### INDUSTRIAL AND LABOR

CONDITION OF THE ANTHRA-CITE COAL TRADE.

The Total Demand Is Sufficient to Take All of the Coal Produced. Lackawanna Pension Board Has Decided to Increase the Age for Compulsory Retirement from 65 to 70 Years-The Board for Today. Increase of Wages for Finch Men. Notes from Many Sources.

The condition of the anthracite coal trade shows that spring has arrived. The new price lists have not been out long enough to show what effect they will have on buying, though a large amount of coal is going forward, particularly to buyers along the Atlantic seaboard. It is believed that there will be no general strike at the mines. The published utterances of John Mitchell, president of the United Mine Workers, show a conservative and conciliatory attitude, and if a strike should come, it will be due to the influence of one or two of the district presidents in the Wyoming and Lackawanna regions. The discount of 50 cents per ton for April buying, it seems, was due to the general conviction of the operators that it was better to issue spring price lists and take the chances of a strike than to seek to maintain prices at winter level for another month.

Much has been written recently about the action of the Reading in cutting off discounts to jobbers along its lines. This action did not excite surprise among those in the trade who understand the situation, since one of the avowed objects of the community of interests is to do away with the middlemen as far as convenient and bring consumer and producer in closer It is not unlikely that other anthracite roads will follow the Reading's lead, though there will probably be no abrupt general changes, and the central selling agency plan for for large centers like New York is still

in embryo. At the head of the lakes, the market shows little activity, but the prospects favor more active ordering with the opening of navigation than was the case last year. In Chicago territory, likewise, the opening of navigation will see rather more ordering than a year ago. The total demand from all consuming territories is sufficient to take all the coal produced, and aside from the inducement of the April discount, there is probably some buying from a fear that after all there may be a strike at the mines by May 1. Production is still below what it might have been, but for the winter's floods. A number of mines will not be able to get out a normal tonnage for some time yet, particularly in the Lehigh region.-Engineering and Min-

#### Age Limit Is Extended.

The pension board appointed to administer the affairs of the pension system recently inaugurated by the Lackawanna railroad, announced yesterday that the age for compulsory retirement under the new system has been extended from 65 to 70 years. Employes who are retired at 70 will be allowed a pension on the same basis and percentages as already provided for the 65 year limit. The age limit for optional retirement under the sanction of the pension board has also been extended from 60 to 69 years, inclusive, instead of 60 to 64 years. That is, all employes at 70 will be regarded as having attained the maximum age for active service and will be entitled to honorable retirement and a pension, provided they have been with the company for twenty-five or more years, while those whose ages range from 60 to 69 years, inclusive, and who have served the company twenty-five years or more, may be retired and pensioned, if in the judgment of the pension board they are incapacitated for further service.

"The, changes were made both in the interest of the men and of the service," said a member of the pension board yesterday. "We believe that in extending the compulsory age limit and at the same time increasing the period of optional retirement. we have perfected an arrangement that will best serve the varied requirements of all interests concerned.' The rules and regulations of the pension board have been issued in printed form and distributed among all employes.

The date upon which the pension system is to become effective has been fixed as June 1st, 1902.

#### Car Foremen Meet.

The Scranton Car Foremen's association held its regular monthly meeting in Railroad Young Men's Christian association hall Saturday evening. In the absence of President Canfield, Vice President R. B. Rashridge, of the Philadelphia and Reading railroad, presid-

An interesting discussion was held on the subject of "The Piece Work Scale," and it was agreed that all who work on passenger and freight car repairs on the piece scale are much benefitted thereby

Another discussion was held on the master car builders' rules, which was argued at length. Sixty-four new members were admitted. The association is growing in interest and numbers with

#### Half-Holiday and Increase.

The employes of the Finch Manufacturing company have been granted a five per cent. increase and Saturday half-holiday the year around. This practically gives the men the half-holiday without loss of earnings.

