THE SCRANTON TRIBUNE-WEDNESDAY, APRIL 9, 1902.



GREAT TUNNEL UNDER CHICA-GO STREETS.

It Is Being Constructed by a Company in Which Scranton Capitalists Are Greatly Interested-Primary Object of the Tunnel Is to Place Under-Ground the Wires of the Illinois Telephone and Telegraph Company-The D. L. & W. Board for Today.

A recent number of the Electrical World and Engineer contained an illustrated article on the tunnel under Chicago streets which is being built by a company in which Scranton capital will be required to complete the work. is largely interested. The article in question follows:

"One of the most daring financial and engineering undertakings of the decade is the underground tunnel system now being constructed under Chicago's principal streets by the Illinois Telephone & Telegraph company, a corporation whose officers promise within a short time to give Chicago an independent telephone exchange in opposition to the per day. The contract for the buildings Chicago Telephone company. This tun-Chicago Telephone company. This tunconduit for wires, has already been ex-cavated under more than 6 miles of to the engineering details. The comstreets, and it is expected to put it under every street in the city where street, New York. underground telephone wires will be Pittsburgh, Pa., states that the com-pany's output of pressed steel cars up eded. Trunk tunnels with branches will be run out from the business center to March 27, 1902, aggregated over 60.to the various sides of the city. The 000 finished cars, or sufficient to make a solid train 360 miles long. The cars tunnels are 40 feet below the surface, and of concrete arch construction.

"The main or trunk tunnels are fourteen feet high and twelve feet wide. The lateral or branch tunnels are eight feet high and 6 feet wide. This gives sufficient room to not only hold all the telephone wires of the company and underground wires of other companies, but to provide for the operation of cars through the tunnel for hauling mails and handling freight. The first object, however, is to provide ample facilities for running underground wires for the new telephone service. All of the work has been done without interfering with the surface of the street. Shaft houses can be found at various places on the streets, and but for these and the loads of blue clay which come up through them to the surface there is no evidence on the surface that such extensive underground work is being carried on. In starting the work, entrance to the underground system was made through the shaft houses, and in some cases through basements.

cars.

1890

1892

BUSINESS BREVITIES.

1901 2,187,243,550

1898 1,759,038,615

.1807 1,669,000,691 1806 1,528,629,463

1895 1,584,184,424

1894 1,090,714,508

1898 1,602,520,506

1891 1,529,810,104

1880 1,405,946,168

1688 1,368,496,311

1870 \$15,140,417

1890

..... 1,027,846,942

2,021,274,500

1,008,465,520

1 437.000.529

1900

"At the present time, however, work has advanced far enough so that instead of bringing dirt to the surface through the shaft houses and teaming it away from there, it is all hauled in dump cars by mules through the tunnel to the opening on the river at Congress street. There it is dumped onto scows and towed away down the river. Compressed air pressure of 7 lbs. is kept on the tunnel during excavation. After the cement grouting has been put in 12 inches thick an air presure of 24 lbs is put on. At street intersections. one of which is shown, steel girders are put in to carry the weight. The intersections are arranged to permit the passage of cars or wires in any direction. It is stated that over \$3,000,000 has been expended on tunnels and other work. with \$7,000,000 more yet to go in.

"The president of the Illinois Telephone & Telegraph company is A. G. Wheeler, best known in the electrical

1	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., Castner; 11 a. m., John Gahagan; 8 p. m., A. E. Ketchum; 4 p. m., O, Randolph; 11 p. m., William Hoar with E. Mc- Allister's crew.	The Spring To Llewellyn's Coca
	NOTICE. Conductor H. Coslar will run 7 p. m. extra,	
	April 8, with P. J. Nealla' crew and until fur- ther notice. John Baxter and crew will run 5 p. m. east,	1001, and 14,447,287 shares for M business in bonds was on a sm
•	in place of Mullen. Rafferty and crew will run 11.30 p. m. extra,	in any month since October is bonds the dealings aggregated \$66 bonds \$92,000, and in governmen
•	April 8. J. I. Smith and crew will run 8 s. m. extra, April 9.	making the total of all classes of 200, as against \$\$4,192,500 in Febr
2	W. A. Bartholomew and crew will run No. 62, April 9, one trip.	in January. In March, 1901, bo gated \$132,401,020, while in that transactions amounted to \$33,016,
	W. R. Koerner reports for Bafferty. F. McGlone reports for Burkhart.	According to figures compiled

This and That.

