INDUSTRIAL AND LABOR

MARKET FOR ANTHRACITE COAL IS STRONG.

Prices Are Firmly Maintained and Practically the Entire Output of the Collieries Is Being Taken-Possibility of Labor Troubles-The D., L. & W. Board for Today-J. B. Keefe New Division Freight Agent of Lackawanna with Headquarters in This City.

The market for anthracite is still strong. If the producing companies are not making money now, there is no hope for them. Prices are firmly maintained and practically the entire output of the collieries is being taken. With the possibility of labor troubles by April 1 and this possibility is much greater than certain newspapers seem willing to admit, the outlook is fav-brable for a good demand into March. Car supply at the collieries, which began to show some signs of improvement, has been reduced again as a result of the recent storm. The main line roads are all open, but sidings are snow bound in many places and coal is greatly delayed in transit.

According to newspaper reports, President Mitchell of the Mine Workers, and the presidents of several of the anthracite districts have been in New York city this week trying to arange for a conference with J. P. Morgan. While such a meeting may be arranged, officials of the companies concerned profess to know nothing about it. Mr. Mitchell made a similar visit to New York shortly before a meeting of the Mine Workers last year. His present visit is probably undertaken with a view to making a statement at the convention announced to be held at Shamokin on March 12. The operators are to be invited to be present at this convention; it remains to be seen whether or not the operators are any better represented than they were last

Trade in the Northwest continues to show a steady movement of coal from the docks, and a very fair winter market. In Chicago territory trade is good. Supplies on docks are thought to be large enough to last till navigation opens. Arrivals of all-rail coal, however, have been light, owing to delays by snow along the railroads in Pennsylvania. As a result some dealers dependent on all-rail shipments have been short of coal. Along the lower lakes and in the all-rail trade farther east the heavy snow fall has cut down receipts severely and greatly hampered the forwarding of cars stalled on sidings. The shortage of bituminous coal in that territory has brought out a heavy demand for the steam sizes of anthracite. Along the Atlantic sea-board wintry weather has prevailed, and the consumption of coal has been heavy. The market is very active at Boston, New York and Philadelphia. At New York retail dealers have had great trouble in making deliveries through the snow for several days, and the movement by barges about the harpoints as follows: Broken, \$4; egg. \$4.25; stove and nut, \$4.50,—Engineering

D., L. & W. Board for Today. The following is the make-up of the Delaware, Lackawanna and Western

SUNDAY, FEB. 23. m., F. Van Wormer; 2 p. m., M. J. Henne-in; 5 p. m., Hoboken, F. F. Stevens; 6 p. m., Hoboken, McLane; 7 p. m., D. Wallace; 8 p. m., Hoboken, J. A. Bush; 10 p. m., W. J. Mosier; 11 p. m., Hoboken, M. Laughney, Pushers—12.30 p. m., J. Hennegan; 1.30 p.

Carrigg; 3.45 p. m., L. D. Lattimer; 11 p.

MONDAY, FEB. 24.

Extrus East—1.30 a. m., A. H. Rowe; 4 a. m., John Baxter; 6 a. m., Hoboken, J. H. Swartz; 9 a. m., J. H. McCann; 10 a. m., F. L. Rogers; 11 a. m., M. M. Finnerty; 1 p. m., O. W. Fitz-gerald; 2 p. m., Hoboken, J. W. Davine; 5 p. m., J. H. Masters; 6 p. m., W. A. Bartholomev Summits, Etc.—10 a, m., Frounfelker; 11 m., Nichols; 2 p. m., Thompson; 6 p. m., J. Carrigg; 8 p. m., M. Ginley, M. Golden's crew, Pushers—6 g. m., Widner; 9 a. m., J. J. Mur-rsy; 7 a. m., S. Finnerty; 8 a. m., Houser; a. m., H. Coslar; 6 p. m., C. Bartholomew;
 p. m., Nauman; 9 p. m., W. H. Bartholomew; mew; 9 p. m., Lamping. Extras West—H a. m., J. J. O'Hara; 2 p. m., O. Randolph; 4 p. m., C. Kluzsley; 6 p.