#### D., L. & W. Board for Today. The following is the make-up of the

D., L and W. board for today: MONDAY, APRIL 14. Extras East -1.30 a. m., Hoboken, J. W. Carney; 11 a. m., Hoboken, Oliver; 1 p. m., Van Wormer; 2 p. m., Hoboken, T. Fitzpatrick; 3

### Good for Rheumatism.

Last fall I was taken with a very severe attack of muscular rheumatism which caused me great pain and annoyance. After trying several pre-scriptions and rheumatic cures, I de-cided to use Chamberlain's Pain Balm, which I had seen advertised in the South Jerseyman. After two applica-tions of this Remedy I was much better, and after using one bottle was completely cured.—SALLIE HARRIS, Salem, N. J. For sale by all druggists.

p. m., W. W. Labar; 5 p. m., Hoboken, J. Ginley; 6 p. m., Hoboken, E. M. Hallett.
Summits, Etc.—10 a. m., Frounfelker; 11 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; 1 p. m., M. Ginley; 2 p. m., Nauman; 6 p. m., J. H. Masters; 7.30 p. m., Murphy; 9 p. m., W. H. Bartholomew; 10 p. m., Lamping.
Helpers—7 a. m., Gaffney; 10 a. m., Secor; 3.30 p.m., Stanton.

o.m., Stanton. Extras West-11 a. m., F. Wall; 2 p. m., R. Castner; 4 p. m., John Gahagan; 6 p. m., A. E. Ketcham; 11 p. m., O. Randolph.

NOTICE.

John McCue and crew will take their run 8 . m. Tuesday, April 15. Conductors J. H. McCann, G. T. Staples, F. F. Stevens and Brakemen J. Cavanaugh, F. P. Clark and P. J. Timlin will report at superinten-lent's office on arrival No. 12, Monday, April 14.

dent's office on arrival No. 12, Monday, April 14.

J. Hennigan and crew will report at trainmaster's office 8 a. m. Monday, April 14.

Brakeman A. J. McDonnell, William J. Jordan and Joseph Spangenberg will call at trainmaster's office 9 a. m. April 14.

P. Cavanaugh will run Warfel's crew April 13.

A. Gerrity will run 11.30 p. m. extra April 13.

Harvey will run 8 a. m. extra April 14.

Rafferty will run No. 62 April 14.

Jacob Beam reports for Warfel.

M. Coyne reports for Golden.

M. Coyne reports for Golden, William McAdams reports for John Gahagan, W. Fletcher will go out with J. W. Carney unil further notice,

#### This and That.

The Baldwin Locomotive works, of Philadelphia, Pa., is about to ship twelve locomotives to Freemantle for the West Australian Government rall-

The moulders of the Hazleton Iron works have been on strike since last December. Nothing has yet been done

Hazleton Railway company, through the Conyngham mountain. The solid rock encountered at first has been succeeded by yellow shale, which is much easier to excavate and as a consequence the work is going ahead much faster.

Andrew Maloney, of Philadelphia, who conducted the negotiations for the sale of the Hazleton Gas plant to Wilkes-Barre capitalists, is this week making an effort to buy out the Ma-hanoy City Gas company and the Whatever be the doctrines of the Jesuits of to-Mahonoy City Heat, Light and Power company. He is supposed to repre-sent the Philadelphia Gas company. Mr. Maloney refuses to say in whose interest he is making the offer.-Hazleon Plain Speaker.

#### NEW USE FOR THE PHONE.

You Can Talk with Whom You Please While Traveling.