According to figures compiled by the Daily Stockholder, interest is payable during April on bonds having a par value of \$1,374,806,557 and amounts to \$40,374,697, against \$27,989,522 last year, \$20,036,633 in 1900, \$24,885,162 in 1850, and The Lackawanna Steel company is erecting at Buffalo immense coke ovens \$24,007,104 in 1898. Dividends are payable on stocks having a par value of \$2,000,780,499 calling for \$57,500,601, against \$34,002,605 last year, \$25,-474,180 in 1000, \$10,740,754 in 1809 and \$17,639,613 to manufacture coke, ammonia, tar, and pitch from soft coal. There will be 23 batteries, 200 feet long, each containing 68 ovens, and five and one-half years in 1808. The following is the comparison for five years: Combined interest and dividend pay-ments, \$67,071,288, against \$62,681,917 in 1001, The American Car and Foundry company, it is said intends to build a new steel car plant at Berwick, Pa., that \$51,510,719 in 1900 \$44,578,916 in 1809, and 706,777 in 1898. will be practically a duplicate of the

plant recently completed at Detroit, All machine tools will be electrically The United States holds first place in the im port trade of Germany and stands third on the list of countries to which Germany exports. Last driven. The main car erecting and car year the German import of American goods in-creased S per cent, over 1960, but exports from Germany to the United States decreased 18 p.r press shop will be 730 feet long and 185 feet wide The plant wil have a capacity at the outset of about 20 steel cars cent.

> A tax of 10 cents a ton on ice shipped out of Wisconsin has been decided invalid by the supreme court of that state.

pany's eastern offices are at 25 Broad The last quarter's exports to the United States from all Germany amounted to \$23,786,094, an increase of \$1,257,500. The Pressed Steel Car company, of

KNIGHTS OF MALTA.

The Spring Tonic,

AT ALL DRUGGISTS.

Black Knight commandery, No. 109, at Easton, will celebrate its tenth anniversary on April 25.

Le Lolde commandery, No. 77, at Williamsport, on last Thursday evening held a Malta social built by the company have made great changes in methods of freight transand collation. portation, being much lighter in pro-Mystic commandery, No. 313, at Reynoldsville, on April 20, will receive a large class during the portion to the carrying capacity than

the old style wood cars in use prior to afternoon and evening of the day. Columbus commandery, No. 285, of this eity, on April 2, held a social night after the Black 1897. The old works of the company are pushed to their fullest extent, deliver-

degree had been performed in full form. Baldwin commandery, No. 108, at Steelton, ing over 100 finished cars per day, in adlition to a large number of trucks, April 7, conducted the sixth and last Malta bolsters, center plates and other pressed ocial of the season, when delegates were present steel specialties for wooden and steel from five other commanderles of that section.

The Appendant Order of the Red Cross and Sepulchre Degree is now being conferred upon a large number of those who have been traveling the preceding degrees during the winter, and also at the close of the reception of candidates Money circulation in the United States on who are coming in with classes. Mystic Star commandery, No. 47, will confer the degree in April 1 for a series of years compares as follows: very elaborate form on April 21, in Academy hall, at Reading. Columbian commandery, No. 132, at Middletown, will receive eight novitiates on April 24. Fidelity commandery, No. 171, at on April 24. Fidenty commandery, No. 171, at Coatesville, will confer the degree upon a large number of their companions on April 26, when Eden commandery, No. 321, of West Chester, will attend the ceremony in a body. Sandilands commandery, No. 152, will give a full rendition of the degree on May 9, in York, when King David commandery, No. 301, of Wayneshoro, will attend the great council in a body.

