CLEVELAND'S
Superior Baking Powder

may cost a little more per can, but it insures perfect, wholesome food. In fact, it is more economical in the end, because it goes further in leavening and never spoils the food.

CLEVELAND BAKING POWDER CO.
NEW YORK

You cannot, if you value good health, afford to use cheap, low-grade, alum baking powders. They are apt to spoil the food; they do endanger the health. All physicians will tell you that alum in food is detrimental.

INDUSTRIAL AND LABOR

J. H. SMITH MADE ASSISTANT TRAINMASTER.

Will Help J. J. McCann in Looking After the Movement of Lackawanna Trains—He Was Formerly Employed by the Pennsylvania Railroad Company at Akron, O.—Make-up of the D., L. & W. Board for Today—Central Railroad of New Jersey Officials in the City.

J. H. Smith, formerly of the Pennsylvania railroad at Akron, Ohio, who has recently been instructing the Lackawanna railroad employes in the new rules of the transportation department, which become effective tomorrow, has been appointed assistant trainmaster to J. J. McCann.

He will have the same authority as the trainmaster in the particular duties assigned him, and will act for him in his absence. Mr. Smith will succeed J. H. Simrell, who has been assigned to other duties. The appointment becomes effective tomorrow.

New Throwing Machine.

The Atwood-Morrison company, of Stonington, Conn., have just placed on exhibition on the first floor of their show room, 275 Market street, this city, a machine that will be of great interest to the silk trade, especially the throwing branch. This machine spins first time, doubles and twists, all three processes in one. It is a model of simplicity and also mechanical skill for which this company is noted. The spindles on machine are belt driven, in place of the old style of band drive.

The great advantage of this machine over the old style is the quality of work it turns out. The great saving in floor space, and the small amount of help required to run it. They have the machine in actual operation, and the trade is cordially invited to call and inspect it. The company report a great demand for their new ball-bearing broad goods quillers.—Paterson Call.

D., L. & W. Board for Today.

Following is the make-up of the Delaware, Lackawanna and Western board for today:

FRIDAY, JANUARY 24.

Wild Cats East—8 p. m., C. W. Dunn; 10 p. m., G. T. Staples; 11 p. m., H. Bisbing.

SATURDAY, JANUARY 25.

Wild Cats East—1.30 a. m., Hoboken, J. Mosier; 4 a. m., D. Wallace; 6 a. m., Hoboken, H. J. Larkin; 8 a. m., Hoboken, H. B. Gilligan; 10 a. m., F. Van Wormer; 11 a. m., H. Doherty; 1 p. m., J. P. Burkhart; 2 p. m., Hoboken, D. Haggerty; 5 p. m., T. Fitzpatrick; 6 p. m., A. H. Rowe.

Summits, Etc.—6 a. m., J. Hennegan; 9 a. m., G. F. Fronefelker; 10 a. m., T. Doudican; 11 a. m., E. McAllister; 2 p. m., Thompson; 6 p. m., J. J. Murray, Carigg's crew; 10 p. m., M. Golden.

Pushers—6 a. m., Widner; 7 a. m., S. Finnerty; 8 a. m., Nauman; 11.45 a. m., Moran; 6. p. m., C. Bartholomew; 7.30 p. m., Murphy; 9 p. m., W. H. Bartholomew; 10 p. m., Lamping.

Wild Cats West—8 a. m., A. E. Ketchum; 11 a. m., R. Casmer; 4 p. m., M. Carmody; 11 p. m., J. J. O'Hara.

Passenger Engines—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., F. E. Secor; 6.45 p. m., Stanton; 8.30 p. m., McGovern.

NOTICE.

Conductors H. B. Gilligan and F. Van Wormer and crew will attend 7.30 p. m. class at air-brake instruction car, Jan. 24.

Conductors D. Haggerty and T. Fitzpatrick and crews will attend 10 a. m. class at air-brake instruction car, Jan. 25.

Conductors F. Wall, W. J. Nichols and crews will attend 2 p. m. class at air-brake instruction car, Jan. 25.

Conductors O. Randolph and John Gahagan and crews will attend 7.30 p. m. class at air-brake instruction car, Jan. 25.