There was conversation by telephone Saturday afternoon between a railroad arly and skillful in debate, but in the Jensentrain in Chicago and a Broadway of-fice. The train was the Overland Lim-ited of the Chicago & Northwestern genius, and Blaise Pascal was their champion. line, standing in the Chicago station of the railroad, and from the observation car of the train W. B. Kniskern, the general passenger agent of the road, talked with Henry A. Gross, the road's general eastern agent, at his of-

be the fastest long distance train in the world, and runs daily from Chicago and San Francisco, making the distance in 2 days 21 hours and 25 minutes. The company has just had built an entire new equipment for the train, the multitude of Jesuits whose philosophy he concerning \$2,000,000 and bringing it up to and San Francisco, making the disthe highest standard of luxurious American railroad trains, and has gone one better than any other of the many fine trains which traverse this country in supplying the observation car with a

telephone The telephone installment in the car is attended by a regular operator and is true in fact than it is today. But it was not whatever district or city the train is ant Christendom have been many, and often bit in by means of a cable attached to a tripod in the roof of the car. The train's schedule being known, the telephone companies will detail an operator to attend its calls on time at all stations, and so soon as the train stops at a station the cable with which that station is equipped will be connected at the tripod on the car roof by a station attendant, and the operator in the car will be instantly in communication with the local "Central" without having to "call her up."

At the terminals, Chicago and San Francisco, the train will be in readipersons who have forgotten things which they wished to do, or have left them undone fearing they might not reach the train in time if any more pauses were made, ample opportunity to settle themselves for their journey and then transact from the observation car any further business which the telephone will enable them to do. En foute, messages may be sent from one station to friends to call up the train at the next station, etc. On these stops at some important points are nuch longer than the usual stops in this neighborhood, ten minutes at Cedar Rapids, twenty minutes at Omaha,

thirty-five minutes at Ogden, etc. It is the intention to extend the service as soon as may be, and have telephonic connections throughout the train, so that a passenger in a compartment may communicate with the library or smoking car.

AMERICAN WOMEN DENTISTS.

The First to Adopt the Profession Was a Jewess.

From the New Orleans Times-Democrat.

"Women have a special aptitude for dentistry, and it is a profession that is admirably suited to them, in many respects," said a dentist yesterday. "Other countries have recognized this fact much more generally than ours, and Germany, Sweden and even Russia have many women dentists.

"The first woman in this country to adopt the profession was a Jewess, who studied in the University of Maryland. The diploma was withheld, however, because she was a woman. The first woman to receive a diploma in dentistry was a Miss Mairsel, who was a graduate of the Ohio Dental college in The second was Mme. Hirschfield, who was graduated from the Pennsylvania Dental college in 1869, and afterward went to Berlin, where she was made court dentist, and had the care of the teeth of the royal chil-

"There are now nearly five hundred women dentists in the United States, and they receive exactly as much pay for their work as men do. The qualifications for success in dentistry are a good education, cultivated brain, tact, patience and gentleness, and a thorough control of the nerves. The last quality is as likely to be possessed by women as men, as it is wholly a mat-

# **SERMON ON**

[Concluded from Page 6.]

of the people. He stained his skin until he looked like a native. He dressed, and talked, and lived like a native. There was another obstacle in his way, namely, the fact that the myriada of India were devout worshippers of Brahma. Hence they revered and even worshipped the Brahmins—whom they believed to be the lineal

descendants of their god. In order to overcome this obstacle. Nobilibus resolved that he would be, henceforth, a Brahmin,

It was a rather risky scheme, and in order that he might be able to answer some awkward questions that might be asked him about his lineage, tions that might be asked him about his lineage, he drew up a genealogical table, beginning with Brahmin and ending with himself. It was a bold forgery, but forgers need to be bold. Nobili in Rome, was in the true Apostolic succession, but in Calcutta he was a lineal descendant of Brahma, the Hindeo god. So elastic was the moral philosophy of the Jesuits of that age, that they could stretch it to any extent the exigencies of their case required.

THE VATICAN INTERFERED.

The case of Nobili was glaringly wicked, that the Vatican interfered and denounced his forgeries and repudiated both him and his converts. If Nobili feared the Lord, he also took good care to serve his own gods. But this was only the beginning of trouble for the Jezuits. They were so aggressive in dealing with the affairs of state, and their claims to recognition were so bold, and their political influence was so great, that measures were adopted by various governments for their suppression. They forgot the story of Haman and Mordecai. Their plots The case of Nobili was glaringly wicked, the story of Haman and Mordecai. Their plots to ruin others were discovered, and they chose exile rather than death. They were banished from France (five times), from England (thrice) December. Nothing has yet been done for bringing about a settlement of the strike.

