INDUSTRIAL AND LABOR

BUILDINGS ARE DISAPPEARING RAPIDLY.

Soon Not a Vestige Will Remain of the Original Plant of the Lackawanna Iron & Steel Company. Cleaning Up Ground to Make Way for the Buildings of the Lackawanna and Wyoming Valley Rapid Transit Company—The D. L. & W. Board for Today.

It is only a matter of a few weeks before there will not be left a vestige of the original plant of the Lackawanna Iron and Steel company, around which the city of Scranton began its being half a century ago.

Two hundred men have been at work three weeks dismantling the old buildings, from which the steel company had moved the machinery to Buffalo, and already there remains standing only the skeletons of the larger buildings.

Everything on the surface of the ninety-seven acres of the steel mill tract north and east of Mattes street is to be torn down and sold as scrap. The Lackawanna and Wyoming Valley Rapid Transit company, which bought the tract for a site for its power house, shops and yard, sold the buildings to Henry A. Hitner's Sons, of Philadelphia, and the latter with a force of 200 men are clearing off the ground with all possible haste.

The old rolling mill, engine house, blast furnace, reservoir, fish plate mill, stock house, tool houses, carpenter shop, stables and various smaller buildings, including three dwelling houses are to be razed to the ground, and the material of their construction peddled throughout the country.

The contractors' estimate of the usable material in the structures being dismantled is as follows: Light and heavy timber, 1,000,000 feet; 100,000 fire brick; 1,000,000 red brick; 3,000 cubic yards of stone; 100 tons of steel beams, 25 tons of corrugated roofing, 20 tons of tin roofing, 4 car loads of roofing slate, and 400 cast iron columns.

This represents only the material that can be used as it stands for construction purposes. Besides this there are hundreds of tons of scrap iron of all kinds, which will be sold by the ton to various mills.

There isn't a thing of value in, around or about the tract that the contractors are not gathering up. They propose to go through the whole place with a fine tooth comb. Even the dirt along the dumps is being screened for scraps of pig iron. An old sleigh left in one of the wagon sheds was seized upon as a something that might realize thirty-seven cents.

Anything that cannot be disposed of here will be shipped to Philadelphia, where the contractors have immense storage yards.

A corps of engineers of the Westinghouse, Church, Kerr company is engaged in sinking test pits at various points on the tract with a view of locating the foundations for the big engines and other machinery of the power house and shops. As soon as the ground is cleared, the work of erecting the new company's buildings will be started.

Ferry Service of Its Own.

The Lackawanna railroad has notified the Hoboken Ferry company that the contract for the transportation of passengers, freight, and express of the railroad by the ferry company will not be renewed after its expiration.

The reason for this step is that the Lackawanna management believes that it ought to have a ferry service in the management of which it will have some voice, so as to secure better service for its patrons. It is also understood that the Lackawanna desires a better location for its passenger terminals in this city, being especially desirous of securing an up-town ferry terminal. Under the present arrangement the railroad complains of being at the mercy of a corporation which has no regard for the convenience and comfort of the railroad's patrons.

The Lackawanna's passenger, milk, express, and other business is very large, and it is believed that in view of this a ferry of its own would prove a paying investment.

President Truesdale and Traffic Manager Caldwell were out of town yesterday, and it could not be learned therefore what are the plans of the road for the future in this respect.—New York Times.

Executive Board Meeting.

The executive board of District No. 1, United Mine Workers of America, held a meeting yesterday at the district headquarters, but no information as to the matters discussed would be given out, except that the grievances existing in various parts of the district were being considered.

The session of the board will be continued today.

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

The following is the make-up of the D., L and W. board for today:

THURSDAY, APRIL 3.

Extras East—10 p. m., G. T. Staples; 11 p. m., Hoboken, O. W. Fitzgerald with M. Smith's crew.

FRIDAY, APRIL 4.

Extras East—1.30 a. m., F. F. Stevens; 4 a. m., Hoboken, Oliver; 9 a. m., Hoboken, E. M. Hallett; 10 a. m., W. J. Mosier; 11 a. m., Hoboken, Ringlieb; 1 p. m., Doherty; 2 p. m., Hoboken, J. H. McCann; 3 p. m., M. Ginley with E. McAllister's crew; 5 p. m., Hoboken, J. Gerrity; 6 p. m., Hoboken, A. F. Mullen.