Conductor George Houser will report at superintendent's office 8 a. m. Monday, Jan. 27.

William Gilligan will go out with H. Doherty.

This and That.

The Erie company is preparing for the erection of a washery at No. 5 shaft to work up the immense culm piles at that place.

The Lackawanna Railroad company has installed a new octagon-shaped flag shanty at the Lackawanna avenue "Y" crossing, opposite the Railroad Young Men's Christian association building.

George Kuech, of Audenried, Pa., who has been boss carpenter for the Lehigh and Wilkes-Barre Coal company, recently resigned his position to become superintendent of the Silverton colliery at Minersville, Pa.

George E. Gay, mining engineer of Pottsville, Pa., has been made general superintendent of the mines, coke plants and the railroad operations of the Maryland Smokeless Coal company, Pittsburg, with headquarters at Bellington, W. Va.

Vice President C. H. Warren, General Superintendent Wentz, and Chief Engineer Joseph O. Osgood, of the Central Railroad of New Jersey, made a tour of inspection over the road yesterday, and visited the Scranton officials for a short time. They travelled in a private car.

Federal union, No. 8875, will meet on Sunday afternoon at 3 o'clock at Grand Army hall, corner of Penn avenue and Linden street, at which time all members and those desiring to become affiliated are requested to attend. Organizer Hugh Frayne, of the American Federation of Labor, will be present.

A world's record for steel rod production was made recently at the Rankin, Pa., plant of the American Steel and Wire company. In twenty-four hours the rod mill made 586,070 pounds of finished rods. The Rankin plant will attempt this month to beat the world's record for tonnage in finished rod for one month.

Workmen are engaged in kalsomining the walls in the halls and offices of the Lackawanna passenger station.

The secretaries of the Railroad Young Men's Christian associations on the Lackawanna railroad held a conference in this city yesterday. Among those present were: J. G. Watson, of Oswego; F. H. Belden, of Hallstead; F. P. Brown, of Elmira; A. D. Roberts, of Syracuse; Gordon Nichols, of Binghamton, and W. W. Adair, of Scranton.

A recent British consular report regarding the mineral industry of Algeria says that much is heard about the reopening of the Filfila iron mines, and a firm has applied for the concession to build a railroad from the mines to the port. Permission was granted, but the work has not yet commenced. Exploitation of one of the mines will probably begin shortly. The extension of the phosphate business has not progressed as it should, owing to the governmental decree against British capital. The powerful company working the four beds of Tocqueville, Aur Kissa, Dyr and Kollif, will use every means to prevent others from operating in their country.

The London Engineer says that a new acetylene gas generator has been invented at Trollhatan, Sweden. The falling of the carbide into the water is automatically regulated by a rubber ball, which, as soon as it is filled with gas, closes the valve between the carbide and the water. When the volume of gas decreased, the ball contracts, and the feed valve again permits the carbide to drop. The gas is stored partly in the ball and partly in the space between the funnel-shaped carbide magazine and the water. If much gas is generated, the water is pressed through valves into the water jacket in the sides of the apparatus, thus furnishing more room for the gas.

TWO MORE RUNAWAYS.

Boys Stole $12 from Their Father and Lit Out.

Anthony Koniski and his brother, William, aged 18 and 16 years, respectively, sons of Charles Koniski, of 716 Theodore street, stole $12 from their father's house yesterday morning and left for parts unknown.

The father reported the matter to Superintendent of Police Day, stating that he believed the young men had left for New York or some other large city because of their desire to see something of the world. The police have telephoned their description to all the nearby towns.

KNIGHTS OF MALTA.

William McKinley commandery, No. 315, will be instituted at Wilmington, Del., on Feb. 7, with a large membership, by Supreme Commander Sir George Stevens Jones, of Boston, and staff. On the evening of Jan. 17, the final organization meeting was held, and addresses were delivered by Supreme Commander Jones, Supreme Recorder Frank Gray, Deputy Grand Commander Joseph L. Pyle and others.

Grand Recorder Sir George H. Pierce has just returned from a trip through Western Pennsylvania, during which he addressed four organization meetings in three counties, where great interest is being displayed, and new bodies are in process of organization.