Good progress is now being made on the tunnel of the Wilkes-Barre & Clement XIV, abolished the Order in 1773; while Hazleton Railway company, through toric fact is that the Jesuits refused to be sup-

pressed.

They practiced a good deal of what they preached. Their philosophy was an effective anodyne for an accusing conscience. Good and evil were deftly intermixed in this character; and this subtle intermixture was the secret of their power. "That gigantic power could never have belonged to mere hypocrites; nor could it ever have belonged to rigid moralists. It was to be attained only by men sincerely enthusiastic in the pursuit of a great end, and at the same day, there can be no doubt that in the six teenth century, and much later, they adopted and defended the proposition that "the end justifies the mean." They adopted and defended the doctrine of "mental reservations," which means that a man may swear one way and think another, and that therefore he is not bound by his oath, but by his "intention." These and kindred dectrines exposed them to the severe censure of their former friends, and to the merciless attacks of their foes.

Ignatius Loyola and John Calvin were both taught by the same professors, and they were both masters in the art of reasoning, but their great mental powers were directed towards widely He was a man of sterling integrity, and of great intellectual ability, and withal, a devout mem-

CALVIN AND LOYOLA.

ber of the church of Rome. His exposure of the Jesuits, in respect of their doctrine and their conduct, was at once witty, convincing and merciless. Hallam declares that Pascal r'did more to ruin the name of Jesuit than all the fice at 461 Broadway and to several re-porters for the New York newspapers.

The Overland Limited is declared to the same Pascal, Macauley says: "Ilis spirit of the same Pascal, Macauley says: "Ilis spirit was the spirit of St. Bernard; but the delicacy of the same Pascal, Macauley says: "Ilis spirit was the same pascal, Macauley says: "Ilis spirit of the same pascal, Macauley says: "Ilis spirit of the same pascal, Macauley says: "Ilis spirit of the same pascal, Macauley says: "Ilis spirit was the same pascal, Macauley says: "Ilis spirit was the says and the same pascal, Macauley says and the same pascal, Ma was the spirit of St. Bernard; but the delicacy of his wit, the purity, the energy, the simplicity of his rhetoric, had never been equalledn, except

It is not unusual to hear the church of Rome represented as a most delightful and living illustration of Christian love and brotherhood-all its members holding the same doctrines and all animissively to the same authority. Now that is all very well in theory, and perhaps at no period since the Reformation, has it been more nearly connected with the Central office of always. The divisions and quarrels in Protest ter, but they were only triffes compared with the divisions and warfare between the Thomists and the Scotists, the Franciscans and Molinists, the Jesuita and the Jansenists of the church of

That great religious body is no stranger to religious wars within its own household. The his torians state only the truth when they say that her theologians have often bitterly opposed each other; Synod has assailed Synod, and pope has oppose pope. Her kings, statesmen, pontiffs and parliaments, have fought with fury in her theological campaigns. Children have risen up against their parents, and parents against their tions have convulsed Christendom. ness for passengers forty-five minutes which one party called truth and Catholicism, before laving time, and the idea is to was called error and heresy by another party. By reason of these dissensions, the channels of philanthropy and of Christian charity were closed. and the floodgates of malevelence were thrown wide open. Bearing in mind her debates and dissensions and divisions, the church of Home cannot afford to throw any stones at the churches of the Reformation, on the ground that they have always been divided, while she has always kept the unity of the Spirit in the bond of

There is much about the teaching and practice of the early Jesuits which no Bible Christian can approve, and which, it is to be hoped those train at the next station, etc. On these who bear their name today utterly repudiate long trans-continental journeys the But, on the other hand, there are some thing about those old Jesuits that all Christians would do well to emulate.