William Kirby, Wall's crew; 11 p. m., John Passenger Engines-7 a. m., Gaffney; 7 a. m., Singer: 10 a. m., O. Miller: 6.45 p. m., Stauton; 8.30 p. m., McGovern.

NOTICE:

J. H. Masters will run E. McAllister's crew Conductor Dunhoue and P. Gilligan and crew will report at superintendent's office, 8 a. in.,

Conductor W. F. Mann and Brakeman Edward Phillips on with W. A. Bartholomew, will report at superintendent's office, 8 a. m., Feb. 24. Brakeman G, W, Chubb will go out with O.

Brakeman A. J. McDonnell reports for McLane. Brukeman J. J. Collins reports for M. Golden. Brakeman J. C. Murray reports for M. Finnerty, Fitzpatrick and crew will run 5.45 p. in. extra,

This and That.

J. B. Keefe, who has been traveling freight agent of the Lackawanna railroad, with headquarters at Buffalo, has been appointed division freight agent, with headquarters in this city.

the Lackawanna Telephone company, has been promoted to local superintendent of the Lackawanna division of the Consolidated Telephone companies of Pennsylvania. The creation of this office was made necessary by the re-

Something That Will Do You Good. From the Camden, S. C., Messenger,

We know of no way in which we can be of more service to our readers than to tell them of something that will be of real good to them. For this reason we want to acquaint them with what we consider one of the very best remedies on the market for coughs, colds, and the alarming complaint, croup. We refer to Chamberlain's Cough Remresults in our family so long that it has become a household necessity. By its prompt use we haven't any doubt but that it has time and again prevented croup. The testimony is given upon our own experience, and we suggest that our readers, especially those who have small children, always keep it in their homes as a safeguard against croup. Sold by all druggists.

base.

In closing, allow me to quote as an appropriate finish to this address some extracts from the platform of principles of the noble order you represent here tonight. I commend the sentiments they contain to the thoughtful consideration of each and everyone present, would to find they could be written in letters of gold upon the walls of every hall or temple where men and women congregate in America. No place too pure or holy to borrow their use. No

-GOLDSMITH'S GB BAZAAR



The Fourth and "Mill End Sale"

At This Store Begins Tomorrow Morning, Feb. 25th at 8.30 O'clock.

R. LOCKHART, the promoter and originator of the only genuine "Mill End Sale" will be here again in person to start and conduct the sale. This gentleman needs no introduction to you, as this will be the fourth occasion that he has made himself known, felt and heard at our establishment. Known by his magic methods of bringing together an immense aggregation of merchandise at about one-half its actual value; felt, on account of the money-saving power of his "Mill End Sales," and heard by the many thousands of wise, prudent and economic buyers that flock to hear him tell of the wonderful bargains he has enabled us to place before you. The "Mill End Sale" is supported by the strength of the best stores in America. Its true badge is "Merit." We know that you have been watching and waiting for this "Mill End Sale," so come prepared to buy and you will not go away disappointed. We have arranged every possible facility for you to be served, and what you cannot or do not wish to take away with you we will deliver to your homes.

To start the ball rolling, Mr. Lockhart will, upon the first day, inaugurate a series of 15 minute sales.

SPECIAL NOTICE

Mr. Lockhart Will Open This Great Sale With

Sensational 15-Minute Sales

Quantities Limited to Protect Us from Storekeepers.

From 8.30 to 8.45 O'clock, in Basement-Mr. Lockhart will sell a lot of standard grey, red and other dark prints; 10 yards for 19c.

At 8.45 Sharp, in Basement—Mr. Lockhart will sell for 15 minutes, a lot of dark Dress Ginghams, at 21/2c per yard.