The grand recorder also admitted a class of sixty men into Carnegie commandery, No. 310, at Carnegie, Allegheny county, where the command is less than four months old, and now numbers one hundred and three members on its roster.

Past Supreme Commander Sir William T. Foline, late of Philadelphia, and afterward a resident of California, died at San Francisco on Jan. 6, of heart disease, leaving a widow.

George H. Pierce commandery, No. 137, at Philadelphia, conferred the Mark degree in full form on Jan. 16, with Sir Knight Commander Albert Mackerel in the occidental chair. Among those present were Deputy Grand Commander Sir George D. Groom; Supreme Sentinel Sir Alfred B. Jones and Sir R. B. Grotz, past commander. The command has determined to bring their membership during 1902 up to at least 200 men.

Temple commandery, No. 288, at Carbondale, will hold a public installation of officers on March 4, when their hall will be filled with the wives and lady friends of the companions. This command is still adding to its membership.

Mystic Star commandery, No. 47, at Reading, will hold a Red Cross council, with thirty-two novitiates, on April 21.

Le Lolde commandery, No. 77, at Williamsport, on Jan. 23, will hold an elaborate council of the Red Cross and Sepulchre, in their council chamber, when twelve novitiates will be advanced to the sublime mysteries of this degree. The splendid new paraphernalia of the command will be used upon this occasion.

Robert Burns commandery, No. 300, of Park River, North Dakota, have just completed the reception of one class, and expect to have another ready for admission on April 1.

COAL AS FUEL IN LUZERNE

TO CELEBRATE ANNIVERSARY OF ITS FIRST USE.

On Tuesday, Feb. 11, It Will Be One Hundred Years Since Coal Was First Used to Make a Fire in Luzerne County—The Old Fell House Has the Distinction of Being the Place Where the Test Was Made. Event to Be Commemorated by a Celebration.

"One of the noteworthy incidents in connection with the city history will be recalled Tuesday, Feb. 11, when Weiss Bros., proprietors of the Old Fell house, will celebrate the one hundredth anniversary of the day coal was first utilized as fuel in Luzerne county," says the Wilkes-Barre News. "This important discovery was made by Jesse Fell, at that time a proprietor of the log tavern on Northampton street. It happened, so history says, in the usual way, by accident. Several patrons entered the log cabin. It was decidedly cold. Some one suggested that the proprietor erect a fire place. He hesitated for a while, as a little money was greatly prized, but being pioneers, they were willing to try, and if it proved a failure they would try again. The old grate, which is in good state of preservation, was put together by a blacksmith named Hurst. Others completed the fire place.

"On the 11th day of February, 1802, a large crowd gathered in the tavern and the fire place was tested. The chimney had a good draught and in less than a few minutes the flames were flickering. Very soon the coals became warm, some cracked and later they reddened, much to the delight of the spectators. It is needless to say that an evening of jollification followed. The news soon spread and in less than a month the wood fires were discarded and coal substituted.

HONOR BELONGS TO FELL.

"To Jesse Fell belongs the credit, though some others claim the honor, but historians as well as family history have proven beyond a doubt, that this was the first place where coal was used as fuel in Luzerne county.

"The grate on which the coal was used was made out of wrought iron and was never burned or mutilated by the fire. It is now a historical relic and deeply prized, but the proprietors of the Old Fell house, the Weiss Bros., are not selfish, but allow the grate to remain in the old fire place, where it can be seen by all who visit the ancient building. The room in which it is located is another historical landmark, as within this modest structure the first session of the Luzerne county court was held. James Cadden was tried for the murder of Daniel Gilligan and convicted. This was in 1849.

"Organizations were very seldom heard of at that time, but there were a few, who were habitual callers at the inn, who did not forget the Masonic order, and one day decided to organize a branch in Luzerne county. It did not take them very long to select a place, for no better one could be selected than the old inn, where the bright glowing coals illuminated the roughly furnished room. An organization was perfected and it is now one of the most flourishing lodges in this city.