Summits, Etc.—6 a. m., J. Hennigan; 9 a. m., Frounfelker; 10 a. m., Nichols; 2 p. m., Thompson; 6 p. m., J. Carrigg; 8 p. m., Golden.

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

Helpers—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., Secor; 6.45 p. m., Stanton; 8.30 p. m., McGovern.

Extras West—8 a. m., C. Kingsley; 11 a. m., F. Wall; 4 p. m., R. Castner; 11 p. m., John Gahagan.

Corporations Chartered.

By Exclusive Wire from The Associated Press.

Harrisburg, April 3.—Charters were issued as follows today by the state department: Hartley Ferry company, Rice's Landing, Greene county; capital, $500. Shipe Oil and Gas company, Mt. Carmel; capital, $8,000; Northampton Trust company, Easton; capital, $125,000; Mechanicsburg Light, Heat and Power company, Mechanicsburg; capital, $20,000; Pittsburg Tool Steel Wire company, Monoca, Beaver county; capital, $25,000. Reliable Manufacturing company, Pittsburg; capital, $10,000.

Mr. Gage's New Position.

New York, April 3.—Lyman J. Gage, former secretary of the treasury was today elected president of the United States Trust company. He succeeded John A. Stewart, who resigned on account of ill health.

BUSINESS BREVITIES.

It is commonly supposed that iron and steel form our premier industry, but a census bulletin just issued shows that this idea is erroneous. What the American people wear, sleep on, put down upon their floors to walk on, use in curtains, on chairs and sofas and in table and other linen, and use in thread, twine rope, etc., calls into existence the premier manufacturing industry of America. The iron and steel that enter into nearly all industries in one way or another come second in the rank of importance. Slaughtering animals for food is third. Here is the list:

Industries.	Value of Products
1—Textiles	$666,924,825
2—Iron and steel	835,759,034
3—Slaughtering	736,603,670
4—Lumbering and timber products	566,832,964
5—Flouring and grist mill products	560,719,063
6—Smelting and refining	358,786,472
7—Liquors, malt, distilled, vinous	340,615,466
8—Boots and shoes, factory product	261,028,580
9—Printing and publishing, newspapers and periodicals	222,983,569
10—Cars and shop construction by steam railroads	218,238,277
11—Leather, tanned, curried and finished	204,038,127
12—Chemical manufactures	202,582,369
13—Cheese, butter and condensed milk	131,183,338
14—Paper and wood pulp	127,286,162
15—Petroleum, refining	123,929,384
16—Carriages and wagons	121,537,276
17—Agricultural implements	101,207,428
18—Clay products, brick tile, etc	95,443,862
19—Gas, illuminating and heating	75,716,693
20—Ship building	74,578,158
21—Glass	56,539,712
22—Coke	35,585,445
23—Turpentine and rosin	20,344,888
24—Oleomargarine	12,499,812
25—Salt	7,960,807

These twenty-five selected industries represent a total output in one year of $6,117,965,710. Such stupendous figures are almost beyond the power of human comprehension. It may facilitate understanding of them to say that they mean about $20,000,000 for every working day in the year, or about $2,000,000 an hour for each of the ten hours of a working day. The capital employed in these twenty-five industries is almost equal to the value of the yearly output. Two and a half million people are employed in turning out this great total, and their wages amount to nearly $1,200,000,000 in a year. The product of these twenty-five basic industries comprises about 50 per cent. of all the manufacturing output in the United States.—Chicago Record-Herald.

The Bureau of Statistics reports of exports of manufactures during both January and February show a decided increase over the corresponding months of 1901, the gain in the two months in question being more than three million dollars over the same months of the preceding year. The exports of manufactures in the twenty-eight days of February were $31,740,842, against $30,302,592 in February, 1901. In practically all articles except iron and steel there has been a complete recovery from the temporary check in exports of manufactures noted a few months ago. Copper exports, for instance, in February of this year were $4,210,861, against $3,155,774 in February, 1901. Exports of refined mineral oils for the eight months ending with February, 1902, are $44,689,987, against $41,880,021 in the corresponding months of the preceding year. Even iron and steel exports show a marked improvement, the total for the month of February being $7,358,206, against $7,959,218 in February, 1901, and $8,540,157 in February, 1900. For the eight months ending with February, the exports of iron and steel manufactures are $61,668,424, against $81,575,685 in the corresponding months of the preceding year. Manufactures of cotton show an increase of nine millions over the corresponding period of last year; manufactures of leather, an increase of two millions; paraffin, which a few months ago showed a decrease, now shows a gain of nearly two millions over the corresponding months of last year, while in nearly an or the other important manufactured articles exported, there are gains over last year. The total exports of manufactures fall, for the eight months ending with February, but twelve millions below those of the same months of last year, while the fact that manufactures of iron and steel alone are seventeen millions less than in the eight months of last year, shows that in other articles there has been a decided gain.