The annual convocation of the grand com-mandery of Pennsylvania will be held at Malta temple, Williamsport, on May 13, 14 and 15, when Grand Commander Sir Elisha S. Fornwald will occupy the Occidental chair. An informal The financial situation is sound and generally reception will be held on Monday evening, May 12, in the council chamber of Mount Olivet comsatisfactory. Desirable investments are in very good demand and exceedingly scarce, even at mandery, No. 17. On Tuesday evening, May 13, present high level. The most questionable point in the stock market is among the industrials. a public reception will be held in Lycoming Opera House, when a fine programme will be rendered, and the Sir Knights will be received The future of this branch of the market is not promising. The day of reckoning, liquidation and reorganization must come. General husiness continues in good condition. High wages are promoting active consumption in all lines of by His Honor Mayor J. F. Lacdleim. On Wed-nesday evening, May 14, a grand siesta of the Princes of Bagdad will be held in Ulman's Opera House. On Thursday evening, May 15, an enter-tainment will be provided in the council chamnanufactured gods; and, as distributors throughstocks, the prospect is for a good spring trade. Very soon the crop outlook will be a factor; and the indications are that high prices will cheourber of LeLolde commandery, No. 77. On Friday, May 16, a steamboat excursion will be made to Susquehanna boom, which it is expected will be filled with logs. The programme is handsomely illustrated with views in and around Williams-

LIST OF ADVERTISED LETTERS

port.

THE MARKETS

Wall Street Beview.

Coca Wine New York, April 8 .- The effect of yesterday's furry in the money market was dissipated today and an aggressive leadership was developed on the recovery in stocks. The re-assurance of the speculative element was not immediate this and 14,447,287 shares for March, 1900. The can in bonds was on a smaller scale than by month since October last. In railroad the dealings aggregated \$66,794,800, in state morning and there was considerable wavering and incertainty in the early movement of prices. In fact there was not much in the market up to noon the dealings aggregated 605,704,800, in state \$820,000, and in government bonds \$05,052,-ing the total of all classes of bonds \$05,052,-is against \$84,192,600 in February, \$94,050,500 inwary. In March, 1901, bond sales aggre-\$132,401,020, while in that month in 1900 actions amounted to \$05,016,640. outside of the persistent absorption of Louisville and Nashville and the sharp advance in Amalgamated Copper, apparently a continuation of yesterday's movement. Louisville and Nashville proved the central figure of the market and its

reiterday's movement. Louisville and Nashville proved the central figure of the market and its aggressive advance was the dominating factor in the broadening demand for stocks. The dealings in the stock were on an enormous scale, and there were indications that the western contin-gent of speculators was reinforced on the buying side by a well known operator who only recently returned from a long trip to recuperate lis health. The explanations offered for the rise were mostly in the nature of surmises on the part of specula-tors. The reported acquisition of the Atlanta, Knoxville and Northern railway was believed to be the preliminary to active incursion into new territory. Illinois Central and Southern Railway preferred were benefited by symmathy. The move-ment spread into the southwatern stocks and St. Paul, but Union Pacific, Southern Pacific and Atchison were little affected by the movement. There was a general movement in the Yander-bilts of from 1 to 3 points and a large number of minor stocks, of which the Wisconsin Central atocks were most conspicuous, were vigorously advanced. The list of minor industrials affected was also as large as has recently been the rule. The Westinghouse Electric stocks made sensation-al advances of 14½ for the common and 15 for the first preferred on the strength of analogy with the history of General Electric. The whole market gave way on the profit-taking which de-veloped in the last hour and the principal ac-tive stocks were carried back from 1 to 2 points. The market closed casy. Total sales today, 715,-00 share.

400 shares. The Central of Georgia income bonds were the features of the bond market at advances of from 2 to 3½ per cent. The Green Bay and Western B's were also strong and active, Otherwise the bond market was rather quiet but firm. Total sales, par value, \$3,770,000, United States bonds were all unchanged on the last call.

4154 101 8754 18754 4184 4184 91 44 90 10 8416 42 03% 24 44 S. Leather S. Leather, Pr..... S. Steel S. Steel S. Steel, Pr. Vabash Vabash, Pr. Vest. Union Tel. Total sales, 728,000.