"It must be understood that this was a public house. The license was very cheap. One could be procured for $8. A copy of the document is now in the possession of the present proprietors, and they treasure it very highly. It is peculiarly worded, having ancient legal phrases.

UNIQUE BUILDING.

"The building itself is a unique one and there is no other like it in the city. The ceilings are very low. The beams were made of logs taken from the woods in their rude shape, put together with a hatchet and saw. There have been some changes, however, as it has been deemed advisable from time to time by the various proprietors. Jesse Fell built a small addition in the rear. This was in 1768. People began to emigrate to the valley and he decided to add another building ten years later. This made the tavern more commodious. Further improvements were made in 1823 and 1850. During the latter year the rear portion was torn down and a blacksmith shop was erected which was occupied for some time by Robert Zimmerman. This was finally torn down in order to evade the fire limits. A high fence was erected in its place.

"In the year 1873 the building was occupied by Jacob Ruffer. He erected another large fence, and built a roof overhead, making a pleasant concert hall. There was plenty of wholesome pleasure during these memorable days. The hotel, it was not known as an inn any longer, changed hands very frequently. It was conducted by Charles Gabel, and then L. Allbach came in possession. In 1886 the rights and privileges were purchased by Councilman Philip Weiss. His brother, Anthony, came in possession some years ago. Now it is being conducted by N. H. and F. J. Weiss. The latter are two progressive young German Americans and are well trained hotel men, and that is why their place is one of the most popular in the city.

"A short time ago the Weiss Bros. decided that it would be a very good move to celebrate the one hundredth anniversary of the discovery of coal as a fuel. The idea is meeting with popular approval and is sure to be one of the most enjoyable events of the year. The affair will be held on Tuesday, February 11, and the public will be invited to make an inspection.

MADE BY PIONEERS.

"The grate and fire place are a common bit of workmanship, it is true, but there is something about them which makes them attractive. In the first place, they are old, made by pioneers, who were always busy, if not active in warfare and were tireless in their efforts to develop the bountiful Wyoming Valley. Little did they imagine when the coal was tested, that one day this city would be the centre of a great mining industry. The old settlers were the men who led the way and deserve the credit.

"The grate is the centre of attraction. During the centennial of 1876 it was shipped to Philadelphia, and was on exhibition for some time. At the conclusion of the celebration the grate was missing. Detectives were placed on the trail and for weeks they made a diligent search and succeeded in finding it. While on the train it was stolen again, but it was found and shipped to the owners. It has been carefully guarded ever since.

"The fire place has been remodeled several times, as the red brick broke and crumbled. It was found necessary to patch and cement them. The last setting was done by Ferdinand Lange, who at that time was an employe of Herman Fry. The latter was a member of the legislature. Mr. Lange is now a candidate for council. The grate was manufactured by a blacksmith named Hurst, who came to this city from New England. This relic is on exhibition in the parlor of the hotel."

THE MARKETS

Wall Street Review.

New York, Jan. 24.—There were no attempts to hold the market this morning by the making up of individual stocks, which proved successful, until the uneasiness of the professionals to take their profits checked the advance. The whole market the reacted, dropping generally to well below last night. There was another upward movement when shorts covered which reduced the day's net changes to insignificant proportions but made the closing firm. Fully one-third of the day's transactions were in Sugar and Amalgamated Copper. Except for these there were not half a dozen stocks in which the transactions amounted to 10,000 shares. Metropolitan Street railway started upward to 172¾, but fell back to over a point below last night and closed unchanged. The dealings in Sugar were on a very large scale with no news to account for them beyond the general expectation of a reduction in duties on Cuban sugars. This stock was lifted nearly two points but fell back to below last night's level and also closed unchanged. Amalgamated Copper fared better, the late recovery carrying it back to 72½, the best of the day and at a net advance of 1⅞. The buying was apparently by a speculative pool, who cited the strength of Coppers in foreign markets as an argument in its favor. There were also reports of improved trade conditions as indicated by the good demand for raw copper in Europe and reports of large export demand here. Rumors of an agreement to restrict the output of American producers accompanied the advance. The strength of American Smelting was supposed to be in sympathy. The Wabash shares and Western Union were noticeably firm and People's Gas showed some strength on the declaration of the regular quarterly dividend. St. Lawrence and Adirondack rose nearly four points more on the announcement of the purchase of a Canadian connection in its interest and the redemption of $200,000 of its 6 per cent. bonds. There was no new developments during the day to explain satisfactorily the reactionary tendency which developed, which therefore must be credited to profit taking. The reports of very cold weather threatening in the west may have had a somewhat depressing influence as it had a strengthening influence on wheat. The sitting of the interstate commerce commission on the matter of railroad combinations was the subject of discussion and may have a depressing effect. Total sales today, 445,300 shares. The bond market continued quite active today, but profit taking made its impress there as well as in stocks. There were some newly active issues on the other hand which were strong. Total sales, par value, $3,665,000. United States bonds were all unchanged on the last call.