It has been ascertained that United States Senator William A. Clark, of Montana, is a subscriber to the plan of the syndicate controlling the West Virginia Central and Pittsburg railway, to connect with the Wabash and to build an outlet from Cumberland, Md., to the sea. The acquiring of the Western Maryland is a part of the scheme, and it is believed that the Fuller syndicate, which has the backing of the Wabash, will obtain it, although it may be some days before this becomes a certainty. It would require several years to put the plans in operation, as the Western Maryland in its present condition could not serve the purposes of the great trunk line. Its first value will be as a complete right of way, which will be double-tracked.

Authority has been granted to Pawtucket, R. I., for an issue of $250,000 bonds to refund general indebtedness. Council of Wilmington, Del., has been requested to negotiate for a $25,000 loan for streets and sewers. The council of Schenectady, N. Y., has passed the legislative bill, authorizing $275,000 sewer bonds. The board of education of Lodus, N. Y., will sell at public auction on April 15, at 2 p. m., an issue of $15,000 4 per cent. bonds of Union Free School district, No. 4. These bonds are to be in $1,000 denomination, due from one to fifteen years. A certified check for 2 per cent. is required.

The March statement of Federal finances shows a surplus for the month of $8,273,413, which is less than a million under the surplus for March of last year. The available cash balance in the treasury, which has been held down in the neighborhood of $170,000,000 for many months by the redemptions of government bonds, has now run up to nearly $176,000,000, with the prospect of a considerable daily addition with the redemption of government bonds suspended.

W. C. Davis, who claims to have been the holder of 400 shares of the common stock of the American Tobacco company before that corporation was merged in the Consolidated Tobacco company, has brought suit in equity to recover those shares, on the ground that he was induced by fraudulent misrepresentations on the part of the directors of the American, to part with his stock for bonds of the Consolidated.

The Lestershire Manufacturing company broke the word's record Tuesday in the buying of leather, purchasing sole leather valued at $1,600,000 from the United States Leather company. The details of the purchase were effected in Binghamton. The leather will be used in the factories of the Lestershire company, situated at Lestershire, N. Y.

While taking out iron ore for the Monterey Iron and Steel company's plant, near Monterey, Mexico, a body of copper ore was struck. The copper deposit is believed to comprise the greater part of a mountain, which was thought to contain only iron ore. Assays show that the copper ore is 60 per cent. pure.

If the proposed cabinet department of commerce and labor is created, insurance men will move for the establishment in connection with it of a bureau of insurance.

The Norfolk, Va., Central Labor union refuses to lift the boycott on the street railway company, although the striking operatives have been beaten at every point.

The New York Supreme court has affirmed the constitutionality of the franchise tax law, which Governor Roosevelt was instrumental in having enacted.

It is rumored that new capital of the Rock Island, to be voted for at the special meeting, June 4, may be used on the El Paso extension.

$41,200,000 is the capital to be invested by the American syndicate in connection with the electric railway concession for St. Petersburg.

It is estimated in the steel trade that Mr. Morgan has placed about $75,000,000 of the United States Steel corporation's capital abroad.

It is estimated by railroad officials and others that fully 10,000 new farms will be opened in South Dakota this year.

A Toronto Stock exchange seat sold last week for $14,000; eight months ago they were selling for $6,000.

Today there are more than 1,000 American locomotives on the railroads of Russia.

A general increase of wages has been announced by the Bethlehem Steel company.

THE MARKETS

Wall Street Review.