CHICAGO GRAIN & PROVISION MARKET. Open. High. 71% 71% 71% 72% Low. Close. 7114 7154 7114 7214 WHEAT-May July CORN— For Binghomton and way stations-10.20 a. m. Bloomsburg Division-Leave Scranton, 10.05 a. m. and 6.10 p. m. 58% 59 57% 55% 5991 New Jersey Central. New Jersey Central. In Effect Nov. 17, 1001. Stations in New York, foot of Liberty street and South Ferry, N. R. Trains leave Scranton for New York, Philadei-phia, Easten, 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 Reading, Lebanon and Harrisburg, via Al-lentown, at 7.30 a. m. and 1 p. m. Number 2005. 4254 May 16,42 16,45 uly 16,45 16,60 LARD-May 16.30 16.45 16.60 9,45 9,52 0.02 May 8.70 8.82 July 8.85 8.95 8.70 8.85 8,82 8,95 NEW YORK COTTON MARKET. Open. High. Low. 8,96 8,96 8,94 8,95 8,95 8,93 8,74 8,74 8,73 Close. May July August 8,94 8,95 8,73 Scranton Board of Trade Exchange Quotations-All Quotations Based on Par of 100. For Pottsville at 7.30 a. m. and 1 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. Pacy. Agt. J. S. SWISHER, Dist. Pass. Agt., Scranton. Asked. ... 500 Lehigh Valley Railroad. Lehigh Valley Baliroad, In Effect, Nov. 3, 1001. Trains leave Scranton. For Philadelphia and New York via D. & H. R. R., at 0.38 and 9.38 a. m., and 2.18, 4.37 (Black Diamond Express), and 11.39 p. m. Sun-days, D. & H. R. R., 1.58, 8.27 p. m. For White Haven, Hazleton and principal points in the coal regiona, via D. & H. R. R., 6.38, 2.18 and 4.27 p. m. For Pottsville, 6.38 a. m., 2.18 p. m. ----35 p. m. For Bethlehem, Easton, Reading, Harrisburg, Intermediate stations, via D. & H. 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 Dia-mond Express), 11.30 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, Bufalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.48, 12.03 a. m.; 1.42, 3.28 (Black Diamond Ex-press), 7.49, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 12.03, 8.27 p. m. 7.45, 12.03 a. m., 11.30 p. m. Sundays, D. & H. R., 12.03, 8.27 p. m.
Pullman parlor and sleeping or Lebigh Valley Parlor curs 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 E. LEE. Gen. Pass. Agt., 20 Cortland street, New York.
A. W. NONIMACHER, Div. Pass. Agt., South Bethlehem, Pa., For tickets and Pullman reservations apply to city ticket offlex. 69 Public Square, Wilkes-Barre, South Street, State of Public Square, Wilkes-Barre, South Street, State of Public Square, Wilkes-Barre, State offlex. Scranton Wholesale Market. (Corrected by II. G. Dale, 27 Lackawanna Ave.) Flour-\$1.40, Beans-\$2.40, Butter-Fresh creamery, 30c.; June creamery, Butter-Fresh creamery, 30c.; June cr Sc.; dairy, 22c. Cheese-125alac. Eggs-Nearby, 17c.; western, 16a165c. Peas-Per bushel, \$1.75. Marrow Beans-Per bushel, \$2.35a2.40. Potatoes-Per bushel, \$1.50. Bethleitem, Pa. For tickets and Pullman reservations apply to city ticket office, 69 Public Square, Wilkes-Barre, Pa New York Grain and Produce Market New York, April 8.—Flour-Quiet, but consider-ably firmer at the close: winter patents, §3.55a 4.05; winter straights, §3.70a3.80; winter extras, §1.25a3.50; winter low grades, §2.96a3.65. Wheat —Spot firm; No. 2 red, 81%c. elevator; No. 2 red, 85%c. f. o. b. afloat; No. 1 northern Duluth, 81%c. f. o. b. afloat; Options steadier in early market, but soon broke. Finally recovered and closed firm at %c. net advance. May closed 17%c; July, 77%c.; Sept., 70%c; Dec., 77%c. Corm-Spot firm; No. 2; of 5%c; Elevator; and 60%c. f. o. b. afloat. Options opened firm, but weakened, only to raily in the last hour with weakened, only to raily in the last hour with weakened, only to raily in the last hour with weakened, only to raily in the last hour with weakened, only to raily in the last hour with weakened, only to raily in the last hour with weakened, only to raily in the last hour with weakened, only to raily in the last hour, with weakened, only to raily in the last hour, with weakened, only to raily in the last hour, with hydre in the last hour, closed 64%c; July; 5%c; Sept. 63%c. Options unsettled, but higher in the last hour, closing firm. Butter-bieady; creamery, 26a3le.; renovated, 2029c.; imitation creamery, 26a3le.; renovated, 2029c.; imitation creamery, 26a3bic.; state daily, 25a doc. Cheese-Firm; state, full cream, small ear-ly make, funcy colored and white, 13a13%c; full creamer, large fall make, fancy colored and white, 13a12%c. Egge-Strong; state and Penn-sylvania, 16a16%c; western, 16a16%c; south-ern, 15%a15%c. New York Grain and Produce Market Delaware and Hudson. In Effect November 24, 1961. Trains for Carbondale leave Scranton at 6.20, 8.00, 8.53, 10.15 a. m.; 12.00, 1.20, 2.34, 3.52, 6.29, 6.23, 7.57, 0.15, 11.20 p. m.; 1.31 a. m. For Honesdale-0.20, 10.15a. m.; 2.34 and 5.29 For Wilkes-Barre-0.38, 7.48, 8.41, 0.38, 10.43 m.; 12.03, 1.42, 2.15, 3.28, 4.27, 6.20, 7.45, a. m.; 12.03, 1.42, 2.15, 3.25, 4.27, 1.10, 1.10, 10.41, 11.30 p. m. For L. V. R. H. Points-0.38, 9.38 a. m.; 2.18, 4.27 and 11.30 p. m. For Pennsylvania R. R. Points-6.39, 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-8.60, 11.33 a. m.; 2.84, 3.52, N. M. M. M. SUNDAY TRAINS. For Carbondale—S.60, 11.33 a. m.; 2.84, 3.52, 6.62 and 11.17 p. m. For Wikes-Barre—9.38 a. m.; 12.03, 1.65, 5.28, 6.53 and 0.17 p. m. For Albany and points north—3.53 p. m. For Albany and points north—3.53 p. m. For Honesdale—S.60 a. m. and 3.52 p. m. W. J. PRYOR, D. P. A. Scranton, Pa

