wormer,

7 a. m.—F. D. Secor.

8 a. m.—J. J. Duffy

10 a m.—J. J. Duffy

10 a m.—W. W. LaBarr,

11.30 a. m.—J. W. Devins,

12.30 p. m.—W. R. Castner,

1 p. m.—F. L. Rogers

2 p. m.—F. F. Stevens,

3.45 p. m.—J. Burkhart,

4.45 p. m.—J. Burkhart,

4.45 p. m.—T. Nauman

SUMMITS, ETC. west—G. Frounfelker, west—W. H. Nichols, k noon, west—J. Carrigg.

PUSHERS.

PASSENGER ENGINES.

7 a. m.—Gaffney. 7 a. m.—Singer. 6.30 p. m.—Stanton 7 p. m.—McGovern. WILD CATS, WEST,

with CAIS, WEST,

5 a. m.—J. Baxter,

5 a. m.—J. H. McCann,

6 a. m.—J. C. Mastera,

11 a. m.—A. E. Ketchain,

12 o'clock noon—Kirby, with Hammitt's men,

1 p. m.—H. Smith,

2 p. m.—G. Smith,

3 p. m.—T. Fitzpairick

6 p. m.—Haggerty,

NOTICE.

Conductor Frank Mahon with Conductor Doudi-an's men will run 6 p. m., Wild Cat East, Jan. 0, in place of Conductor Baxter and crew. Brakeman A. Ehrgood will go got with Doudi-an men next trip, 6 p. m., Wild Cat East, Jan,

Condector M. Loughney will report at train-master's office between 4 and 5 this atternoon, Brakeman Latimer will also go out with Doudi-can men this trip, 6 p. m., East, Jan. 19.

### Oxford Miners Still Out.

Thus far nothing has been done to effect a settlement between the operators and employes of the Oxford colliery. It seems that the operators are liery. It seems that the operators are waiting for the men to present their grievances in tangible form, so that they can learn where they are at, while the employes are waiting for some favorable proposition from the company.

A meeting of the Oxford local was beid in Jones' hall, on Jackson street, presile.

held in Jones' hall, on Jackson street. last night, which was attended by a large number of the strikers, but nothing definite was decided upon except to remain away from the mines until a settlement is effected.

The operators contend that the men have no grievance and that they are willing to accede to anything that is reasonable, while the men argue that they are not receiving the full scale of wages paid at other collieries.

### This and Tnat.

A. D. Chambers, assistant treasurer of the Lackawanna railroad, was in the city yesterday.

Chief Clerk Martin, of Master Car Builder Cantield's office, has been inlisposed for several days. The weekly meeting of the coal de-

partment division superintendents was neld in Superintendent Loomis' office vesterday afternoon. General Superintendent Clarke, Mas-

ter Car Builder Canfield and Superintendent of Motive Power Lloyd went to Buffalo yesterday.

Some Lackawanna enginemen have failed to make report on form M W 4, of failure of banjo or automatic signals to work. In order to avoid unnecessary delay to trains, it is very important that enginemen should make prompt report on proper form of any banjo or automatic signals they discover out of order.

### CHEATED THE COMPANY.

Dishonest Agents to Be Arrested for Failing to Make Returns. Warrants have been issued from Alderman Howe's office for the arrest of

several agents of the Layton Extract company, of 109 Franklin avenue. It is charged that a number of agents for the company throughout Lackawanna and Luzerne county are in the practice of pocketing all the money made by selling the extracts and neglecting to remit any cash to the com-

pany. As this is a direct violation of the firm's business principles it was decided to arrest the defrauding representatives, with the expectation of putting a stop to the robbery. Constable Cole spent yesterday traversing the counties serving warrants.

### COMMISSION REVOKED. Special Officer Who Tried to Hold

Up Man Meets Grief. Peter Spader, the man who attempted to hold up James Smith, of 416 Mulberry street, in Center street, Wednesday night, was given a hearing before Mayor Moir yesterday, charged with carrying concealed weapons and pointing firearms.

Spader was deputized as a special officer at the suggestion of the Clark Tunnel company during the recent coal strike. As the result of the hearing his commission was handed to the mayor for investigation and later revoked. Spader was given his liberty after being severely reprimanded.

At 15c.

## THE MARKETS.

Wall Street Review.

New York, Jan. 10.—There was a decided falling off in activity of the trading in stocks to-day and prices fell back very generally throughout the list. The most the the halls were able to schieve was to check the reactionary tendency. The pressure to sell was much relaxed during the latter part of the day and the demand to cover from the shorts liked the level of prices considerably above the lowest. The first gun of the bulls was in the Southwesterns and some specialties, including Texas and Pacific, Union Pacific, Southern Pacific, Delaware and Hudson, People's Gas and Western Union. The last named stock was the only one of the group which showed austained strength with an extreme advance of nearly 5 points. Missouri Pacific was marked up at one time to 57 but fell back below 85 in the sharpest reaction of the day. The marked feature of the trading after the heaviest selling had ceased was the duliness of prices with total sales, 1,275,000 shares. Prices of bonds moved irregularly in sympathy with stocks, Total sales, par value, 81,100,000. United States reunding 2s advanced 14 on the last call.