First-Their aim was to conquer the wide world and thus bring into subjection to their sovereign centiff. Let ours be the nobler purpose, name ly, to bring this wide world into subjection to

and they bent all their energies toward its attainment. They did not fight as one who beateth the air. Each soldier in that army enlisted for the war and he enlisted for life, motto might well be the words of St. 'This one thing I do." There was no shrinking, no hesitation, no apology for idleness or for negligence. They planned their work, and they worked their plan. In this respect, all Christians might imitate them with profit both to themselves and to the church at large.

THEY WERE AS ONE.

Third-They were united. While they disagreed with and differed widely from other sects within their own church, they were at the same time united among themselves. They rendered implicit obedience to orders. No work was too severe, nor was any task too loathsome for them to undertake.

"Theirs not to reason why;
Theirs but to do or die."
In union there is strength. They knew that doctrine and they acted in harmony with it.
We should all do likewise, as far as Scripture, and reason, and conscience will permit us so Fourth-Their example was contagious. They

innoculated others with their own spirit. We are prone to understand the power of example They never said to their pupils, "Go"; they always said, "Come." Come with us. When something was needed to be done, they said: Come, let us do it. We are abundantly able to do it, though it seems difficult. A good deal nore of this spirit among Protestants-who criti cize those old Jesuits-would be a good thing They were as serpents, but not always as harm less as doves. Let us see to it that we practice both parts of that divine precept. They were all affame with religious zeal, they practiced the grace of self-denial to an amazing degree, they were instant in season and out of season on behalf of the cause to which they were devoted.

In the interest of a purer faith, and a noble service, and a truer philosophy than theirs, let us imitate their zeal, their self-denial, their devo-tion, and their perseverance. If all Christians would do this, it would not be long, humanly speaking, until the kingdom of this world would

## THE MARKETS

THE JESUITS SATURDAY STOCK QUOTATIONS.

1	Building. W. D. Runyon, man	nager.	Low.	Class
	Amal. Copper 6734	6734	00	00
	Am. Car Foundry 28%	28%	2814	2934
,	American Ice 101/2	1614	1655	1614
6	Amer Locomotive	321/4	3134	334
I	Amer. Locomotive 32 American Sugar132%	13274	131%	132
П	Atchison	70%	7014	7014
I	Atchison, Pr	0814	97%	7014
1	Balt. & Ohio	10714	1003	10714
	Atchison, Pr 98 Balt, & Ohio 107 Brooklyn R. T 6514	6514	65	65
١	Canadian Pacific117	120	11674	110
ø	Ches. & Ohio 1634	4614	4014	
ı	Chicago & Alton 2016	36%	3014	
	Chic. & G. W	24%	2114	24%
	Chic., Mil. & St. P 1981	16814	16714	167%
i	Chie, & G. W 24% Chie, Mil. & St. P 168% Chie, R. I. & P 175	175	174	175
il	Col. Fuel & Iron 97%	97.74	0776	- 07%
	Col. & Southern 28	30	28	2016
	Col. & Southern 28 Col. & South., 2d Pr 45%	45%	44%	40%
1	Erie	3714	367a	2674
1	Erie, 1st Pr	69%	68%	65%
2	Erie, 2d Pr 53%	04	73%	53%
i	Illinois Central142%	143	112%	143
9	Louis, & Nash	12174	118	119%
ø	Manhattan	133%	133	18334
ı	Metropolitan St. Ry 153	153	150%	
ا	Mexican Central 2014	31	30%	
gl	Mo, Kan, & Tex., Pr 55	55	55	55
(I	Missouri Pacific1015		100%	101%
١	N. Y. Central163	163	1621/4	16214
	Norfolk & Western 56%	57	50%	
١	Ont. & West 3254	32%	32%	
١	Pacific Mail 41%	150%	150	15014
8	Penns, R .R150%	150	150	
	People's Gas10216	10234	10176	5734
,	Reading		8214	
5	Reading, 1st Pr 82%	82% 69	6916	
	Reading, 2d Pr 68% Republic Steel, Pr 73	78	73	78
	St. Louis, & San Fran 70%	7074		
711	Southern Pacific 60%	6614	0014	60%
	Southern R. R 3414	3416	3414	3414
9	Southern R. R. Pr 954	95%	95	9516
1	Tenn. Coal & Iron 08%	68%	6734	
	Texas & Pacific 41%	4114		4114
	Union Pacific	10176		101%
	Union Pacific, Pr 875	84	87%	88
,	U. S. Jeather 1074	13%		
-	II & Lastine De CS	8514		F5
	U. S. Rubber 1714	1514	1714	1834
,	U. S. Rubber, Pr 611/2	621/4	6114	6214
	U. S. Steel 41%	41%	4114	41%
	U. S. Steel, Pr 931/2	1137%	9314	9314
	Wabash 2374	2174	2334	23%
,	Wabash, Pr 44%	4114	41	4434
1	Western Union 901/2			9014
VIII	Wated salar 117 100 1			