 Pennsylvania Bailroad.

 Schedule in Effect June 2, 1901.

 Tains leave Scrauton: 0.55 4. m., week days,

 through vestibule train from Wikes-Barre. Pull-days and the sector of the s Pennsylvania Railroad. Philadelphia Grain and Produce. Sarah Trehaine, Eugene West. Could Fill the Paper with Them. This paper might be filled with items like the following, and every one be the absolute truth: I had rheumatism for years and tried almost everything, but got no permanent relief until I used Chamberlain's Pain Balm, three bottles of which have cured me. It is the best medicine I ever used.—Philip E. Rhoads, Pennville, Mo. Pain Balm is for sale by all druggists. Philadelphis Grain and Produce. Philadelphis April & -Wheat-Mgc. lower: ton-the structure of the structure of



Hance SPRING DERBY And many other popular

Pays 3% interest on savings accounts whether

field through his prominent connection with early underground trolley work.

The company is backed by C. D. Simpson and T. H. Watkins, of Scranton, Pa.: Russell, of Wilkes-Barre, Pa., and B. Eddy, of Almagordo, N. M. This the Simpson & Watkins syndicate which has extensive fuel and railroad interests in Colorado and New Mexico, and in the anthracite coal region of Pennsylvania. J. B. Russell & Co. are

fiscal agents of the company. "All of the operations of the company have been carried on in an unostentatious manner, and little has been known of the work in financial or engineering circles, but it surpasses in magnitude of conception anything of a similar nature ever undertaken. Much criticism has of course been offered, but the officers are confident that they

are working on the right lines. If the plans all work out as contemplated, it will cause a general revolution of present ideas as to the limitations of telephone service.

"This company, through its officers, controls the patents of the Strowger automatic telephone exchange switchboard, and will use the Strowger automatic system in the mammoth Chicago exchange. Work on the apparatus for this exchange is now in progress in the

Chicago factory of the Automatic Electric company. It is announced that a telephone instrument will be placed in every responsible business office, and that charges wil be made on a meter basis of 5 cents a call, except that all calls in excess of \$85 a year will be free, making the maximum possible yearly rate \$85. The progress of the company with its great undertaking along radical lines is, of course, being watched with the keenest interest not only in Chicago, but by telephonists throughout the entire country."

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

TUESDAY, APRIL 8. Extras East-8 p. m., L. D. Lattimer with P. Cavanaugh's crew; 10 p. m., Hoboken, Fitzpat-rick; 11 p. m., F. Case with O. W. Fitzgerald's

WEDNESDAY, APRIL 9.