At 9 O'clock Sharp, on Main Floor-Mr. Lockhart will sell at Gents' Counter, for 15 minutes, a lot-of Men's Seamless, Fast Black Socks, at 5c per pair. At 9.15 O'clock Sharp-Mr. Lockhart will sell, at

Ladies' Hosiery Counter, a lot of Ladies' Fine Gauge, Seamless, Fast Black Cotton Hose, at 5c a pair. At 9.30 O'clock Sharp—Mr. Lockhart will sell, at

Lace Counter, for 15 minutes, Torchon Laces, at 1c per yard; Point de Paris, Lace Edge and Insertion to match, worth 25c a yard, at 5c, and Cambric and Nainsook Embroideries, worth 6c per yard, at 3c.

At 9.45 O'clock Sharp—Mr. Lockhart will sell, at Ribbon Counter, for 15 minutes, Plain Silk Taffeta Ribbons, 4 inches wide, as well as Fancy Taffeta Silk Ribbons, worth 18 to 25c, at 9c per yard.

At 10 O'clock Sharp—Mr. Lockhart will sell for 15 minutes, at Children's Ribbed Underwear Counter,

Children's Grey Fleeced Ribbed Vests and Pants, sizes 20 to 24, 7c; sizes 26 to 30, 10c.

At 2.30 O'clock Sharp—Mr. Lockhart will sell at Notion Counter, for 15 minutes, Cabinet Hair Pins, worth 15c, at 5c; Nickle Plated Safety Pins, worth 8c per card, at 1c; Best Fancy Garter Elastic, worth 20c, at 7c per yard.

At 2.45 O'clock Sharp-Mr. Lockhart will sell for 15 minutes, a lot of Ladies' Silk Waists, Blacks and Colors, worth from \$4.98 to \$6.98; your choice, \$2.98.

At 3 O'clock Sharp—Mr. Lockhart will-sell a lot of Ladies' Black Cloth Dress Skirts, trimmed with 3 bands of Taffeta Silk, worth \$3 00, only \$1.49; Ladies' Black Cloth Tucked Dress Skirts, worth \$4.98, at \$2.98.

An Unexampled Bargain Feast in

Ladies' Kid Gloves

All new, fresh stock, secured especially for the Mill End Sale:

150 dozen Ladies' 2-Button, Embroidered Back, Glace Kid Gloves, in Black, Tan, Castor, Ox Blood, Grey, Brown and White; the regular 75c quality. Mill End Price...... 53c

100 dozen of our regular \$1.00 quality Glace Suede and

These prices are but a fair sample of the prices prevailing throughout the entire store, and every subsequent issue of this paper for the next few days will contain Mill End prices from the different departments.

ager Wayland.

The Vislanda-Bolmen railroad, Swedbor has been badly hampered by ice, en, have been making an experiment with pressed and dried peat as fuel bor has been badly hampered by ice.
The steam sizes are in strong demand, as are stove and chestnut. We quote current prices for free-burning white

en, have been making an experiment with pressed and dried peat as fuel with a train consisting of locomotive, later than the making an experiment. The plantom of principles begins with this lindy truth: "Next to love for the creator, we believe that patriotism is one of the highest and noblest affections of the human soul, we current prices for free-burning white 15 loaded freight cars, and one passen-ash coal f. o. b. New York Harbor ger car. The distance was about 22 miles, and the test was very successful, the locomotive steaming freely and making time without difficulty,

SERMON TO P. O. S. OF A.

in every direction, it is rapidly becoming what Extras East-12.30 p. m., C. W. Dann; 1.30 Egypt was to the ancient world, the magazine of food supply to the earth. Even now the of feed supply to the earth. Even now the mations of the earth are leaning heavily upon our hands for subsistance. Saya Andrew Carnegie, and I think truthfully, "There is no need to increase our armament of defense. No nation or combination of nations even now would dare touch us, for America is a dire recessity to the world as the feeding and helping hand of the leading people of the earth." But stop a moment, what of the corruption and fraud, huge, ugly and horrible, that now obtain, the grind of business, the oppression of capital, the merciless poverty and sorrow that ow exists.

law, that all good shall be in its infoldments attended by pain. All excellence obtained only by sorrow, the wail of the infant born, echoes

That earthquake and darkness, blood and crucity, the cross and crown of thorn, were the antecedents of salvation. Fear not what you see in this, for what you see is but the necessary mold of dirt from which shall come the living cast of our nation's future glory.