To	tal sales, 445,400	shares.			
C	HICAGO GRAIN	& PRO	VISION	MARK	ET.
11.1	HEAT-	Open.	High.	Low.	Close
May		7314	74	7314	783
July		7216	7314	7216	731
CO	RN-	7.5.(6	3333	Marie	277
		59%	6114	SHOW	613
			61%	60	615
O.	TS-	200	2100.0	Siz	21.9
May		4216	4214	42	42
			347m	34%	343
	RK-	117727	02/9/		
May		16.70	10.77	16.70	16.7
			16.97	16.87	16.9
	RD-	-	200		
May		9.67	9.77	9.67	9.7
July		9.85	9.02	0.82	9.8
	BS.				
Mar		0.00	9.07	-0.00	9.0
			9.25	9.15	
ouis		- 120016		256,657	277
	NEW YORK	COTTO	N MAR	KET.	
		Open.	High.	Low.	Close
May					8.0
July		9.02	9,02	8.95	8.9
	18t		8.82	8.52	8.8

BANK STATEMENT. 

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

my Lignt, Heat & Power Co....
Jersey & Pocono Ice Co.....
lidated Water Supply Co.....

Scranton Wholesale Market. (Corrected by H. G. Dale, 27 Lackawanna Avc.)

Better—Fresh creamery, 31c.; fresh dairy, 30c. Butter—Fresh creamery, 31c.; fresh dair Cheese—13a13½c. Eggs—Nearby, 17c.; western, 16½c. Peass—Per bushel, \$1.75. Mairow Beans—Per bushel, \$2.35a2.40. Potatoes—Per bushel, 80c. Onions—Per bushel, \$1.40.

Philadelphia Live Stock.

Philadelphia Live Stock.

Philadelphia, April 13.—Live stock receipts for the week: Cattle, 2,951; sneep, 7,023; hogs, 2,839. Cattle—Supplies rather light and mostly of Lancaster county and nearby Pennsylvania stock, the quality of which was only fair; active demand, which cleaned up all the receipts at advanced prices; values may go higher: best \$7.12 a7.30; choice, \$6.7537; good, \$8.6373.59; medium, \$5.7536; common, \$5.2536.59. Sheep and Lambs—Choicest selections ruled a shade higher, trading was fair and receipts were not liberal; clipped sheep were being offered at from 756.381 per 100 pounds lower than wood stock sheep, extra selected wethers, \$6.3648c; choice, \$7.8486c; good, 54,3545c; medium, 44,3448c; common, 24,3434c; lambs, 6378c; carly spring lambs, 8738 apiece. Hogs—Offerings sold out early and the market firm and strong at higher prices; western, 94,3610c; fat cows, 34,344c; thin cows, 24,3425c; veal calves, 637c; extra choice, 54,55; common to fair, 80,360; dressed steers, 92,104c; dressed cows, 64,365; dressed steers, 92,111c, dressed cows, 64,365; dressed steers, 92,111c, dressed cows, 64,365; dressed sheep, 94,52 10\\deltac.; dressed cows, 6\\deltaa8c.; dressed sheep, 2\\deltaa 11\\deltac.; dressed lambs, 12a14c.