Extras East-1.30 a. m., Hoboken, J. A. Bush Extras East-1.30 a. m., Hoboken, J. A. Bush; 4 a. m., Hoboken, Abrams; 9 a. m., Hoboken, McCatherne; 10 a. m., D. Haggerty; 11 a. m., Hoboken, Ruegg; 1 p. m., McCarthy; 2 p. m., Hoboken, Murphy; 5 p. m., H. Gilligan; 6 p. m., Hoboken, J. F. Burkhart. Summits, Etc.-6 a. m., J. Currigg; 9 a. m., Frounfeiker; 10 a. m., Nichols; 2 p. m., Thomp-son; 8 p. m., M. Golden. Pushers-6 a. m., Widner; 7 a. m., S. Fin-nerty; 8 a. m., Houzer; 11.45 a. m., Moran; 5 p. m., Kirby; 6 p. m., C. Bartholomew; 7.30 p. m., Murphy; 9 p. m., W. H. Bartholomew; 10 p. m., Lamping.

. Lamping



age a larger acreage for corn and cotton if not for wheat also. Bountiful harvests would cer-tainly insure us another year of prosperity.— Henry Clews. The total capital invested in manufactures in Eist of letters remaining uncalled for at the this country in 1900 amounted to \$0.874,684,087. This was an increase of 51.3 per cent. as com-pared with 1800 and was over eighteen times the

Bubb, Iliram F. Burdett, Felix Bogardus, Leonard Burger, Oswald Bloch, Mrs. Caroline Broadbent, A. T. Bockeski, Mrs. Polly A. Boyle, Patrick Baker, William Burdick, William II. Brymer, William II. Brymer, William Buckley, Peter Butler, Nellie Brown, James Curley, Miss Annie Craig, Forest G.

Confort, Forest G. Connors, Miss K. Collins, Grace Custer, Tilden Collins, John You cannot sometimes, most always, tell. While lecturing last summer Rev. R. G. Boscamp, a -Presbyterian minister, of Kokomo, was enter-tained at Denver, Col., by members of the Elks lodge, he having been at one time grand chap-Cox, Miss, care Mr. lain of the order and very popular with its mem-bers. One of the hosts, who had extensive min-ing interests, presented Mr. Boscamp with some stock in a mine that had been abandoned, the matter being regarded at the time us a joke. sup. Callender, Miss S. P. Clark, Fred A. Connor, D. J. Carke, Fred A. Connor, D. J. Courtight, Harry Conway, Miss Alice Clark, A. C. Curtis, Miss Rose Carton, Raiph D. Colins, William T. Conon, Miss Herietta Conbon, P. J. Davis, Delbert R. Drack, John Dimer, J. W. Duzes, Miss Lizzle Delfaven, Lyman W. Duzes, Miss Lizzle Delfaven, Lyman W. Duzes, Miss McIlle Dovle, Thomas Daley, Mary Davis, Edw. Evans, Martha Last week the minister said that the min had been reopened, a vein of gold discovered and he had been offered \$100,000 for his atock.

American establishments engaged in the manufacture of tobacco number 15,252, an increase of 31 per cent. over 1890; capital invested, \$121,-080,871, an increase of 29 per cent.; average number of wage-carners, 142,277, the wages amounting to \$49,852,454, an increase of 12 per Total value of products, \$283,076,516. Special promise of activity is held out this year in the building trades, which are active buy-ers of white and yellow pine hardwoods and hardware. A country-wide activity in this latter trade is reported by Bradstreet, the only dif-flucity being the obtaining of supplies fast

The N. K. Fairbank company estimates world'a stocks of lard on April 1 at 222,051 tierces, as compared with 225,326 tierces as of March 1, 1962, 175,052 tierces on April 1, 1961, 280,369 tierces on that date in 1900, 403,635 tierces in 1899 and 361 844 tierces in 1898.

The Boston Transcript says that thousands of "official" souvenir buttons of the coronation of King Edward VII have been ordered from an by a London

It is estimated that there are at present be-tween 25,000,000 and 30,000,000 bushels of Mani-toba wheat west of the lakes available for ex-

The Frontier Telephone company, of Buffalo, in which a number of Scrantonians are interested, has increased its capital from \$500,000 to \$3,000,000.