The following quotations are furnished The Tribune by M. S. Jordan & Company, rooms 705 706 Mears building, Scranton, Pa. Telephone, Bell 5008:

	Opening.	Highest.	Lowest.	Closing.
American Sugar	125½	127½	125¼	125¼
Atchison	76	76⅛	75½	75½
Atchison, Pr.	90⅞	90⅞	90¼	90⅝
Brook. Traction	66¾	66⅞	65½	66⅛
Balt. & Ohio	102⅝	103	102¼	102⅝
Ches. & Ohio	46½	46½	46	46
Chic., & G. W	22⅞	23	22⅞	22⅞
St. Paul	163¼	163⅝	162¼	162¼
Rock Island	156	156½	155⅝	156
*Louis. & Nash.	103½	103⅝	102¾	102¾
Manhattan Ele	136	136½	135½	135⅝
Met. Traction	171	172⅞	169½	171⅞
Missouri Pacific	102¾	102⅞	101½	101⅝
Southern Pacific	59½	59½	58⅞	59
Norfolk & West	56	56¼	56	56¼
Erie	39⅝	39⅝	39	39⅛
Erie, 1st Pr	70⅞	71⅜	70½	70⅝
N. Y. Central	161¾	161¾	160⅝	161¼
Ont. & West	38⅝	38⅝	38¼	38½
Penna. R. R	149⅝	149⅞	148¾	149¼
Pacific Mail	46½	46½	46¼	46½
Reading	56⅝	56⅞	55⅝	55⅞
Reading, Pr	82	82	81¾	81¾
Southern R. R	32¼	32⅝	32⅛	32⅛
Southern R. R., Pr	92⅝	93¼	92⅝	92⅞
Tenn. Coal & Iron	63	63½	63	63
U. S. Leather	11⅝	11⅝	11⅝	11⅝
U. S. Leather, Pr	80	80⅝	80¼	80⅝
Union Pacific	101¼	101¼	100¼	100¼
Union Pacific, Pr	88⅝	88⅝	88¼	88¼
Wabash, Pr	41⅞	42½	41⅞	42⅛
Western Union	91	91½	91	91½
Colo. Fuel & Iron	85⅞	85⅞	85⅞	85⅞
Amal. Copper	70¾	72⅛	70¾	72⅛
People's Gas	101¼	102¼	101	101¼
Texas Pr	38	38	38	38
Am. Car Foundry	29⅝	29⅝	29¼	29¼
U. S. Steel Co	42¾	42⅞	42½	42½
*U. S. Steel Co., Pr	93¼	93¼	92¾	93

*Ex-dividend.

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

STOCKS.	Bid.	Asked.
Lackawanna Dairy Co., Pr.	60	...
County Savings Bank & Trust Co..	360	...
First National Bank (Carbondale)	...	325
Standard Drilling Co.	...	30
Third National Bank	550	...
Dime Deposit and Discount Bank..	275	...
Economy Light, H. & P. Co.	...	40
First National Bank	1300	...
Lacka. Trust & Safe Deposit Co....	195	...
Clark & Snover Co., Pr.	125	...
Scranton Iron Fence & Mfg. Co.	...	100
Scranton Axle Works	...	95
Scranton Savings Bank	500	...
Traders' National Bank	175	...
Scranton Bolt & Nut Co.	107½	...
People's Bank	135	...
New Mexico Ry. & C. Co.	...	75
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	...
Economy Light, Heat & Power Co..	98	...