#### KING EDWARD'S DESCENT.

King Edward VII can claim descent through fifteen of the thirty-five monarchs who have preceded him on the English throne, from Alfreand further back still from the emperors of Rome, and even from the Hebrew house of David. Nev-ertheless it is a fact that King Edward owes his crown to a horse's shoe. The act of settlement by which in 1701, parliament elected the house of Hanover to the British throne, was passed by only one vote. And this winning vote was case by Sir Arthur Owen, M. P., for Pembrokesnire who rode posthaste from Wales for the purpose He had relays of fresh horses all along the route but arrived, dusty and travel worn, at Westmin ster only just in time to enter the ave lobby. If one of his horses had gone lame or cast a shoe he would have been too late. Great Britain would have had no Georgian era and hence no Victoria

AGE OF PORCELAIN VASES.

From the Indianapolis News.

A French scientist claims he can fix the age of porcelain vases by testing them with mag-nets. The iron in clay is magnetized in the di-rection of the compass needle, and this direc-tion is fixed when the clay is baked. Knowing the "dip" and "declination" of the needle at various times in pust centuries, the age of vase may be computed.

RAILROAD TIME TABLES 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, 12.9, 2.34, 2.52, 6.29, 6.25, 7.57, 9.15, 11.20 p. m.; 1.31 a. m.
For Hongodale—6.20, 10.15 a. m.; 2.34 and 6.29 p. m.
For Wilkes-Barre—8.38, 7.48, 8.41, 9.38, 10.43
a. m.; 12.03, 1.42, 2.18, 8.28, 4.27, 6.20, 7.48, 10.41, 11.30 p. m.
For L. V. R. B. Points—6.38, 9.38 a. m.; 2.18, 4.27 and 11.30 p. m.
For Pennsylvania R. R. Points—6.35, 9.38 a. m.; 1.42, 5.28 and 4.27 p. m.
For Albany 2.10 all points north—6.20 a. m. and 3.53 p. 10.

For Albany and all points horse and 3.53 p. in.

SUNDAY TRAINS.

For Carbondale—8.50, 11.33 a. m.; 2.34, 2.52
5.52 and 11.17 p. m.

For Wilken-Barre—9.38 a. m.; 12.03, 1.58, 5.29
6.32 and 9.20 p. m.

For Albany and points north—3.52 p. m.

For Albany and points north—3.52 p. m.

For Honesdale—8.50 a. m. and 3.62 p. n.

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

FINANCIAL

FINANCIAL.

Let the Title Guaranty and Trust Company sell you a \$500 or \$1,000 ist Mortgage Gold Bond. such as it can recommend, bearing interest at the rate of 5 per cent. Call or write for particulars. 135 Washington Avenue.

Eastern **Consolidated** 

Oil Co. WILL ADVANCE.

2% MONTHLY on the Investment.

RAILROAD TIME TABLES Delaware, Lackawanna and Western.

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 Tobyslanna—At 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghamton and way stations—10.20 a. m. and 1.10 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.55 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday, For Montrose—9.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—1.00 and 6.15 p. m. Bicomsburg Division—For Northumberiand, 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 Binfalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.35 p. m. For Binglamton and way stations—10.20 a. m. Bicomsburg Division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

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

and 4.27 p. m. For Pottsville, 6.33 a. m., 2.13 p. m.
For Bethlehem, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H.
R. R., 6.38, 6.33 a. m.; 2.15, 4.27 (Black Diamond 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., 8.19 a. m. and 3.50 p. m.
For Geneva, Ruchester, Buffalo, Niagara Palls, Chicago and all points west, via D. & H. R. R., 7.48, 12.63 a. m.; 1.42, 2.23 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundays, D. & H.
R. R. 12.03 a. m.; 1.42, 2.25 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundays, D. & H.
R. R. 12.03, 8.27 p. m.
Pullman parlor and sleeping or Lebigh Valley Parlor cars on all trains between Wilkes-Barre and New York, Ph., adelphia, Buffalo and Suspension Bridge.
ROLLIN H. WILBUR, Gen. Supt., 28 Cortland street, New York.