It is announced that the Lehigh Valley Trac-tion company will issue \$600,000 7 per cent. pro-ferred stock, redeemable at 125.

The Cuban-American Lumber and Transporta-tion company has been incorporated in Maine with \$5,500,000 capital.

Transactions in stocks on the New York stock exchange amounted in March to 11,056,672 shares, as compared with 27,001,677 shares for March.

A CRA LENDER

Scranton postoffice, Lackawanna county, P.a., April 9, 1002. Persons calling for these lettera will please say advertised and give date of list. Ezra H. Ripple, postmaster. This total in firetase of 51.3 per cent, as compared with 1800 and was over eighteen times the average number of the sector over 1800, viz., 5,321,087, represented in increase of 25.2 per cent, over 1800, but was over five and one-half times the number in 1850. The amount of wages paid—82,330,273,021—showed an increase of 23.2 per cent, for the decade, but was more threas the number in 1850. The amount of wages paid—82,330,273,021—showed an increase of 23.2 per cent, for the decade, but was nonset to times the amount paid a half eentury before. The cost of materials used—\$7.300,054,507—exhibited an increase of 42.6 per cent, over 1800, but was over five entures what it is was in 1850. Finally, the total value of product times as large as the total returned at the census of balf a century before.—Bradstreet.'
A committee of Delaware and Hudson rail, total a century before.—Bradstreet.'
A committee of Delaware and Hudson rail, we of the decade, but was nearby thirteen times as large as the total returned at the census of balf a century before.—Bradstreet.'
A committee of Delaware and Hudson rail, we of the chateaugay railroad with a view of changing it from a narrow to a standard gauge will be connected their work and will report that it is entirely feasible to make the Bioch, Mrs. Caroline Keera, arthur guage road, have completed their work and will report that it is entirely feasible to make the Bioch, Mrs. Caroline, Keera, arthur guage road, have completed their work and will report that it is entirely feasible to make the Bioch, Mrs. Caroline, Keera, arthur funce, Cardea at once. The Chateaugay railroad with a view of changing it from a narrow to a standard gauge railroad extends from Plattsburg to Lake Plated, larger, William Bioch, Mrs. Caroline, Keera, arthur funce, Cardea at once. The Chateaugay railroad with a view of changing it from a narrow to a standard gauge railroad extends from Plattsburg to Lake Plated, larger, William Bioch, Mrs. Caroline, Keera, Charles E, Bronk, Caroline Brow, Keera Bio Mark Cattender, Mason, T. Nahus, Mrs. Myrth National Supply Co. (3) Naidech, Mr. O'Malley, Miss Ott, Mike Ott. Mike s-O'Malley, Mrs. T. T. Purcell, Ronidin D. Pettigrew, Mrs. Margaret Perego, Edward Peters, Mrs. Mary C. Phillips, rMs. E. Piechota, Anna Renwick, Mrs. Robert Russell, Miss Margaret Robinson, Mark Sanders, Mrs. Garfield relScranton Novelty Mfg Co. Co. Summers, Charles Sparrow, Zora Stein, Mrs. C. M. Smith, Miss Louise F. Smith, H. D.

Smith, H. D. Senberg, Dr. George A E. Stephens, Dr. A. R. Schuman, Fred. Sullivan, John Sohni, Marry Jacob Smith, Phillp Scoffeld, Mrs. I. Struker Mrs. Ausucker Martha vans, Martha vans, Mrs. Margaret dmunds, Mrs. Mary ssewein, John schenback. William aulkner, William Evans, Martia
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West Scranton Station.

G. R. Beemer, D. W. Barlow, Mrs. Will J. Bowers, Mrs. Belle Bonner, Jamos Carlin, Joseph Collins, Harry Craig, Daniel Davies, Thomas Dolan, Robert II. Doulin, Anton Danapos, Mrs. Ann Evans, Nichols Egan, Michael Grady, Miss Edna Hopps (2). William W. Jones, William G. John, Sawet Lipizzka, Thomas Martin, Miss Mar-gie Nicolson, Miss Lucille O'Malley, Jannes J. Price, Andrew F. Stuckland, Mrs. Tischer, Mrs. Sarah Trehaine, Eugene West.

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