Scranton Wholesale Market.

(Corrected by H. G. Dale, 27 Lackawanna Ave.)

Flour—$4.60.
Beans—$2.50.
Butter—Fresh creamery, 25c.; June creamery, 23½c.; dairy creamery, 22c.
Cheese—11½@12c.
Eggs—Nearby, 32c.; fancy storage, 21c.
Peas—Per bushel, $1.50.
Potatoes—Per bushel, 85c.
Onions—Per bushel, $1.60.

FINANCIAL. | FINANCIAL.

WE OFFER TO YIELD ABOUT 5%
$400,000
BUTTE ELECTRIC AND POWER COMPANY
Of Butte, Mont.
(Butte is the greatest copper producing city in the world.)
5% First Mortgage Sinking Fund Gold Bonds
Denomination $1,000, maturing 1 to 20 years. Amply provided for by reserve and sinking fund. Net earnings three and three-quarters times interest charges.
Write for report of Mr. Samuel Insull, President of the Chicago Edison Co., and special circular.
RUDOLPH KLEYBOLTE & CO.
1 NASSAU ST., NEW YORK.

New Ideas. Safe Methods. Large Returns.
Cumulative 6% Bonds of
The Southern Mining Corporation
Denomination of Bonds $100 Each.
A limited number of these bonds for sale at par, on reasonable terms or for cash.
$200 worth of stock at par given with each bond as a bonus.
The safest and most practical mining proposition ever offered.
All net profits to be applied to the payment of bonds.
Write for prospectus.
The Southern Mining Corporation
4517 Frankford Ave., Frankford, Philadelphia, Pa.

New York Grain and Produce Market

New York, Jan. 24.—Flour—Steadily held and unchanged. Wheat—Spot steady; No. 2 red, 87⅝c. f. o. b. afloat; No. 2 red, 80¾c. elevator; No. 1 northern Duluth, 86⅛c. f. o. b. afloat; No. 1 hard Manitoba, 88½c. f. o. b. afloat. It was a narrow market in wheat all day and about steady most of the time. Closed firm at ⅛c. net advance; March closed 85¼c.; May, 84⅝c.; July, 84½c. Corn—Spot steady; No. 2, 67½c. elevator and 67¾c. f. o. b. afloat; a flurry of covering at the opening of corn today on light receipts advanced prices, closing steady at unchanged prices; January closed 67¼c.; May, 67¼c.; July, 67⅛c. Oats—Spot easier; No. 2, 50c.; No. 3, 49½c.; No. 2 white, 52c.; No. 3 do., 51½c.; track mixed western, 50c.; track white, 51@57c.; options easier at first but turned firmer eventually on the corn steadiness. Butter—Firm; creamery, 16@24½c.; factory, 13@17c.; June creamery, 15@21c.; imitation creamery, 14@18½c.; state dairy, 14@22c. Cheese—Firm; state full cream large fall made fancy, 10½@10¾c.; do. do. small do. do. do., 11¼@11½c.; late made best large, 9¾c.; late made best small, 10@10¼c. Eggs—Steady; state and Pennsylvania, 28@29c.; western, 28c.; southern, 27c.

Chicago Live Stock Market.

Chicago, Jan. 24.—Cattle—Receipts, 3,500; 500 Texans; beef cattle, steady, stockers lower; good to prime, nominal, $6.50@7.25; poor to medium, $4@6; stockers and feeders, $2.25@4.25; cows, $1.50@4.50; canners, $1@2.25; bulls, $2.25@4.50; calves, $2.50@6.25; Texas fed steers, $4@6. Hogs—Receipts, 25,000 estimated tomorrow, 25,000; left over, 6,000; bulk sold steady, closed weak; mixed and butchers, $5.90@6.40; good to choice heavy, $6@6.25; rough heavy, $6@6.25; light, $5.60@6; bulk of sales, $5.90@6.35. Sheep—Receipts, 1,000; sheep heavy, lower; light steady; lambs lower; good to choice wethers, $4.30@4.75; western sheep and yearlings fed, $4@5.20; native lambs, $3.50@5.85; western lambs fed, $5@5.80.