New York, April 3.—The Granger and Transcontinental railroad stocks developed surprising animation and buoyancy within a few minutes of today's closing dealings in stocks, and were rushed up in a sensational manner, which precipitated an eager scramble amongst the bears to cover, thus accentuating the rise. Previous to that time the character of the market had been much the same as that prevailing for a long time. There was a rather notable demand for St. Paul but not greater than consistent with the recent tactics of professional pools in supporting some one leading stock for effect on the rest of the market. The general list continued neglected and irregular, with obvious profit-taking going on in some of the stocks which were strongest yesterday or in the immediate past. The great mass of securities made no perceptible movement either way. About midway of the session there was a fairly comprehensive upward movement in the Vanderbilt stocks, which seemed to be prompted by the persistent strength of the Chicago and Northwestern and Chicago, St. Paul, Minneapolis and Omaha stocks. The most conspicuous movements were in stocks of minor railroad companies which might be available for absorption by larger systems or for combination into competitors with the larger systems. There were new points of strength also developed amongst the small industrials which are usually little heard of in the stock market, in some cases by reason of the closeness with which they are held for investment purposes. The demand for Hocking Valley continued very large carrying it up 6 points, the preferred rising 3¼, Cleveland, Lorain and Wheeling 6½, Kanawha and Michigan 2¾ and Ann Arbor preferred 4. These stocks seemed to be influenced in sympathy. The New York Dock stocks rose about 5 points each. American Telephone and Telegraph advanced 10½ on the reported large increase in the instruments outstanding. There was a long list of gains running from a point or more some of which were simply recoveries from depression of yesterday. At the same time Amalgamated Copper, Colorado Fuel, United States Leather preferred and the minor steel stocks were rather acutely depressed by realizing sales. When St. Paul reached the latter stages of its advance it encountered blocks of offerings running up to 7,000 shares, but rose steadily through them all to 169⅝. The stock closed practically at the top with a gain of 4 points. Chicago and Northwestern shot up 7¼, the preferred 11¼, Chicago, St. Paul, Minneapolis and Omaha 11 and the preferred 4. It was not until within fifteen minutes of the close that these movements produced any appreciable effect on the general market. At that time the Pacifics and Southwesterns generally spurted up from 1 to 2 points over last night. The market closed very active and generally strong, though the response had not been notable outside of the stocks mentioned and some of the specialties continued to drop. There was no change in the general conditions affecting the speculative situation. Total sales today, 701,300 shares. The bond market was not very active but there was a well distributed demand. Total sales, par value, $3,620,000. United States bonds were all unchanged on the last call.

The following quotations are furnished The Tribune by Haight & Freese Co., 314-315 Mears Building. W. D. Runyon, manager.

	Open.	High.	Low.	Close.
Amal. Copper	65	65	63½	63¾
Am. Car & Foundry	29½	29⅞	29½	29¾
American Ice	18½	18⅝	18	18
Amer. Locomotive	31⅝	31⅝	30¾	30¾
Am. Locomotive, Pr	94¼	94⅝	94¼	94⅝
Am. Smelt. & Ref. Co.	46⅝	47	46½	47
American Sugar	132⅞	133½	132⅛	132⅝
Anaconda Copper	114	114	113	113
Atchison	77¼	78⅛	77¼	78
Atchison, Pr	97¼	97½	97¼	97½
Balt. & Ohio	100¼	100¼	103⅞	103¼
Brooklyn R. T.	64⅛	65½	64	65
Canadian Pacific	113	113	112⅝	112⅝
Ches. & Ohio	45⅝	45¾	45⅝	45¾
Chicago & Alton	35⅞	36	35¾	35¾
Chic. & G. W.	24⅛	24⅛	24	24
Chic., Mil. & St. P.	165½	169⅝	165½	169¼
Chic., R. I. & P.	178	178	177⅝	178
Col. Fuel & Iron	102¾	102¾	100⅛	102¼
Col. & Southern	27⅝	28⅛	27⅝	28⅛
Col. & Southern, Pr	42¾	43	42¾	43
Del. & Hud	172	172	171½	171½
Erie	36⅝	37	36⅝	37
Erie, 1st Pr	68½	68½	68	68½
Erie, 2d Pr	64½	54¼	54⅛	54¼
Hocking Valley	179½	183¾	179½	181⅞
Illinois Central	141⅝	142¼	141⅝	142⅛
Louis. & Nash	105½	107¼	105⅝	107
Manhattan	133¾	133¾	132¾	133¼
Metropolitan St. Ry	163½	164	163¼	163¾
Mexican Central	30¼	30¼	30	30⅛
Mo. Kan. & Tex., Pr	54½	54½	54½	54½
Missouri Pacific	99¾	100⅛	99¾	100¼
N. Y. Central	162¾	164¼	162¾	164
Norfolk & Western	56¾	56¾	56¾	56¾
Ont. & West	32¾	33	32½	33
Pacific Mail	42¼	43	42	43
Penna. R. R	149⅞	150½	149⅝	150½
People's Gas	102¾	102⅞	102½	102½
Reading	56¾	57¾	56¾	57⅝
Reading, 1st Pr	81¼	81⅞	81¼	81⅞
Reading, 2d Pr	68¼	68¾	68	68¾
Republic Steel	17¾	17⅞	17¾	17⅞
Republic Steel, Pr	73⅝	73⅝	73⅝	73⅝
Southern Pacific	64⅞	65⅞	64¾	65⅞
Southern R. R	32⅛	32½	32⅛	32½
Southern R. R., Pr	93⅞	94¼	93⅞	94½
Tenn. Coal & Iron	70⅞	71	69½	70½
Texas & Pacific	40½	40½	40½	40½
Union Pacific	100¼	102¼	100	102
Union Pacific, Pr	87¾	88	87¾	88
U. S. Leather	14⅝	14⅝	13½	13¾
U. S. Leather, Pr	86¼	86¼	84¼	84½
U. S. Rubber	16¾	16¾	16¾	16¾
U. S. Rubber, Pr	59	59	59	59
U. S. Steel	42¼	42¼	42	42¼
U. S. Steel, Pr	94½	94½	94¼	94⅝
Wabash	23¼	23¼	23¼	23¼
Wabash, Pr	42¾	42¾	42¼	42¾
Western Union	90⅝	90⅝	90⅝	90⅝