And now men of the great order that bears
the proud name of the Patriotic Order Sons of

America, what is your relation to the advancing destiny of your country? To this nation by right of birth and devotion, to this peerles ueen of future, as in in her glorious beauty she eckons you to her side and calls upon you to aid her as her body guard and enlightened de-In the marvelous ride of the king of finance

Pierpont Morgan, the other day, as he left Philadelphia to gain that office in New York city, where throbs the unancial and golden heart of the world and which ride he broke all cords of speed upon the railways of the orld, what core was first taken to see that al rails were right and that every obstacle was renoved from the road on which the marvelou-light was taken, the best men selected to ror and guide it, all other trains locked in safety sidings, every living man stood in his place guard and as the marvelous steed flashed by he a meteor it was intelligence, soberness, and skill, that kept it from crash and ruin until rushing like a cyclone at last it glided in safety into its station, the trip of a hundred

ON RUSHES NATION.

So rushes our nation on its flight of destiny J. W. Dershimer, who was eashier of to the accomplishment of divine and human the Lackawanna Telephone company, emancipation of man. From human slavery, buman wrong, into the broadest, profoundest con-summation of the print des of human liberry and unity in American brotherhood. What is the duty of your order, P. O. S. of A. ! but to selp by every rightful means, so that no ob-stacle shall be placed in a pathway of American dyancement, that no foreign nor domestic influ nce shall interfere to prevent success and chievment of American principles.

Look up to the God of Washington and the patriots of old, to the God who is supreme as uler, knowing that he who can change the mud the volcanie streams into agates, the comonsider one of the very best reme-on the market for coughs, colds, the alarming complaint, croup, refer to Chamberlain's Cough Rem-We have used it with such good its in our family so long that it has

moval to Philadelphia of General Man- place too common but what the sentiments they n the human heart.

selieve that without patriotic citizens will so jealously guard and protect them as those born and reared under their inflaences." And I fully believe that by the study of these grand truths you will be litted to a higher and obler plane of love for God and country,

FUNERAL OF JOSEPH OBER.

Attended by a Large Gathering from His Home on Mulberry Street.

The funeral of Joseph Ober took place Saturday afternoon from his late home on Mulberry street and was attended by a large gathering of persons who had known and esteemed the sterling qualities which made the deceased a man among men. At 2:30 the services were conducted by Rev. Ritter of Holy Trinity Lutheran church, after which interment was made in Forest Hill cemetery. At the grave the Masonic service was read by Grand Master Ober was a prominent member.

The pall-bearers were the following members of Schiller lodge: Matthew the ery of the motherland as in pain. A glorious fragment of God, begins its immortal career that the birth of redemption in its white glory cost the Saylour His human life.

Stipp, Henry Vockroth, Victor Koch, J. H. Fahrenholt, Thomas Lydden and F. L. Wormser. The flower bearers were John Horn, Christian Storr and Messrs. Snyder and Josephson.

About the casket Saturday were great profusion of beautiful flowers, loving tributes from friends. Among the larger pieces were a square and compass of roses from Schiller lodge. keystone of pink roses and carnations from Lackawanna chapter, No. 185; Maltese cross of red carnations and white roses, Cocur de Lion command-

isted. The mortgree covers the entire property, including the terminals. The company is free from floating debt. The total authorized issue of bonds is \$5,000,000, of which \$2,750,000 has been issued to refund; and \$1,750,000 of the honds have been taken up by private subscription. The right is reserved to decline to make allotments or to allot smaller amounts than applied for. The main line of the Gulf and Shir

Island railroad is 160 miles in length and extends from Gulfport, Miss., on the Mississippi Sound, Gulf of Mexico, midway between Mobile and New Orleans to Jackson, Miss. The road has monest clay of earth into sapphires, and the connections with the Illinois Central Connections with the Illinois Central New Orleans and Northeastern, and the Louisville and Northeastern, and the Louisville and Northeastern, rail connections with the Illinois Cen- No. 5 and the Louisville and Nashville railroads.