Chicago Grain and Produce Market.

Chicago, Jan. 24.—Prices played a balancing game today under the inclination of traders to wait further developments in the crop situation. May wheat closed ¼c. higher; May corn, ¼@¼c. higher and May oats, ¼@⅜c. lower. Provisions closed 7½@12½c. higher. Cash quotations were as follows: Flour—Steady; No. 3 spring wheat, 74@75½c.; No. 2 red, 84c.; No. 2 oats, 41½@44¾c.; No. 2 white, 45¾c.; No. 3 white, 44⅞@45¾c.; No. 2 rye, 62c.; fair to choice malting barley, 59@62½c.; No. 1 flax seed, $1.60½; No. 1 northwestern, $1.70; prime timothy seed, $6.50; mess pork, $16.15@16.20; lard, $9.22½@9.30; short ribs, $8.30@8.45; dry salted shoulders, 7¼@7½c.; short clear sides, $8.70@8.80; whiskey, $1.32.

Buffalo Live Stock Market.

East Buffalo, Jan. 24.—Cattle—Receipts, light, steady; veals tops, $8.25@8.75; light to good, $6@8. Hogs—Receipts, 11,000; dull but about steady; heavy, $6.50@6.60; mixed, $6.35@6.45; pigs, $5.60@5.65; roughs, $5.40@5.75; stags, $4@4.50. Sheep and Lambs—Receipts, 14,000 head; dull and lower; top mixed sheep, $4.10@4.45; culls to good, $2@4; wethers, $4.50@4.75; yearlings, $4.50@5; top lambs, $5.95@6; culls to good, $4@5.70.

BEAUTEOUS LAKE LODORE.

Art and Nature Ceaselessly at Work in Its Development and Beautification.

Beautiful Lake Lodore promises, from the booking already made, to be the most popular of all excursion resorts. Unlike most resorts that, China-like, remain fixed, stationary and unchanged, Lake Lodore is constantly improving. Last year the improvements were so great that few who had been there the previous year would scarcely recognize the place. This year the improvements in the majestic grove will be scarcely less revolutionary. Unequaled anywhere for natural beauty, Lake Lodore in its evolution promises eventually to become a veritable Glen Island. Bookings are now being rapidly made by Mr. W. L. Pryor, District Passenger Agent of the Delaware and Hudson company. Offices at the new freight depot, Lackawanna avenue. **

Mardi Gras—One Fare Round Trip—New Orleans, Mobile and Pensacola.

The Southern Railway announces that they will sell round trip tickets to New Orleans, Mobile and Pensacola at one fare round trip on February 4 to 10 inclusive, good to return until February 15, except by deposit of ticket with joint agent on or before February 15, will be extended until February 28, an additional fee of fifty cents will be charged. The Southern Railway is the only line operating through Pullman sleeping and dining cars Philadelphia to New Orleans and the time consumed in making the trip is only thirty-six hours. Those who desire to visit the South will find no better opportunity. The rates are exceedingly low.

Charles L. Hopkins, district passenger agent, Southern Railway, 828 Chestnut street, Philadelphia, will furnish all information.

To the South via New Jersey Central.

The New Jersey Central railroad is the only line offering Pullman service to winter resorts in the South and the Charleston exposition, with but one change of cars.

Lowest rates and quickest time. Pullman reservations secured and baggage checked through. Inquire of J. S. Swisher, district passenger agent, 602 West Lackawanna avenue, Scranton. **

A Trip to California or Florida.

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RAILROAD TIME TABLES.

Delaware, Lackawanna and Western.

In Effect Nov. 3, 1901.

Trains leave Scranton for New York—At 1.40, 3.15, 6.05, 7.50 and 10.05 a. m.; 12.45, 3.40, 3.33 p. m. For New York and Philadelphia—7.50, 10.05 a. m., and 12.45 and 3.23 p. m. For Tobyhanna—At 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. and 1.10 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.55 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday. For Montrose—9.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—1.00 and 6.15 p. m.