St. Paul ... Rock Island 126% 147% J. Central Notfolk & Western 7132 2004 7132 7132

NEW YORK PRODUCE EXCHANGE PRICES. Open-ing. est. est. inc. 8214 8214 8174 8174 83 8314 8275 8275

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

on Par of 100.

STOCKS.
Bid.
First National Bank. 1200
Scranton Savings Bank. 350
Third National Bank. 450
Dime Deposit and Discount Bank. 250
Economy Light, II. & P. Co.
Lacka. Trust Safe Deposit Co. 150
Clark & Snover Co., Pr. 123
Scranton Iron Fence & Mig. Co.
Sccanton Axle Works.
Lackaevanna Dairy Co., Pr.
County Savings Bank & Trust Co., 250
First National Bank (Carbondale)
Standard Drilling Co.
Tradecs' National Bank 146
Scranton Bolt and Nut Co. 105
BONDS.
Scranton Passenger Railway, first BONDS.
Scranton Passenger Railway, first
Mortgage, due 1920
People's Street Railway, first mortgage, due 1918
People's Street Railway, General
mortgage, due 1921
Dickson Manufacturing Co.

Scranton Wholesale Market. Corrected by H. G. Pule, 27 Lackawanna Ave.)
Butter—Creamery, 24a25c. Eggs-Select Western, 21c.; no Cheese-Full cream, new, 12c. Beans—Per bu., choice marrow, \$2.50. Onions—60s. per bu. Flour-Best patent, \$4.60.

100 102

New York Grain and Produce. New York, Jan. 10.—Flour—Inactive and still nominal with buyers and sellers on-5c, apart. Webat—Spot steady; No. 2 red, 82½c, f. c. b. affeat; No. 2 red, 80½c, elevator; No. 1 northern Dobuth, 86½c, f. o. b. affeat; options opened active and firm but later lost the advance and closed dull and casy at unchanged prices; January closed 80½c. March, 81½c? May, 82½c.; July, 81½c. Corn—Spot quiet; No. 2, 47c, elevator and 47½c, f. o. b. affeat; options steady to firm in carly dealings but later eased off and closed easy at bathe, not lower; January closed 61½c.; March, 45½c.; May, 44½c.; July, 44½c. Oats—Spot quiet; No. 2, 20½c.; No. 3, 30c.; No. 2 white, 32½c.; and selections at add western, 20os1½c.; track white, 31½s2sc.; options steady but very dull. Butter—Barely steady; creamery, 1622bc.; factory, Ilalic.; June creamery, 1622bc.; imitation creamery, 1448c.; teaty; creamery, 1622c.; factory, Halle; Jun-reamery, Da2The; imitation creamery, Halle, date creamery, Ladže, Cheese—Firm; fancy args full made, Hilallife; do, small, Halle Eggs—Steady; state and Pennsylvania, 2020c, restern, averaged packed, 202224c.; western

Chicago Grain and Produce.

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\$3,750,957.19

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\$3,750,957.19

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98 pairs Ladies' Fine Kid Lined Button Shoes, worth \$3.00 to \$3.50, at \$2.00.

140 pairs Ladies' Extra Heavy Sole, Goodyear Welt, \$3.00 and \$3.50 Shoes, all sizes and all widths, A to E, at \$2.50.

300 pairs Ladies' Shoes, broken sizes, worth \$1.50 to \$2.00, at 98c and \$1.25. 76 pairs, Ladies' Spring Heel Button Shoes, worth

\$2.00, at 98c. MEN'S SHOES-48 pairs Men's Patent Leather \$3.50 Shoes, Goodyear Welt, at \$2.50.

60 pairs Men's Box Calf, Leather Lined, Goodyear Welt Shoes, at \$2.50, worth \$3.50. 60 pairs Men's Winter Russet \$3.50 Shoes, at \$2.50.

300 pairs Men's Congress and Lace Fine Shoes, broken sizes, worth from \$2 to \$3, at 98c, \$1.25, \$1.50, \$1.98. Men's Mining Shoes, all sizes, at \$1.00. Boys' Shoes at \$1.00. Youth's Shoes at 75c to \$1.

Misses' and Children's Shoes at all prices.

The above are only a few of the many bargains. We invite you to call and examine our goods before buying elsewhere. Remember, there is no trouble to show you goods, and you will surely save money by it.

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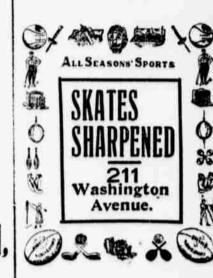
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