The Grand Concert Company

at the High school auditorium, Tuesday evening, February 25. Sixth num

PAILROAD TIME TABLES. contain would make it sucred and prove anti-septic to the thoughts of disloyalty and treason 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 8.23 p. m. For Tobylanna—At 6.10 p. m. For Buffalo—1.15, 6.22 and 10.65 a. m., and 12.45 and 3.23 p. m. For Toby-haima—At 6.10 p. m. For Bußalo—1.15, 6.22 and 9.60 a. m.; 1.55, 6.50 and 11.35 p. m. For Bling hainton 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—4.00 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 Pyrmouth, at 8.10 a. m.; 1.55 and 6.10 p. m. Sunday Trains—For New York, 1.40, 3.15, 6.65 and 10.09 a. m.; 1.50, 6.50 and 11.35 p. m. For Binglao—1.15 and 6.22 a. m.; 1.55, 6.60 and 11.35 p. m. For Binglaombourg Division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

Pennsylvania Railroad.

Schedule in Effect June 2, 1991.

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 Earleton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

J. B. HUTCHINSON, Gen. Mgr.

J. B. WOOD, Gen. Pass. Agt. Schedule in Effect June 2, 1901,

Lehigh Valley Railroad.

In Effect, Nov. 3, 1901.
Trains leave Scranton,
For Philadelphia and New York via D. & H.
R. R., at 0.38 and 9.38 a. m., and 2.18, 4.27
(Black Diamond Express), and 11.39 p. m. Sundays, D. & H. R. R., 158, 8.27 p. m.
For White Haven, Hazieton and principal points in the coal regions, via D. & H. R. R., 6.38, 2.18
and 4.27 p. m. For Pottsville, 0.38 a. m. 2.18

white roses, Cocur de Lion commandery, Knights Templar; casket piece of Easter lilies and carnations, Scranton Liederkranz; cross and wreath of violets, roses and ivy, August and Charles Robinson.

Gulf and Ship Island Railroad Co.

Messrs, Fisk & Robinson, of New York and Boston, offer \$1.000,000 of an issue of \$2,750,000 5 per cent, first morting gage refunding and terminal fifty-year gold bonds of the Gulf and Ship Island Railroad company at 10412 per cent, and accrued interest. Principal payable 1952.

These bonds are issued for the purpose of refunding the bonded indebtedness of the company with has hitherto existed. The mortus accovers the entire of the company to the company of the company with has hitherto existed. The mortus accovers the entire of the company to the

Bethlehem, Pa. For tickets and Pullman reservations apply to city ticket office, 69 Public Square, Wilkes-Barre,

New York, Ontario and Western. In Effect Tuesday, Sept. 17, 1901, NORTH BOUND,

Leave Leave Arrive Scranton, Carbondale, Cadosia, 8.30 a, m. 9.10 p. m. 10.45 a, m. 7.00 p. m. Ar. Carbondale 7.40 p. m. SOUTH BOUND.

Erie Railroad, Wyoming Division. Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7.20 a. m.; 2.25 p. m.

Arrivois—10.55 a. m. from Middletown, Henesdale, Hawley and intermediate points, 9.39 p. m.

For Wilkes-Barre—9.38 a. m.; 2.34, 3.32, 3.60 Ocean front rooms. 100 private sea water baths. Send for book-dale, Hawley and intermediate points, 9.39 p. m.

For Albany and points north—1.52 p. m.

For Honesdale—8.50 a. m. and 3.53 p. m.

For Honesdale—8.50 a. m. and 3.53 p. m.

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

J. B. THOMPSON & CO.

Beer Brewery

Manufacturers of

OLD STOCK PILSNER

N. Winth Street, SCHANTON, PA

Telephone Call, 2333.