Bloomsburg Division—For Northumberland, at 6.35 and 10.05 a. m.; 1.55 and 6.10 p. m. For Plymouth, at 8.10 a. m.; 3.40 and 9.00 p. m.

Sunday Trains—For New York, 1.40, 3.15, 6.05 and 10.05 a. m.; 3.40, 3.33 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. Bloomsburg Division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

Pennsylvania Railroad.

Schedule in Effect June 2, 1901.

Trains leave Scranton: 6.38 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the west.

9.38 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

1.42 p. m., week days (Sundays, 1.58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

3.28 p. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations.

4.27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

J. B. HUTCHINSON, Gen. Mgr.
J. B. WOOD, Gen. Pass. Agt.

New Jersey Central.

In Effect Nov. 17, 1901.

Stations in New York, foot of Liberty street and South Ferry, N. R.

Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, White Haven, Ashley and Wilkes-Barre at 7.30 a. m., 1 p. m. and 4 p. m. Sunday, 2.10 p. m.

Quaker City Express leaves Scranton at 7.30 a. m., through solid vestibule train with Pullman Buffet Parlor Cars, for Philadelphia.

For Avoca, Pittston and Wilkes-Barre, 1 p. m. and 4 p. m. Sunday, 2.10 p. m.

For Long Branch, Ocean Grove, etc., 7.30 a. m. and 1 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, at 7.30 a. m. and 1 p. m. Sunday, 2.10 p. m.

For Pottsville at 7.30 a. m. and 1 p. m.

For rates and tickets apply to agent at station.

C. M. BURT, Gen. Pass. Agt.
W. W. WENTZ, Gen. Supt.

Delaware and Hudson.

In Effect November 24, 1901.

Trains for Carbondale leave Scranton at 6.20, 8.00, 8.53, 10.13 a. m.; 12.00, 1.20, 2.34, 3.52, 5.20, 6.25, 7.57, 9.15, 11.20 p. m.; 1.31 a. m.

For Honesdale—6.20, 10.13a. m.; 2.34 and 5.29 p. m.

For Wilkes-Barre—6.38, 7.48, 8.41, 9.38, 10.43 a. m.; 12.03, 1.42, 2.18, 3.28, 4.27, 6.19, 7.48, 10.41, 11.30 p. m.

For L. V. R. R. Points—6.38, 9.38 a. m.; 2.18, 4.27 and 11.30 p. m.

For Pennsylvania R. R. Points—6.38, 9.38 a. m.; 1.42, 3.28 and 4.27 p. m.

For Albany and all points north—6.20 a. m. and 3.52 p. m.

SUNDAY TRAINS.

For Carbondale—8.50, 11.33 a. m.; 2.34, 3.52, 5.52 and 10.52 p. m.

For Wilkes-Barre—9.38 a. m.; 12.03, 1.58, 3.28, 6.32 and 8.42 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—8.50 a. m. and 3.52 p. m.

W. L. PRYOR, D. P. A., Scranton, Pa.

New York, Ontario and Western.

In Effect Tuesday, Sept. 17, 1901.

NORTH BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 1	10.30 a. m.	11.10 a. m.	1.00 p. m.
No. 7	6.10 p. m.	Ar. Carbondale	6.40 p. m.

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6		7.00 a. m.	7.40 a. m.
No. 2	2.15 p. m.	4.00 p. m.	4.40 p. m.

SUNDAYS ONLY, NORTH BOUND.

Trains.	Leave Scranton.	Leave Carbondale.	Arrive Cadosia.
No. 9	8.30 a. m.	9.10 p. m.	10.45 a. m.
No. 5	7.00½ m.	Ar. Carbondale	7.40 p. m.

SOUTH BOUND.

Trains.	Leave Cadosia.	Leave Carbondale.	Arrive Scranton.
No. 6		7.00 a. m.	7.40 a. m.
No. 10	4.30 p. m.	6.00 p. m.	6.40 p. m.

Trains Nos. 1 on week days, and 9 on Sundays, make main line connections for New York city, Middletown, Walton, Norwich, Oneida, Oswego and all points west.

For further information consult ticket agents.

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