CHICAGO GRAIN & PROVISION MARKET.

	Open.	High.	Low.	Close.
WHEAT—				
May	71¾	72⅛	71¼	71⅛
July	72⅝	72⅞	71⅞	71⅞
CORN—				
May	60½	60½	59¾	59¾
July	61⅛	61¼	60⅜	60⅜
OATS—				
May	42½	43¼	42½	42¾
July	34⅝	34⅝	34⅛	34⅛
PORK—				
May	16.70	16.70	16.45	16.45
July	16.80	16.87	16.57	16.57
LARD—				
May	9.75	9.77	9.60	9.60
July	9.82	9.95	9.70	9.77
RIBS—				
May	8.97	8.97	8.87	8.90
July	9.05	9.07	8.97	8.97

NEW YORK COTTON MARKET.

	Open.	High.	Low.	Close.
May	8.81	8.89	8.80	8.86
July	8.84	8.91	8.82	8.86
August	8.61	8.71	8.63	8.67

Total sales, 694,60 shares.

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.	300	...
First National Bank (Carbondale)	...	500
Third National Bank	550	...
Dime Deposit and Discount Bank	300	...
Economy Light, H. & P. Co.	...	46
First National Bank	1300	...
Lacka. Trust & Safe Deposit Co.	195	...
Clark & Snover Co., Pr.	125	...
Scranton Savings Bank	500	...
Traders' National Bank	225	...
Scranton Bolt & Nut Co.	125	...
People's Bank	135	...
Scranton Packing Co	...	35
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	...
Scranton Traction 6 per cent.	115	...
Economy Light, Heat & Power Co.	...	97
North Jersey & Pocono Ice Co	...	97
Consolidated Water Supply Co.	...	105

Scranton Wholesale Market.

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

Flour—$4.40.
Beans—$2.40.
Butter—Fresh creamery, 30c.; June creamery, 26c.; dairy, 22c.
Cheese—12½a13c.
Eggs—Nearby, 17c.; western, 16a16½c.
Peas—Per bushel, $1.75.
Marrow Beans—Per bushel, $2.35a2.40.
Potatoes—Per bushel, 85c.
Onions—Per bushel, $1.50.