street, New York. CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York. W. NONEMACHER, Div. Pass. Agt., South Bethlehem, Pa.
For tickets and Pullman reservations apply to city ticket office, 60 Public Square, Willias Parre, Pa.

New Jersey Central.

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, Easten, Betthelven, 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 Espress leaves Scranton at 7,30 a. in., 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-Baire, 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. . 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. Park, Agt.
S. SWISHER,
Dist. Pass. Agt., Scranton.

Pennsylvania Railroad.

Schedule in Effect June 2, 1901.

Trains leave Scranton: 6.55 a. in., week days, through vestibule train from Wilkes-Barre. Pullman buffet parior 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.

9.88 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.

2.28 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 Harleton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

J. B. HUTCHIINSON, Gen. Mgr.

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

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

\$250,000

DUTTE ELECTRIC & POWER CO.

5 per cent. 1st Mortgage Sinking Fund Gold Bonds.

1 NASSAU STREET, NEW YORK CITY.

OF SCRANTON.

Capital, \$200,000

Pays 3% interest on savings accounts whether large or small.

Open Saturday evenings from 7.30 to 8.30.

We offer, to yield About

5 per cent.,

(Total Issue, \$1,0.0,000)

Butte, Mont.,

Denomination \$1000 Maturing I to 30 years.

Rudolph Kleybolte & Co.

THIRD NATIONAL BANK

Surplus, \$550,000

Allic Chalmers Co Successors to Machine Business of Dickson Manufacturing Co., Scranton and Wilkes-Barre, Pa.

Stationary Engines, Boilers, Mining

Machinery, Pumps.

Brass

Beds

Elegantly Rich

Designs

The new patterns we are

now showing are beautiful

specimens of the metal-

worker's and designer's

skill-they possess charac-

ter and finish that appeals

to the exacting purchaser.

The prices, too, are as at-

tractive as the designs.

We invite inspection and

Have you seen the new

patterns in the twin beds-

we've something worth

seeing, whether you wish

Many new and beautiful

patterns in odd Dressers

and pieces for the bed-

Hill & Connell

121 Washington Avenue.

Lager

Beer..

Manufacturers of

Old Stock

comparison.

to buy or not.

Brewery. Scranton, Pa. Old 'Phone, 2331. New 'Phone, 2935.

HENRY BELIN, JR.,

General Agent for the Wyoming District for Dupont's Powder

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

Safety Fuse, Caps and Exploders. Room 401 Con-nell Building ,Scranton.

JOHN B. SMITH & SON .......Plymouth E. W. MULLIGAN .......Wilkes-Barro

### Smart Spring Styles

Man, woman, boy or girl, can be clothed in the Smartest Spring Styles, by simply opening a charge account at this store. Faultless Spring Jackets, Swell

Silk Raglans, Handsome Man-Tailored Suits, Pretty Waists, Elegant Skirts, Exclusive Millinery and Fine

Spring Clothing, Hats and Shoes for men and boys.

No extra charge for Credit.

317 Lacka. Ave. Second Floor. Clothing Open Evenings. Company

### ------Gift Carnival Souvenirs Ready for Distribution.

This Will Be Souvenir Week at the Economy.

Every person presenting a Gift Carnival Ticket-during the six days, ending Saturday, April 19—will receive a handsome Art Souvenir of lasting value. It will beautify the home and possibly remind the recipient to always "Keep to the Right," by remaining an Economy patron.

Positively no Souvenirs given, unless a ticket is presented. Distribution closes Saturday, April 19, 1902.



ng Aveuue.