HENRY BELIN, JR.,

General Agent for the Wyoming District for Dupont's Powder

Mining, Blasting, Sporting, Smokeless and the Repauso Chemical Company's

HIGH EXPLOSIVES. Safety Puse, Caps and Exploders. Room 401 Con-nell Building ,Scranton.

THOS. FORD Pittsion JOHN B. SMITH & SON Plymouth W. E. MULLIGAN Witkes-Barrs

RAILROAD TIME TABLES New Jersey Central.

In Effect Nov. 17, 1901.

In Effect Nov. 17, 1901.

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

Trains leave Scranton for New York, Philadelphila, Easton, Bethlebena, Allentown, March Chank, Wylte Haven, Asincy and Willes-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. in., through solid vessibilite train with Pullman Buffet Parloft Cars, for Philadelphia, with only one change of cars for Philadelphia, with only one Chang the Cars, for Philadelphia, with only one Chang the Cars, one 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, Jebana and Harrisburg, via Altentown, at 7.30 a. m. and 1 p. m. Sunday, 2.10 p. m.

For Portsville at 7.30 a. m. and 1 p. m. Sunday, 2.10 p. m.

P. Ri.
For Portsville at 7.30 a. m. and 1 p. m.
For rates and tickets apply to agent at statio
G. M. BURT, Gen. Part. Agt.
Dist. Pass. Agt., Scrantog.

Delaware and Hudson. In Effect November 21, 1991.

For Wilkes-Barre-6.38, 7.48, 8.11, 2.38, 10.41 a. m.; 12.03, 1.42; 2.15, 3.28, 4.27, 0.10, 7.48, 10.41, 11.50 p. m. For L. V. R. R. Points-6.38, 9.38 a. m.; 2.18, 4.27 and 11.50 p. m. For Pennsylvania R. R. Points-6.38, 9.38 a. m.; 1.42, 3.28 and 4.37 p. m. For Albany and all points north-6.29 a. m. and 3.52 p. m. SUNDAY TRAINS, For Carbondale-8.30, 11.43 a. m.; 2.34, 3.32, 5.52 and 11.17 p. m.

FINANCIAL

FINANCIAL.

WE OFFER TO YIELD ABOUT 5%

\$400,000

5% First Mortgage Sinking Fund Gold Bonds Denomination \$1,000, maturing 1 to 30 years. Amply provided for by reserve and sinking fund. Net carnings three and three quarters times interest charges.

Write for report of Mr. Samuel Insull, President of the Chicago Edison Co., and special

RUDOLPH KLEYBOLTE & CO.

I NASSAU ST., NEW YORK.

GOING FAST Don't Miss This Opportunity.

You missed Le Roi in '94, It was ther 8 cents a share Now one share is worth \$36.

Calumet and Hecks in '90 was \$25, now it is \$625 a share. The Coeur d'Alene mines turned out \$11,500,000 in ore last year. Their stock all sold at low fig-

owns five claims adjoining the great Highlander mine, owned and developed by Philadelphians. The Highlander tunnel is in 1850 feet. The Black Diamond Tunnel Company will continue this tunnel 400 feet to our first velns and will then run the tunnel a mile into the mountain to cut twenty veins ahead. All rich in gold, silver and lead. We have been guaranteed one-half of all claims we run through. We will ship ore from our first vein. It will take three months to reach it. In a year we expect to make this stock worth \$5 a share 300,000 shares will be sold for development purposes. Then the stock will be withdrawn from the market. This is as great an opportunity as Le Roi. There is far more in sight than Le Roi had. The Highlander has \$1.500,000 worth of ore in sight. Our veins are just as good and more of them.

146,000 Shares Sold to February 14th. 54,000 Shares Remaining at 50c a Share.

Send for prospectus.

MAXWELL STEVENSON, President 604 Land Title Building, Philadelphia.

\$2,750,000 Gulf & Ship Island Railroad Company.