New York Grain and Produce Market

New York, April 3.—Flour—Opened rather firm but was later weakened by the wheat break and closed unsettled. Wheat—Spot easier; No. 2 red, 82½c. elevator; No. 2 red, 86½c. f. o. b. afloat; No. 1 northern Duluth, 81c. f. o. b. afloat; options had an early setback but recovered at midday. This was followed in the last hour by a second break, the close bein ¾c. net lower; May closed 77½c.; July, 77½c.; September, 77⅝c.; December, 78⅞c. Corn—Spot easier; No. 2, 66⅝c. elevator and 67c. f. o. b. afloat; options steady at first but yielded and was weak all the afternoon, closing ¾c. down; May closed 65¾c.; July, 65c.; September, 64½c. Oats—Spot easy; No. 2, 47c.; No. 3, 46½c.; No. 2 white, 50c.; No. 3 white, 49½c.; track mixed western, 47a49c.; track white, 49a55c.; options irregular and generally lower. Butter—Firm; creamery, 24a26c.; do. factory, 19a24c.; creamery held, 24a26½c.; renovated, 20a26c.; imitation creamery, 22a26c.; state dairy, 23a27½c. Cheese—Firm; state full cream, early made, make, (824,658|820; 428..98249 8, 8 gbgg b fancy colored, 13a13¾c.; state full cream, small early make, fancy white, 13a13¾c.; full cream, large fall make, fancy colored and white, 12a12¾c. Eggs—Strong; state and Pennsylvania, 16c.; western, 15½a16c.; southern, 15a15½c.

FINANCIAL.

WHY?

Why should you take good money out of land and building investments and buy stock in the

Eastern Consolidated Oil Co.

at 25 cents a share, par value $100? Because it's as safe as real estate and 6 times as profitable.

This company has 85 oil wells, and actual sales of oil are paying dividends on investments at the rate of 2 per cent. monthly. The average life of an oil well is over 15 years.

Price will advance as soon as present allotment of 25-cent Stock is exhausted.

L. F. Pike & Co., 400 Real Estate Trust bld'g., Philadelphia. Open Monday and Thursday evenings.

Chicago Grain and Produce Market.

Chicago, April 3.—It was another bear day on the board of trade today. Wheat had plenty of good bullish news but the sentiment prevailed that yesterday's bulge was more than conditions warranted and late bearish crops news sent prices downward until May wheat closed ⅞c. lower; May corn, ⅝a¾c. down and May oats unchanged. Provisions also had a set back and closed 10a27½c. lower. Cash quotations were as follows: Flour—Steady; No. 3 spring wheat, 71a71⅝c.; No. 2 red, 76½a78c.; No. 2oats, 42⅝a43½c.; No. 2 white, 45¼a46½c.; No. 3 white, 44½a45¾c.; No. 2rye, 57a58c.; fair to choice malting, 65a67c.; No. 1 flax seed, $1.68; No. 1 northwestern, $1.74; mess pork, $16.40a16.50; lard, $9.57½a9.65; short ribs, $8.80a8.90; dry salted shoulders, 7⅝a7½c.; short clear sides, $9.30a9.40; whiskey, $1.30.

Chicago Live Stock Market.

Chicago, April 3.—Cattle—Receipts, 10,000; market 10a25c. lower; good to prime steers, $6.65a7.25; poor to medium, $5.40a6.50; stockers and feeders, $2.50a5; cows, $1.25a5.50; heifers, $2.50a6.15; canners, $1.25a2.40; bulls, $2.50a5.25; calves, $2.50a6.25; Texas fed steers, $5a6; western steers, hay fed, $4.90a6. Hogs—Receipts today, 23,000; tomorrow, 25,000; left over, 10,000; market 5a10c. lower; mixed and butchers, $5.50a6.87½; good to choice heavy, $6.80a7; rough heavy, $6.70a6.75; light, $6.40a6.70; bulk of sales, $6.65a6.85. Sheep—Receipts, 12,000; sheep strong; lambs, steady; good to choice wethers, $5.25a5.90; western sheep, yearlings, $4.50a6; native lambs, $4.50a6.85; western lambs, $5.25a6.85.

East Liberty Live Stock.

East Liberty, April 3.—Cattle—Steady; choice, $6.60a6.75; prime, $6.30a6.40; good, $5.50a5.90. Hogs—Active; prime hogs, $7.05a7.10; best mediums, $6.85a7; heavy Yorkers, $6.70a6.80; light do., $6.50a6.60; pigs, $6.15a6.35; roughs, $5a6.35. Sheep—Firm; best wethers, $5.70a5.85; culls and common, $2.50a4; veal calves, $6a6.25.