First Mortgage Refunding and Terminal 5% FIFTY YEAR GCLD BONDS.

Interest Payable January and Ju'. I rine pal due February, 1952.

Coupon and Registered Bonds. Immediate application will be made for listing on the

New York Stock Exchange. New York Security & Trust Co. Trustee.

The bonds offered are issued for the purpose of refunding the bonded indebtedness of the company as it has neretolore existed information in regard to the bonds and the property upon which they are secured will be found in a letter from J. T. Jones, Esq., President of the company, copies of which will be furnished upon application. Extracts from this letter are appended.

The main line of the Gulf & Ship Island Railroad, 160 miles in length, extends from Gulfport, Miss., on Mississippi Sound, Gulf of Mexico, midway between Mobile and New Orleans, no th and no thwest to Jackson, the state capital. Branches aggregating 93 miles reach important points. Exceptional facilities for the interchange of traffic are afforded by three rail connections—the Illinois Central, the New Orleans & Northeastern, and the Louisville and Nashville. Upon the completion of the terminals at Gulfport large export and coastwise business in lumber, naval stores, grain and cotton should develop, as well as a considerable import

business in tropical fruits and merchandise. Gross earnings, operating expenses and net earnings for the year ended June 30, 1901, and four months ended October 31, 1901, are certified to by Messrs. Patterson, Teel: & Dennis, Certified Public Accountants, as follows:

Year Ended Four Months Ended June 30, 1901. October 31, 1901. Average miles operated 250.10 \$436,400 Gross earnings.... \$1,035,429 Operating expenses and taxes.... 802,555 316,292

Net earnings..... \$232,874 \$120,108 With the completion of the improvements to roadbed and structures now in process it is expected that the percentage of operating expenses to gross earnings

can be materially reduced and net earnings correspondingly increased. The interest charge on the present issue of \$2,750,000 of refunding bonds will be \$137,500 per annum or \$540 per mile, as against net earnings at the rate of \$1,422 per mile per annum in the first four months of the current fiscal year, and as against average net earnings of \$1,001 per mile per annum for the last two years and four months.

The company is free from floating debt.

The company's First Refunding and Terminal Mortgage, issued to secure its Fifty-year Five Per Cint. Gold Bonds, covers the entire property, including terminals. The total authorized issue of bonds is \$5,000,000, of which amount \$2,-750,000 has been issued to refund and readjust the bonded debt as heretofore existing. Only \$30,000 of the old bonds remain outstanding. With this exception the First Mortgage Refunding and Terminal 5s are secured by an absolute first mortgage tien. The balance of the authorized issue of \$5,000,000 is reserved to complete the terminals of the railroad on the Gulf of Mexico and at other points, to pay for new equipment and for other betterments and improvements as required. The bonds now issued are at the rate of less than \$11,000 per mile; under the

company's charter the bond:d debt cannot exceed \$20,000 per mile, A sinking fund of one per cent, per annum has been arranged for, to begin to accrue from January 1st, 1904, bonds to be bought if obtainable at 110 and accrued interest or under. Bonds cannot be called for payment before maturity. Of the present issue of \$2,750,000 bonds, \$1,750,000 have already

been placed with investors by private subscription. We now offer the remaining \$1,000,000 bonds at 1041/2 and accrued interest.

The right is reserved to decline to make allotments or to allot smaller amounts than applied for. Pending preparation of the engraved bonds, temporary bonds in registered form are now ready for delivery. The mortgage and reports of the accountants and consulting engineer may be examined at our offices.

FISK & ROBINSON, 35 Nassau Street, New York. 40 State Street, Boston.

THE SCRANTON SAVINCS BANK,

Scranton, Pa.

HOTELS-ATLANTIC CITY.

Hotel Chelsea STOCKS. BONDS, SECURITIES

Atlantic City, N. J. Now Open.

I. F. MEGARGEL & CO.

CONNELL BUILDING.

TRIBUNE WANT ADS.

BRING QUICK RETURNS