Oil Market.

Oil City, Pa., April 3.—Credit balances, 115; certificates, no bid; shipments, 81,167 barrels; average, 102,476 barrels; runs, 79,535 barrels; average, 93,301 barrels.

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—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 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.

Lehigh Valley Railroad.

In Effect, Nov. 3, 1901.

Trains leave Scranton.

For Philadelphia and New York via D. & H. R. R., at 6.38 and 9.38 a. m., and 2.18, 4.27 (Black Diamond Express), and 11.39 p. m. Sundays, D. & H. R. R., 1.58, 8.27 p. m.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.38, 2.18 and 4.27 p. m. For Pottsville, 6.38 a. m., 2.18 p. m.

For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H. R. R., 6.38, 9.38 a. m.; 2.18, 4.27 (Black Diamond Express), 11.39 p. m. Sundays, D. & H. R. R., 9.38 a. m.; 1.58, 8.27 p. m.

For Tunkhannock, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D., L. and W. R. R., 8.10 a. m. and 3.50 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 12.03 a. m.; 1.42, 3.28 (Black Diamond Express), 7.48, 10.41, 11.39 p. m. Sundays, D. & H. R. R., 12.03, 8.27 p. m.

Pullman parlor and sleeping or Lehigh Valley Parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt., 26 Cortland street, New York.
CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.
A. W. NONEMACHER, Div. Pass. Agt., South Bethlehem, Pa.

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

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, 10.15a. m.; 2.34 and 5.20 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, 6.10, 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 11.17 p. m.

For Wilkes-Barre—9.38 a. m.; 12.03, 1.58, 3.28, 6.32 and 9.17 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 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, with only one change of cars for Baltimore, Washington, D. C., and all principal points south and west.

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.
J. S. SWISHER, Dist. Pass. Agt., Scranton.

FINANCIAL. FINANCIAL.

A Five Per Cent. Investment

We offer subject to advance in price without notice the

Consolidated First Mortgage Forty Year 5 Per Cent. Gold Bonds

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Webster Coal and Coke Co.

Free of Tax in Pennsylvania.

Redeemable at 110 and Interest

Price, Par and Interest

FOR FULL PARTICULARS WRITE OR CALL

THE TITLE GUARANTY AND TRUST COMPANY

Temporary Quarters

135 Washington Avenue, Scranton, Pa.

Well Down Over 700 Feet

The following telegram was received Saturday, March 22, from our field manager:

"Springfield-Beaumont Oil Co.
Springfield, Mass.
Well seven hundred feet. Quicksand cased off. Rapid progress from now on. Check."

This indicates that our well gained 200 feet during week ending March 22. We should strike oil in the next 300 or 400 feet—go.

Act Promptly if You Want

Springfield-Beaumont Oil Co. Stock

At 5 Cents a Share.

The SPRINGFIELD-BEAUMONT OIL CO. is an organization of extraordinary merit. The officers and directors are representative business men of New England. They are men of the highest standing and the company is assured a management that cannot be surpassed.

The Company Owns Outright

Great tracts of land in the greatest oil-producing district of Texas, and is now drilling on land block, 38 Spindle Top Heights. Well down over 700 feet. The company is incorporated under the laws of the state of Maine. The capitalization is only $300,000, full paid and non-assessable. No preferred stock.

THE COMPANY HAS CONTRACTED FOR THE SALE OF 240,000 BARRELS of oil, and it is only a matter of a short time when it will be on a dividend paying basis. A limited amount of stock is still on sale AT 5 CENTS A SHARE.

We have an ABSOLUTE GUARANTEE OF A GUSHER, and we are selling stock on the plan of 50 per cent. down and the balance when Gusher is struck. Buy at once. The company reserves the right to advance price without notice.

WHAT A LITTLE MONEY WILL DO.

$500 buys 10,000 shares; $250 down.
$100 buys 2,000 shares; $50 down.
$50 buys 1,000 shares; $25 down.
$10 buys 200 shares; $5 down.

FULL PARTICULARS UPON APPLICATION.

Write to **H. J. BUCKLEY,** Fiscal Agent, Rooms 4-5 Republican Building

381 Main Street, Springfield, Mass.

We want a first class representative for Scranton and vicinity. Address K., Tribune office.

RAILROAD TIME TABLES.

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. |
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